

## 4.8 Hazardous Materials and Public Safety

### Introduction

This section of the DEIR provides information on a variety of hazardous materials and public safety impacts with the potential to occur within the County. The environmental setting provides a summary of known hazardous material and public safety issues (including airport hazards, wildfires, and emergency operations/response) within the County. The regulatory setting provides a description of applicable federal, State, and local regulatory policies. A description of the potential impacts of the proposed project is also provided and includes the identification of feasible mitigation (where applicable) to avoid or lessen the impacts.

While wildfire impacts are addressed in this section, impacts related to fire protection/emergency response infrastructure and response times is addressed in Section 4.9 “Public Services, Recreation Resources, and Utilities” of this DEIR. Additionally, geologic hazards such as those associated with seiches, and mudflows are discussed separately in Section 4.7 “Geology, Soils, Seismicity, and Mineral Resources of this DEIR. Flood and dam inundation hazards are discussed in Section 4.6 “Hydrology, Water Quality, and Drainage”.

### Summary of NOP Comments

Several public comments (including those from CAL EMA, the United States Department of Agriculture, and several local residents) were received during the NOP scoping period suggesting that the DEIR address fire hazard, emergency response, and hazard impacts.

### Summary of Impact Conclusions

A summary of the hazardous materials and public safety-related impacts described in this section are provided below in **Table 4.8-1**.

**TABLE 4.8-1  
 SUMMARY OF PUBLIC SAFETY IMPACTS**

Impact Number	Impact Topic	Impact Conclusion	Impact After Mitigation
Impact 4.8-1	Exposure to Hazardous Materials	Less Than Significant	Less Than Significant
Impact 4.8-2	Aviation Hazards	Less Than Significant	Less Than Significant
Impact 4.8-3	Wildland Fires	Potentially Significant	Significant and Unavoidable
Impact 4.8-4	Emergency Response and Evacuation	Less Than Significant	Less Than Significant

### Regulatory Setting

A number of federal, State, and local laws and regulations have been enacted to regulate the management of hazardous materials. For purposes of this report, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. Implementation of these laws and the management of hazardous materials are regulated independently of the CEQA process through

programs administered by various agencies at the federal, State, and local levels. An overview of the key hazardous materials laws and regulations that apply to the County is provided below.

## **Federal Regulations**

Several federal agencies regulate hazardous materials. These include the U.S. EPA, the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). The U.S. DOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service (USPS) has developed additional regulations for the transport of hazardous materials by mail. DOT regulations specify packaging requirements for different types of materials. U.S. EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

## **State Regulations**

### ***Airport Land Use Compatibility Regulations***

Planning boundaries are established for height, noise, and safety around each airport and active airfield. Airport planning activities also establish policies that determine the compatibility of new land uses proposed within individual jurisdiction planning area boundaries. State Airport Land Use Law establishes an Airport Land Use Commission (ALUC) in most counties for the purpose of preparing comprehensive airport land use plans (CLUPs) for all general purpose airports within the county and to review existing and proposed land uses for consistency with the airport safety provisions of the CLUPs. The law requires a jurisdiction to submit its General Plan and other land use regulations to the ALUC for review and to amend the plan as may be necessary to achieve consistency with CLUPs adopted by the ALUC.

More specifically, the ALUC is a seven-member commission created under the authority of California State Aeronautics Act (Public Utility Code Section 21670). The primary purpose of the ALUC is to ensure that new land uses around public use airports do not create excessive noise and safety hazards for the public. Development proposals in the vicinity of local airports are referred to the ALUC by governing jurisdictions (county or incorporated city) for review.

Federal Aviation Regulations (FAR) Part 77 defines a series of imaginary surfaces surrounding all public use airports. Any proposed object or structure that would penetrate any of these imaginary surfaces as they apply to the affected airport facilities is considered by the FAA to be an obstruction to air navigation. An obstruction to air navigation may not be a hazard to air navigation; however, the FAA presumes it to be a hazard and treats it as such until an FAA aeronautical study determines that it does not have a substantial adverse effect on the safe use of the navigable airspace by aircraft. The imaginary surfaces the FAA uses to determine whether a structure or an object would be an obstruction to air navigation includes the primary surface, approach surface, horizontal surface, conical surface, and transitional surfaces. The CLUPs

determine compatibility of surrounding land uses based upon height restrictions, noise levels associated with the airport operations, and exposure of persons to crash hazards.

### ***California Environmental Protection Agency***

The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup, while enforcement of regulations has been delegated to local jurisdictions, such as the Plumas County Department of Environmental Health. Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the CCR. Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

### ***Department of Toxic Substances Control***

The DTSC regulates hazardous waste in California primarily under the authority of the federal Resource Conservation and Recovery Act (RCRA) of 1976, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste in the County would be under regulation by the DTSC to ensure that State and federal requirements pertaining to hazardous waste are complied with. California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for State regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

### ***Business Plan Act***

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

The State requires the owner or operator of any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas at standard temperature and pressure, to develop and submit a business plan. The State of California Office of Emergency Services (OES), acting pursuant to Health and Safety Code Section 25503.3, has developed a single comprehensive hazardous materials inventory form for businesses to use to submit their individual hