4.9 HAZARDS AND HAZARDOUS MATERIALS

This chapter of the Draft Environmental Impact Report (EIR) describes the potential hazards and hazardous materials impacts associated with the adoption and implementation of the proposed project. This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential hazards and hazardous materials impacts, and identifies proposed General Plan 2050 goals, policies, and actions that would minimize any potentially significant impacts. A discussion of wildland fire hazards is provided in Chapter 4.18, *Wildfire*, of this Draft EIR.

4.9.1 ENVIRONMENTAL SETTING

4.9.1.1 REGULATORY FRAMEWORK

Federal Regulations

United States Environmental Protection Agency

The United States Environmental Protection Agency (USEPA) is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, delegating the responsibility for issuing permits, and monitoring and enforcing compliance to states and Native American tribes. USEPA programs promote handling hazardous waste safely, cleaning up contaminated land, and reducing waste volumes through such strategies as recycling. California falls under the jurisdiction of USEPA Region 9. Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with State and tribal partners, the USEPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

United States Department of Transportation

The United States Department of Transportation (USDOT) has the regulatory responsibility for the safe transportation of hazardous materials between states and internationally. The USDOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service regulations. The federal RCRA of 1976 imposes additional standards for the transport of hazardous waste.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from materials manufacturers. The material safety data

sheets describe the risks, as well as proper handling and procedures, related to specific hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under the RCRA, as amended by the Hazardous and Solid Waste Amendments of 1984. These laws provide for the "cradle to grave" regulation of hazardous waste. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, California Environmental Protection Agency (CalEPA) has in turn delegated enforcement authority to the Sonoma County Fire and Emergency Services Department Hazardous Materials (HazMat) Division.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," on December 11, 1980. 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 Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other State and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased State involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in making decisions on how sites should be cleaned up, and increased the size of the trust fund to $8.5 billion.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted in October 1986. This law requires State and local governments to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by USEPA's Office of Emergency Management. USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through California Accidental Release Prevention (CalARP) program.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The California State Fire Marshal's Office has oversight authority for hazardous materials liquid pipelines. The California Public Utilities Commission has oversight authority for natural gas pipelines in California. These agencies also govern permitting for hazardous materials transportation.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and other resource providers, including the American Red Cross, that: (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of State and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency. The Federal Response Plan is part of the National Response Framework, which was most recently updated on March 22, 2008.

The Stafford Act

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) of 1988 authorizes federal government assistance for emergencies and disasters when State and local capabilities are exceeded. The Stafford Act forms the statutory authority for most federal disaster response activities, especially as they relate to the Federal Emergency Management Agency (FEMA) and FEMA programs.

National Response Framework

The 2016 National Response Framework, published by the United States Department of Homeland Security, is a guide for the nation to respond to all types of disasters and emergencies.[1] This framework describes specific authorities and best practices for managing incidents that range from serious local or large-scale terrorist attacks to catastrophic natural disasters. In addition, the 2016 National Response Framework describes the principles, roles, and responsibilities, and coordinating structures for responding to an incident, and further describes how response efforts integrate with those of the other mission areas.

[1] United States Department of Homeland Security, October 28, 2019, *National Response Framework*, https://www.fema.gov/sites/default/files/2020-04/NRF_FINALApproved_2011028.pdf, accessed March 8, 2023.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the USDOT to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration (PHMSA) within the USDOT develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system. USDOT's and PHMSA's regulations governing natural gas transmission pipelines, facility operations, employee activities, and safety are found in the Code Regulations Title 49, *Transportation*, Parts 190 through 192, Part 195, and Part 199.

Pipeline Safety Improvement Act of 2002

The Pipeline Safety Improvement Act mandates that the USDOT, the Department of Energy, and the National Institute of Standards and Technology in the Department of Commerce carry out a program of research, development, demonstration, and standardization to ensure the integrity of pipeline facilities.[2] The purpose of the Research and Design Program is to identify safety and integrity issues and develop methodologies and technologies to characterize, detect, and manage risks associated with natural gas and hazardous liquid pipelines.

Pipeline Inspection, Enforcement, and Protection Act of 2006

The Pipeline Inspection, Enforcement, and Protection Act confirms the commitment to the Integrity Management Program and other programs enacted in the Pipeline Safety Improvement Act of 2002. The 2006 legislation includes provisions on:

- Preventing excavation damage to pipelines through the enhanced use and improved enforcement of State "One-Call" laws that preclude excavators from digging until they contact the State One-Call system to locate the underground pipelines;
- Minimum standards for Integrity Management Programs for distribution pipelines (including installation of excess flow valves on single-family residential service lines based on feasibility and risk);
- Standards for managing gas and hazardous liquid pipelines to reduce risks associated with human factors (e.g., fatigue);
- Authority for the Secretary to waive safety standards in emergencies;
- Authority for the Secretary to assist in restoration of disrupted pipeline operations;
- Review and update incident reporting requirements;
- Requirements for senior executive officers to certify operator integrity management performance reports; and

[2] United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration, last updated October 27, 2017, Pipeline Safety Improvement Act of 2002, https://www.phmsa.dot.gov/pipeline/congressional-mandates/pipeline-safety-improvement-act-2002, accessed March 8, 2023.

- Clarification of jurisdiction between states and PHMSA for short laterals that feed industrial and electric generator consumers from interstate natural gas pipelines.[3]

Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011

The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 was designed to examine and improve the state of pipeline safety regulation. This act accomplishes the following:

- Reauthorizes PHMSA's federal pipeline safety programs through fiscal year 2015.
- Provides the regulatory certainty necessary for pipeline owners and operators to plan infrastructure investments and create jobs.
- Improves pipeline transportation by strengthening enforcement of current laws and improving existing laws where necessary.
- Ensures a balanced regulatory approach to improving safety that applies cost-benefit principles.
- Protects and preserves Congressional authority by ensuring certain key rulemakings are not finalized until Congress has an opportunity to act.[4]

State Regulations

California Environmental Protection Agency

One of the primary State agencies that regulate hazardous materials is CalEPA. CalEPA is authorized by the USEPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and its residents from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and Safety Code.[5] The DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans. The DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the State-level agency responsible for ensuring workplace safety. CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event

[3] United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration, December 29, 2006, *Pipeline Inspection, Enforcement, and Protection Act of 2006*, https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/technical-resources/pipeline/gas-distribution-integrity-management/61781/pipesact2006.pdf, accessed March 8, 2023.

[4] United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration, last updated February 16, 2023, Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011, https://www.phmsa.dot.gov/legislative-mandates/pipeline-safety-act/pipeline-safety-regulatory-certainty-and-job-creation-act-2011, accessed March 8, 2023.

[5] Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) and the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.

that a work site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.

California Office of Emergency Services

The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009. It was created pursuant to Assembly Bill (AB) 38, which merged the duties, powers, purposes, and responsibilities of the former Governor's Emergency Management Agency with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, humanmade, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

California Department of Transportation and California Highway Patrol

Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is found in Title 24, Part 2 of the California Code of Regulations. The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis and may be subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local City and County building officials for compliance with the typical fire safety requirements of the CBC, including the installation of sprinklers in all high-rise buildings and the establishment of fire-resistance standards for fire doors and building materials. Section 414 of the CBC includes requirements for buildings

and structures occupied for the manufacturing, processing, dispensing, use, or storage of hazardous materials.

California Health and Safety Code

California Health and Safety Code Chapter 6.95 and California Code of Regulations Title 19, Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on-site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

California Office of Emergency Services

The California Governor's Office of Emergency Services (CalOES), formerly the California Emergency Management Agency (CalEMA), was established on January 1, 2009, created by AB 38 (Nava), which merged the duties, powers, purposes, and responsibilities of the CalOES with those of the Governor's Office of Homeland Security. CalOES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the state's readiness to respond to and recover from all hazards – natural, humanmade, emergencies, and disasters – and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Similar to the CBC, the CFC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions.

Senate Bill 379

Senate Bill 379, approved October 8, 2015, requires all cities and counties to include climate adaptation and resiliency strategies in the Safety Elements of their General Plans upon the next revision beginning January 1, 2017. The bill requires the climate adaptation update to include a set of goals, policies, and objectives for their communities based on the vulnerability assessment, as well as implementation measures, including the conservation and implementation of natural infrastructure that may be used in adaptation projects. Specifically, the bill requires that upon the next revision of a General Plan or Local Hazard Mitigation Plan (LHMP), the Safety Element is to be updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county.

Regional Regulations

North Coast Regional Water Quality Control Board

The Porter-Cologne Water Quality Control Act[6] established the State Water Resources Control Board (SWRCB) and divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB). The North Coast Region RWQCB – Region 1 regulates water quality in the Southeast Greenway Area. The North Coast RWQCB has the authority to require groundwater investigations and/or remedial action if the quality of groundwater or surface waters of the state are threatened.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products. The latter are typically the responsibility of CalEPA and the California Air Resources Board (CARB). The BAAQMD is responsible for preparation of attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and issuance of permits for activities, including demolition and renovation activities affecting asbestos-containing materials (District Regulation 11, Rule 2) and lead (District Regulation 11, Rule 1). The BAAQMD's boundaries embrace the southern part of Sonoma County, including the Southeast Greenway Area.

Sonoma County Department of Health Services, Environmental Health and Safety Branch

A CUPA is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a County, City, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Sonoma County Fire and Emergency Services Department Hazardous Materials (HazMat) Division is the certified CUPA for the County of Sonoma, including the City of Santa Rosa and vicinity.[7] Funding for this Division is provided through fees charged to the businesses, which are regulated by the County under these CUPA programs.[8]

[6] California Water Code Sections 13000 et seq.

[7] Hazardous Materials Unit and CUPA Programs, https://permitsonoma.org/divisions/firepreventionandhazmat/servicesandfees/hazardousmaterialsunitandcupaprogram, accessed June 23, 2023.

[8] Hazardous Materials Unit and CUPA Programs, https://permitsonoma.org/divisions/firepreventionandhazmat/servicesandfees/hazardousmaterialsunitandcupaprogram, accessed June 23, 2023.

Local Regulations

Santa Rosa City Code

The Santa Rosa City Code (SCCC) includes various directives pertaining to hazards and hazardous materials. The SRCC is organized by title, chapter, and section, and in some cases, articles. Most provisions related to hazards and hazardous materials are in Title 18, *Buildings and Construction* as follows:

- Chapter 18-04, *General Provisions*. Section 18-04.015, *Adoption by Reference*, this section adopts multiple codes, including the 2019 Edition of the CFC and the CBC. This CFC in its entirety, is subject, however, to the amendments, additions, and deletions set forth in this chapter. The Santa Rosa Fire Prevention Code is intended to regulate and govern the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials, and devices, and from conditions hazardous to life or property in the occupancy of buildings in Santa Rosa.

  The CBC is adopted in its entirety, subject, however, to the amendments, additions, and deletions set forth in this chapter. The CBC includes several provisions regarding the storage and disposal of hazardous materials. Such provisions include storage of flammable and combustible liquids in aboveground tanks and the storing and dispensing of liquified petroleum gas and other flammable liquids and gases.
- Chapter 18-16, *2019 California Building Code*. This chapter includes provisions to store flammable and combustible liquids in aboveground tanks and the storing and dispensing of liquified petroleum gas and other flammable liquids and gases.
- Chapter 18-44, *2019 California Fire Code*. This chapter includes provisions to prevent fire and protect the residents and visitors of Santa Rosa from fire-related hazards.

Hazard Mitigation Plan

On December 7, 2021, the Santa Rosa City Council adopted the Sonoma County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which also provides an update to the City's Local Hazard Mitigation Plan (LHMP).[9] The MJHMP consists of two volumes. Volume 1 includes all federally required elements of a disaster mitigation plan as they apply to the entirety of Sonoma County. Volume 2 is made up of Annexes (chapters) for each local agency and special district participating in the MJHMP. The City of Santa Rosa Annex, which serves as a five-year update to the LHMP is found in Volume 2, Chapter 3. The LHMP identifies the natural hazards faced by the city, assesses vulnerabilities to these hazards, and identifies mitigation strategies that can be taken to reduce or alleviate the loss of life, personal injury, and property damage that otherwise might result from said natural hazards. Mitigation actions are suggested and carried out by various City departments.

[9] City of Santa Rosa, 2021, *Local Hazard Mitigation Plan*, https://www.srcity.org/540/Local-Hazard-Mitigation-Plan, accessed March 9, 2023.

Santa Rosa Fire Department

The Santa Rosa Fire Department (SRFD) is responsible for the registration, installation, operation, and abandonment of underground storage tanks (USTs) in the city. In addition, they maintain responsibility for enforcement of the CFC (with local amendments) and emergency abatement regulations in the SRCC.

4.9.1.2 EXISTING CONDITIONS

Hazardous Materials Sites

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. The California Environmental Quality Act (CEQA) Section 21092.6 requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- USEPA National Priorities List. The USEPA's National Priorities List includes all sites under the USEPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- USEPA CERCLIS and Archived Sites. The USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review of archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.
- USEPA RCRIS (RCRA Info). The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- DTSC Cortese List. The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- DTSC HazNet. DTSC uses this database to track hazardous waste shipments.
- SWRCB LUSTIS. Through the Leaking Underground Storage Tank Information System (LUSTIS), the SWRCB maintains an inventory of USTs and LUSTs, which tracks unauthorized releases.

The required lists of hazardous material release sites are commonly referred to as the "Cortese List," named after the authoring legislator. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction. A search of the databases on March 8, 2023, identified 596 sites in the EIR Study

Area: 11 from EnviroStor, 580 from Geotracker, and 5 duplicated in both. Of the 596 sites, 103 are designated as active and the remaining 493 sites are designated as "closed" or "completed – case closed," indicating that they have been investigated and/or remediated to the satisfaction of the lead responsible agency (i.e., RWQCB, DTSC, Sonoma County Department of Health Services) based on land use at the time of closure. The 103 active hazardous materials sites are listed in Table 4.9-1, *Active Hazardous Materials Sites.* The majority of the active sites are classified undergoing site assessment.

Schools

Because sensitive population groups include children, CEQA requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles (1,320 feet) of an existing or proposed private or public school. As discussed in detail in Chapter 4.14, *Public Services, Parks, and Recreation*, of this Draft EIR, Santa Rosa is served by 8 public school districts, 1 community college, and 27 private schools in the EIR Study Area. There are currently no known proposals for new schools in the EIR Study Area.

Airport Hazards

The Charles M. Schulz Sonoma County Airport is 2.7 miles northwest of Santa Rosa in the unincorporated County of Sonoma, approximately 1 mile from the Santa Rosa North SMART station. The Airport Influence Area (AIA) of the Charles M. Schulz Sonoma County Airport is adjacent to, but outside of, the EIR Study Area.[10]

Emergency Response and Evacuation Planning Areas

As described in Section 4.9.1.1, *Regulatory Framework*, the EIR Study Area is in the planning area of the Sonoma County Emergency Operations Plan and the MJHMP. The City has developed designated evacuation zones for the entire community.[11] Approximately 30 zones have been identified and are used for large-scale emergencies that require mass evacuations. The Santa Rosa Police Department (SRPD) manages evacuations in the city and developed evacuations zones working with the SRFD, Emergency Management, and Traffic Engineering staff to develop a plan for Santa Rosa. Law enforcement agencies will typically be responsible for enforcing an evacuation order and a number of tools to alert the community will be used, these include SoCoAlert, WEA, CivicReady, and Hi/Lo Sirens. Evacuation routes are determined by public safety officials at the time of the emergency based on current and anticipated conditions as well as the nature of the threat or hazard.[12]

[10] Sonoma County, 2001, *Comprehensive Airport Land Use Plan: Sonoma County Airport Referral Area*, https://permitsonoma.org/longrangeplans/adoptedlong-rangeplans/airportlanduseplan/chapter8/sonomacountyairport, accessed March 8, 2023.

[11] City of Santa Rosa, Evacuation Zone Look-Up Tool for the City of Santa Rosa, https://www.srcity.org/3368/Evacuation-Zones, accessed June 22, 2023.

[12] City of Santa Rosa, Frequently Asked Questions, https://www.srcity.org/3183/Frequently-Asked-Questions, accessed June 22, 2023.

TABLE 4.9-1 ACTIVE HAZARDOUS MATERIALS SITES

SITE NAME	ADDRESS	SITE TYPE	STATUS
EnviroStor Sites [a]			
C&D Batteries	265 Roberts Avenue	Evaluation	Refer: RWQCB
Cogwheel Shop	4025 Sebastopol Road	Evaluation	Refer: RWQCB
Former Point St. George Fisheries	8 Sebastopol Road	Voluntary Cleanup	Refer: RWQCB
Fountain Grove Plaza Site	3975 Old Redwood Highway	State Response	Active
Golden Technology Site	3017 and 3019 Santa Rosa Avenue	State Response	Active
Hewlett-Packard Company (Valley Site)	1201 Piner Road	Corrective Action	Refer: RWQCB
McMinn Avenue	841 McMinn Avenue	Evaluation	Refer: RWQCB
Naval Auxiliary Air Station, Santa Rosa	Finley Avenue and Wright Road	Military Evaluation	Refer: RWQCB
PG&E – Santa Rosa Gas Plant	First Steet, East of B Street		Refer: RWQCB
Redwood Chemicals	2450 Stony Point Road	Evaluation	Refer: Local Agency
Santa Rosa Circuits	35 and 48 West Barham Avenue	Evaluation	Refer: RWQCB
Geotracker Sites [b]			
A. F. O'Connor Station	1333 Fourth Street	Lust Cleanup Site	Open - Remediation
Am/Pm Mini Mart	440 Hearn Avenue	Lust Cleanup Site	Open - Remediation
Beacon #489 (Former)	921 Sebastopol Road	Lust Cleanup Site	Open - Verification Monitoring
Bega Property	1470 Mendocino Avenue	Cleanup Program Site	Open - Inactive
Bennett Valley Cleaners	2753 Yulupa Avenue	Cleanup Program Site	Open - Remediation
Bepex Corporation	150 Todd Road	Cleanup Program Site	Open - Verification Monitoring
Best Cleaners	1007 College Avenue, West	Cleanup Program Site	Open - Remediation
Boomers Fabricare Center	1321 Guerneville Road	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Bp / Redwood Oil #110	760 Sebastopol Road	Lust Cleanup Site	Open - Verification Monitoring
Bradley	1143 Briggs Avenue	Cleanup Program Site	Open - Remediation - Land Use Restrictions
Bromley Property	1500 Santa Rosa Avenue	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Bsc Cleaners	800 Sebastopol Road	Cleanup Program Site	Open - Site Assessment
C & D Batteries	265 Roberts Avenue	Cleanup Program Site	Open - Inactive
Chevron #9-2642 / Redwood Oil	1100 Bennett Valley Road	Lust Cleanup Site	Open - Remediation
Chevron, Herron's	4180 Montgomery Drive	Lust Cleanup Site	Open - Assessment & Interim Remedial Action

TABLE 4.9-1 ACTIVE HAZARDOUS MATERIALS SITES

SITE NAME	ADDRESS	SITE TYPE	STATUS
Chevron, Herron's	4180 Montgomery Drive	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Cloudburst Car Wash	1322 Fourth Street	Lust Cleanup Site	Open - Remediation
Coddingtown Former Dry Cleaner	733 Coddingtown Mall Drive	Cleanup Program Site	Open - Remediation
Crown Cleaners	1975 Mendocino Avenue	Cleanup Program Site	Open - Site Assessment
D&J Cleaners (Former)	400 Todd Road, East	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Dalley Property	175 Scenic Avenue	Cleanup Program Site	Open - Site Assessment
Downey	109 Chestnut	Cleanup Program Site	Open - Site Assessment
Downey Property	121 Chestnut Street	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Empire Cleaners	526 Sonoma Avenue	Cleanup Program Site	Open - Site Assessment
Exxon #7-3035	4501 Sonoma Highway	Lust Cleanup Site	Open - Verification Monitoring
Fast & Easy Mart	5321 Old Redwood Hwy	Lust Cleanup Site	Open - Verification Monitoring
Fouche Auto Wreckers	2290 Dutton Avenue	Cleanup Program Site	Open - Remediation
Gartin Cleaners	2320 Midway Drive	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Golden Technology	3017 Santa Rosa Avenue	Cleanup Program Site	Open - Verification Monitoring
Hewlett Packard Valley Site	1201 Piner Road	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Hirsch, Phil - Slic Site	230 South A Street	Cleanup Program Site	Open - Site Assessment
Industrial Machine & Engine Rp	928 Dutton Avenue, North	Cleanup Program Site	Open - Inactive
Jdsu/Ocli (Former)	2789 Northpoint Parkway	Cleanup Program Site	Open - Verification Monitoring
Jean's Shell	3785 Santa Rosa Ave	Lust Cleanup Site	Open - Assessment & Interim Remedial Action
Jemco (Former)	365 Todd Rd	Lust Cleanup Site	Open - Verification Monitoring
Lakeside Cleaners	4211 Montgomery Drive	Cleanup Program Site	Open - Remediation
Malm Fireplaces, Inc.	368 Yolanda Avenue	Cleanup Program Site	Open - Remediation
McGowen Auto Wrecking (Former)	112 Holbrook	Cleanup Program Site	Open - Inactive
McMinn Avenue Area	Sebastopol Road / Roseland Area	Cleanup Program Site	Open - Inactive
McPhail's	975 Wright Street	Lust Cleanup Site	Open - Eligible for Closure
McPhail's	975 Wright Street	Cleanup Program Site	Open - Remediation

TABLE 4.9-1 ACTIVE HAZARDOUS MATERIALS SITES

SITE NAME	ADDRESS	SITE TYPE	STATUS
Pegg Oil Company	21 Frances Street	Cleanup Program Site	Open - Inactive
Peter Pan Cleaners	2231 Mendocino Avenue	Cleanup Program Site	Open - Site Assessment
PG&E Santa Rosa Manufactured Gas Plant (Former)	111 Santa Rosa Avenue	Lust Cleanup Site	Open - Verification Monitoring
PG&E Santa Rosa Manufactured Gas Plant (Former)	111 Santa Rosa Avenue	Cleanup Program Site	Open - Verification Monitoring - Land Use Restrictions
PG&E Substation B (Former)	10 E Street	Cleanup Program Site	Open - Site Assessment
Private Residence	Private Residence	Lust Cleanup Site	Open - Eligible for Closure
Private Residence	Private Residence	Cleanup Program Site	Open - Site Assessment
Redwood Oil #114	1855 Guerneville Road	Lust Cleanup Site	Open - Verification Monitoring
Redwood Oil #141 (Bulk Plant)	455 Yolanda Avenue	Lust Cleanup Site	Open - Verification Monitoring
Redwood Oil & Chevron Bulk Plant #206308	258 Roseland Avenue	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Revard Cleaners	2410 Montgomery Drive	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Roseland Cleaners	761 Sebastopol Road	Cleanup Program Site	Open - Remediation
Round Barn Project	Round Barn Boulevard	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Santa Rosa Air Center	3842 Finley Avenue	Cleanup Program Site	Open - Site Assessment
Santa Rosa Air Center	3842 Finley Avenue	Lust Cleanup Site	Open - Site Assessment
Santa Rosa City Pump Station #6	5204 Montgomery Drive	Lust Cleanup Site	Open - Site Assessment
Santa Rosa City, Freeway Well #3	Ridgway & Cleveland	Cleanup Program Site	Open - Site Assessment
Santa Rosa Cleaners	1415 Fulton Road	Cleanup Program Site	Open - Site Assessment
Santa Rosa Memorial Hospital	1160 Montgomery Drive	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Santa Rosa Naas (General File)	3842 Finley Avenue	Military Cleanup Site	Open - Assessment & Interim Remedial Action
Santa Rosa Naval Auxiliary Air Station - AOC 1 - Former Operations Control Tower/Building 5	3842 Finley Avenue	Military Cleanup Site	Open - Inactive
Santa Rosa Naval Auxiliary Air Station - AOC 5 - Kodiak Hanger/Building 5	3842 Finley Avenue	Military Cleanup Site	Open - Inactive
Santa Rosa Naval Auxiliary Air Station - AOC 6 - Former Incinerator/Building 27	3842 Finley Avenue	Military Cleanup Site	Open - Inactive

TABLE 4.9-1 ACTIVE HAZARDOUS MATERIALS SITES

SITE NAME	ADDRESS	SITE TYPE	STATUS
Santa Rosa Naval Auxiliary Air Station – AOC 10 - Former Firing Range	3842 Finley Avenue	Military Cleanup Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station – AOC 15 - Former Fuel Farm	3842 Finley Avenue	Military Cleanup Site	Open - Inactive
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 1	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 26	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 28	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 38	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 9-1	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 9-2	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - SRNAAS Tank 9-3	Finley Avenue	Military UST Site	Open - Site Assessment
Santa Rosa Naval Auxiliary Air Station - Us Santa Rosa Federal Center (Fuds) (FEMA Area)		Military Cleanup Site	Open - Inactive
Santa Rosa Old Town Sewer Replacement	College Avenue Condu	Cleanup Program Site	Open - Inactive
Santa Rosa U-Haul Center	3601 Santa Rosa Ave	Lust Cleanup Site	Open - Eligible for Closure
SCWA - Hewett And North Dutton Avenue	Hewett Street/North Dutton Avenue	Cleanup Program Site	Open - Inactive
Shell	2005 Guerneville Road	Lust Cleanup Site	Open - Verification Monitoring
Shell Service Station - Dutton Avenue	255 Dutton Avenue	Lust Cleanup Site	Open - Verification Monitoring
Shell, Dz Products Facility	257 Dutton Avenue	Cleanup Program Site	Open - Site Assessment
Simoncini'S Automotive	1244 Central Avenue	Cleanup Program Site	Open - Inactive
Sonoma County Administration Complex	2688 Ventura Avenue	Cleanup Program Site	Open - Site Assessment
Sonoma French Dry Cleaners	946 College Avenue, West	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Srdpw College Avenue	College Avenue	Cleanup Program Site	Open - Inactive
Srdpw Garage No 9	97 D Street	Lust Cleanup Site	Open - Assessment & Interim Remedial Action
Standard Oil Bulk Facility	205 Chestnut Street	Cleanup Program Site	Open - Site Assessment

TABLE 4.9-1 ACTIVE HAZARDOUS MATERIALS SITES

SITE NAME	ADDRESS	SITE TYPE	STATUS
Stevenson Equipment	3975 Redwood Highway, Old	Cleanup Program Site	Open - Verification Monitoring
Texaco	1101 Yulupa Avenue	Lust Cleanup Site	Open - Verification Monitoring
Texaco Farmers Lane	1400 Farmers Lane	Lust Cleanup Site	Open - Remediation
The Bird	1150 Santa Rosa Avenue	Lust Cleanup Site	Open - Site Assessment
Thompson Cleaners	4040 Montgomery Drive	Cleanup Program Site	Open - Remediation
U Save Cleaners	600 Lewis Road	Cleanup Program Site	Open - Site Assessment
Union Pacific Railroad Company - Frances St	99 Frances Street	Cleanup Program Site	Open - Remediation
Unocal #3312	1311 Fourth Street	Lust Cleanup Site	Open - Remediation
Von Tillow Burbank Cleaners	1730 Fourth Street	Lust Cleanup Site	Open - Assessment & Interim Remedial Action
Westside Engine & Machine	12 3Rd St West (Aka 211 Roberts Avenue)	Lust Cleanup Site	Open - Site Assessment
Westside Plaza Dry Cleaners	320 W 3Rd St, Suite H	Cleanup Program Site	Open - Site Assessment
Zedrick, Dave	164 Calistoga Road	Cleanup Program Site	Open - Inactive

Note: Some sites are duplicated under EnviroStor and GeoTracker sites.
a: Department of Toxic Substances Control, 2023, EnviroStor, https://www.envirostor.dtsc.ca.gov/public/, accessed March 8, 2023.
b: State Water Resources Control Board, 2023, GeoTracker, https://geotracker.waterboards.ca.gov/, accessed March 8, 2023.

4.9.2 STANDARDS OF SIGNIFICANCE

Impacts related to wildland fires are fully discussed in Chapter 4.18, *Wildfire*, of this Draft EIR. Therefore, the following standard is not discussed in this chapter:

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Implementation of the proposed project would result in a significant impact related to hazards and hazardous materials if it 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 pursuant to Government Code Section 65962.5 and, as a result, would it 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. In combination with past, present, and reasonably foreseeable projects, result in cumulative hazards and hazardous materials impacts in the area.

4.9.3 IMPACT DISCUSSION

As described in Chapter 4.0, *Environmental Analysis*, of this Draft EIR, some proposed General Plan 2050 policies and actions are required as means to mitigate environmental impacts under CEQA. These policies and actions are fully enforceable at the discretion of the decision-maker through permit conditions, agreements, or other legally binding instruments. These mitigating policies and actions use the imperative "shall," include performance criteria, and are marked with an asterisk (*). Note that all actions are required to be implemented by the City and therefore the imperative "shall," if not explicitly stated, is implied.

HAZ-1 Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Implementation of the proposed project would result in potential new development in the EIR Study Area. Hazardous materials would be routinely used, transported, and handled throughout the city.

Residential land uses could use common cleaning products, building maintenance products, paints and solvents, fertilizers and pesticides used in landscaping and yard care, along with other similar items. In general, these potentially hazardous materials would not be of the type to occur in sufficient quantities to pose a significant hazard to public health and safety or to the environment.

Companies in the Industrial or Commercial land use designations of the proposed General Plan 2050 could use, store, or generate hazardous materials for research, manufacturing, cleaning, or other commercial uses, and the proposed project would include agricultural uses in the EIR Study Area that may also use or transport hazardous materials such as pesticides. These commercial, industrial, and agricultural activities are subject to a variety of federal, state, and local laws, policies, and regulations, as described in Section 4.9.1.1, *Regulatory Framework*. All hazardous materials to be transported must remain in compliance with USDOT regulations. Potential future development in the EIR Study Area would be subject to regulatory programs such as those overseen by RWQCB and DTSC. Nonresidential development that would require the use of hazardous materials regulated by federal, state, regional, and local agencies would issue permits for the use of the hazardous materials, which would be monitored and routinely updated by the responsible agency depending on the type of material. These agencies also require applicants for development of potentially contaminated properties to perform investigation and cleanup if the site is found to be contaminated with hazardous substances. In addition, the Sonoma County Fire and Emergency Services Department Hazardous Materials Division has responsibility in Santa Rosa for the implementation and enforcement of hazardous material regulations as a CUPA. The Hazardous Materials Division also keeps track of aboveground petroleum storage tanks, underground storage tanks, and hazardous waste generators within county jurisdictional boundaries.[13]

Potential future development that would introduce hazardous materials to a site, or that would generate hazardous waste, would be regulated pursuant to federal, state, regional, and local laws. Compliance with these regulations would minimize the potential for a significant adverse effect on the environment due to the routine use, transport, and disposal of hazardous materials. In addition, Chapter 5, *Safety, Climate Resilience, Noise, and Public Services and Facilities,* of the proposed General Plan 2050 contain goals, policies, and actions that require local planning and development decisions to consider the impacts of hazards and hazardous materials. The following goal, policies, and actions would serve to further minimize exposure to hazardous materials from routine transport, use, or disposal in the EIR Study Area and ensure that new development would not create a significant hazard to the public or environment through routine transport, use, or handling of hazardous materials:

[13] Sonoma County Fire and Emergency Services Department, Services, 2023, https://permitsonoma.org/divisions/firepreventionandhazmat/servicesandfees/hazardousmaterialsunitandcupaprogram/services, accessed June 23, 2023.

- Goal 5-4: Protect all community members and businesses from hazardous materials exposures and releases.
  - Policy 5-4.1: Reduce the potential for hazardous materials exposure to community members, visitors, and employees.
    - Action 5-4.2: Continue to require that hazardous materials used in business and industry be used, handled, transported, and stored in accordance with federal, State, and local regulations.
    - Action 5-4.3: Continue to restrict future siting of businesses—including hazardous waste repositories, incinerators, or other hazardous waste disposal facilities—that use, store, process, or dispose of large quantities of hazardous materials or wastes in areas subject to seismic fault rupture or significant ground shaking.
  - Policy 5-4.3: Ensure adequate capacity and safeguards on routes used to transport hazardous materials to prevent or minimize impacts from accidental release.
    - Action 5-4.8: Where applicable, ensure regional and local routes for transportation of hazardous materials and waste are adequately marked and unsafe conditions are adequately addressed, where feasible.

As part of the City's project approval process, potential future development and redevelopment would be required to comply with existing federal, state, regional, and local regulations, including the proposed General Plan 2050 goal, policies, and actions that have been prepared to minimize impacts related to hazardous materials. Compliance with these regulations would minimize the risk of an adverse effect on the environment; therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-2 Implementation of the proposed project would not 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.

The proposed project would facilitate potential future development in the EIR Study Area. Some of the potential new development could occur on properties that possibly are contaminated and inactive, undergoing evaluation, and/or undergoing corrective action, as indicated in Table 4.9.1, *Active Hazardous Materials Sites.* Construction of new buildings and improvements could have the potential to release potentially hazardous soil-based materials into the environment during site grading and excavation operations. Likewise, demolition of existing structures could potentially result in the release of hazardous building materials (e.g., asbestos, lead paint, etc.) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of the proposed uses.

As described in impact discussion HAZ-1, companies in the Industrial or Commercial land use designation of the proposed General Plan 2050 could use, store, or generate hazardous materials for research, manufacturing, cleaning, or other commercial uses, and agricultural uses within the EIR Study Area may also use or transport hazardous materials such as pesticides. Chapter 5, *Safety, Climate Resilience, Noise, and Public Services and Facilities,* of the proposed General Plan 2050 contains goals, policies, and actions that require local planning and development decisions to consider the impacts of hazards and hazardous materials. In addition to the proposed General Plan 2050 goal, policy, and action identified in impact discussion HAZ-1, the following goal, policy, and action would serve to minimize the potential for release of hazardous materials into the environment:

- Goal 5-4: Protect all community members and businesses from hazardous materials exposures and releases.
    - Policy 5-4.1: Reduce the potential for hazardous materials exposure to community members, visitors, and employees.
        - Action 5-4.1: Continue to coordinate with the North Coast Regional Water Quality Control Board on remediation, cleanup, and risk evaluation prior to changes in site use in areas where hazardous materials and petroleum products have impacted soil or groundwater.

Potential future development under the proposed project would also be required to comply with existing regulations as part of the City's project approval process, described in Section 4.9.1.1, *Regulatory Framework.* Additionally, compliance with the Stormwater Pollution Prevention Plan and best management practices required for projects at or greater than one acre in size in the EIR Study Area (see Chapter 4.10, *Hydrology and Water Quality*, of this Draft EIR for additional details), as well as the proposed General Plan 2050 goals, policies, and actions identified above, would ensure potential future development under the proposed General Plan 2050 would not 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; therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-3 Implementation of the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

As discussed in Section 4.9.1.2, *Existing Conditions*, there are public schools and private schools dispersed throughout the EIR Study Area. Accordingly, it is possible that implementation of the proposed project could result in potential future development that would involve hazardous materials, either through construction or operation of new development, within 0.25 miles of an existing or proposed school. As described in impact discussions HAZ-1 and HAZ-2, while some potential future development under the proposed project could be reasonably expected to handle hazardous materials or generate hazardous emissions, the storage, use, and handling of these materials would be subject to existing federal, State, and local regulations. Potential future development would be required to comply with existing regulations as described in Section 4.9.1.1, *Regulatory Framework*, as well as the proposed General Plan 2050 goals, policies, and actions that have been prepared to minimize impacts as a result of hazardous materials, as

outlined in impact discussions HAZ-1 and HAZ-2. Specifically, proposed Policy 5-4.1 requires the City to reduce the potential for hazardous materials exposure to community members, visitors, and employees. These regulations would ensure requirements regarding use or transport of hazardous materials are met prior to construction, which includes buffer zones between schools and hazardous materials sites. Therefore, impacts would be *less than significant*.

For an additional discussion about toxic air contamination emissions during construction and operation, please see impact discussion AIR-3 in Chapter 4.3*, Air Quality*, of this Draft EIR. Impacts were found to be less than significant with implementation of proposed General Plan 2050 *Action 6-1.5 and *Action 6-1.6, which require operational health risk assessments and construction health risk assessments, respectively.

Significance without Mitigation: Less than significant.

HAZ-4 Implementation of the proposed project would not be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

As discussed in Section 4.9.1.2, *Existing Conditions*, a total of 596 hazardous materials sites are listed on databases complied pursuant to Government Code Section 65962.5. Of the 596 sites, 103 are designated as active and the remaining 493 sites are designated as "closed" or "completed – case closed," indicating that they have been investigated and/or remediated to the satisfaction of the lead responsible agency (i.e., RWQCB, DTSC, Sonoma County Department of Health Services) based on land use at the time of closure.

Potential new development and redevelopment would occur over the buildout horizon within the EIR Study Area. Some potential future development could occur on properties that are included in the databases listed in Table 4.9-1, *Active Hazardous Material Sites*. As discussed in impact discussions HAZ-1 through HAZ-3, construction on a site listed in the database could result in the release of potentially hazardous soil-based materials into the environment during site grading and excavation operations. Further, demolition of existing structures could potentially result in the release of hazardous building materials (e.g., asbestos, lead-based paint) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of future development.

As described in impact discussions HAZ-1 through HAZ-3, potential future development under the proposed project would be required to comply with all federal, State, regional, and local regulations regarding the safe handling, transport, disposal, and use of hazardous materials. Further, Chapter 5, *Safety, Climate Resilience, Noise, and Public Services and Facilities,* of the proposed General Plan 2050 contains goals, policies, and actions that would require land planning and development decisions to consider the impacts of hazards and hazardous materials. In addition to the goals, policies, and actions listed in impact discussion HAZ-2, the following goal, policy, and actions would serve to reduce the impacts that potential future development on sites with known hazardous materials could have on the environment and the public:

- Goal 5-4: Protect all community members and businesses from hazardous materials exposures and releases.
  - Policy 5-4.2: Minimize risks to human health from hazardous materials.
    - Action 5-4.5: Inventory brownfield sites and identify necessary measures to remediate hazards.
    - Action 5-4.6: Work with landowners and support funding identification and cleanup of identified brownfield sites, particularly in Equity Priority Areas.
    - Action 5-4.7: Seek funding and technical assistance to facilitate brownfield redevelopment, including federal tax incentives for brownfield sites, Department of Toxic Substances Control (DTSC) Revolving Loan Fund Program, Cleanup Loans and Environmental Assistance to Neighborhoods Loan Program, Brownfields Tax Incentives, and the U.S. Environmental Protection Agency brownfields grant and loan programs.

However, because hazardous materials sites exist in the EIR Study Area, as indicated in Table 4.9-1, it is possible that future development could occur on a designated hazardous materials site, which could result in the direct contact, inhalation, or ingestion of hazardous materials that could potentially cause adverse health impacts to construction workers, future site inhabitants, and nearby sensitive receptors. The preparation of project-specific management plans and studies would require mitigation that would protect construction workers, future site inhabitants, and nearby sensitive receptors.

The severity of health effects would depend on the contaminant(s), concentration, use of personal protective equipment during construction, and duration of exposure. Site-specific Environmental Site Management Plans (ESMP) for locations with known contamination would summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, State, and federal laws, policies, and regulations. The ESMP would include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials. The ESMP would:

- Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively;
- Describe required worker health and safety provisions for all workers potentially exposed to hazardous materials, in accordance with State and federal worker safety regulations; and
- Designate personnel responsible for implementation of the ESMP.

For sites with potential residual contamination in soil or groundwater that are planned for redevelopment with an overlying occupied building, a soil vapor intrusion assessment would indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting.

Proposed General Plan 2050 Action 5-4.1 requires the City to continue to require remediation, cleanup, and risk evaluation prior to changes in site use in areas where hazardous materials and petroleum products have impacted soil or groundwater. The implementation of this action would result in site-specific mitigation as required, including preparing ESMPs and soil vapor intrusion assessments. Compliance with applicable federal, State, and local laws and regulations regarding cleanup and reuse of a listed hazardous materials site, as well as proposed General Plan 2050 goals, policies, and actions listed above, would ensure potential future development under the proposed project would not create a significant hazard to the public or the environment; therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-5	**Implementation of the proposed project would not, 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 or excessive noise for people residing or working in the project area.**

As discussed in Section 4.9.1.2, *Existing Conditions*, the Charles M. Schulz Sonoma County Airport AIA is located northwest of, but greater than two miles outside of, the EIR Study Area. Therefore, implementation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area and there would be *no impact*.

Significance without Mitigation: No impact.

HAZ-6	**Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

As discussed in Section 4.9.1.2, *Existing Conditions*, the SRPD manages the evacuations in the City of Santa Rosa and has developed evacuation zones working with the SRFD, Emergency Management, and Traffic Engineering staff. Through the SRPD, approximately 30 evacuation zones have been created to be used in large-scale emergencies.

Compliance with applicable federal, State, and local laws and regulations regarding emergency response or emergency evacuation as described in Section 4.9.1.1, *Regulatory Framework*, would ensure potential future development under the proposed project would not interfere with an adopted emergency response plan, or emergency evacuation plan. In addition, Chapter 5, *Safety, Climate Resilience, Noise, and Public Services and Facilities,* of the proposed General Plan 2050 contains goals, policies, and actions that require local planning and development decisions to consider the impacts of hazards and hazardous materials. The following goal, policies, and actions would serve to minimize conflict with emergency response and evacuation plans:

- Goal 5-5: Ensure that Santa Rosa is prepared for future emergencies.
  - Policy 5-5.1: Encourage City staff and community members to be prepared for and capable of responding to emergency events.
    - Action 5-5.1: Maintain and periodically update the City's Emergency Operations Plan.
    - Action 5-5.2: Coordinate with staff of the Sonoma County Operational Area (which consists of the cities, special districts, and unincorporated areas of the county) to update joint emergency response and disaster response plans, as needed.
    - Action 5-5.3: Promote public awareness of the natural hazards and potential effects of disasters in the Planning Area through community and volunteer organizations.
  - Policy 5-5.2: Ensure all community members and businesses are informed and empowered to address hazard vulnerabilities, including Equity Priority Populations.
    - Action 5-5.4: Provide multilingual and culturally appropriate educational materials to increase awareness of hazard risks/vulnerabilities and strategies that community members and businesses can employ to mitigate risks/vulnerabilities.
    - Action 5-5.5: Incorporate strategies from the Community Wildfire Protection Plan, Local Hazard Mitigation Plan, and other resilience-building plans into outreach and educational information.
  - Policy 5-5.3: Promote emergency response and preparedness training for City staff, community members, and businesses to increase community resilience.
    - Action 5-5.6: Participate in emergency response exercises in the Operational Area that involve key hazards of concern for the city.
  - Policy 5-5.4: Prioritize projects and strategies that mitigate hazards and increase community resilience.
    - Action 5-5.7: Update the Local Hazard Mitigation Plan per State and federal requirements and implement action items as feasible.
  - Policy 5-5.5: Ensure that coordination between the City and Operational Area continuously improves to meet the changing risks of the community.
    - Action 5-5.11: Continue to implement mutual aid, automatic aid, and California's Mutual Master Aid System to provide effective emergency response.
    - Action 5-5.12: Maintain effective mutual-aid agreements with neighboring cities and Sonoma County to support emergency management.
    - Action 5-5.13: Continue to execute mutual-aid agreements with public and private entities to support community emergency management.
  - Policy 5-5.6: Prioritize investments that expand and enhance evacuation capacity and capabilities.
    - Action 5-5.14: Require all new development projects to provide adequate access for fire and emergency response personnel.

- Action 5-5.15: Prohibit the creation of new single ingress/egress roadway conditions in the city.
- Action 5-5.16: Retrofit existing single-access residential neighborhoods to include additional access routes or other provisions to increase evacuation safety.
- Action 5-5.17: Analyze the capacity, viability, and safety of evacuation routes for hazard areas in the city (e.g., WUIFA) and incorporate the results into the City's Emergency Operations Plan.

Compliance with applicable federal, State, and local laws and regulations regarding emergency response or emergency evacuation, as described in Section 4.9.1.1, *Regulatory Framework*, and proposed General Plan 2050 goals, policies, and actions listed would ensure potential future development under the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-7 Implementation of the proposed project would not, in combination with past, present, and reasonably foreseeable projects, result in a cumulative impact with respect to hazards and hazardous materials.

As discussed in Chapter 4.0, *Environmental Analysis*, of this Draft EIR, this cumulative analysis takes into account potential future development under the proposed project, in combination with impacts from projected growth in Sonoma County. As discussed previously, potential future development under the proposed project would not result in significant impacts from the increased use of hazardous household materials. The proposed project would not interfere with implementation of emergency response plans. In addition, potential project-level impacts associated with hazards and hazardous materials would be further reduced through compliance with proposed General Plan 2050 goals, policies, and actions, and other local, regional, State, and federal regulations. Since impacts associated with hazardous materials, are, by their nature, focused on specific sites or areas, the less-than-significant impacts in the EIR Study Area from the proposed project would not contribute to a cumulative increase in hazards in the immediate vicinity of the EIR Study Area or throughout the region. Therefore, the potential for cumulative impacts associated with hazards and hazardous materials would be *less than significant*.

Significance without Mitigation: Less than significant.

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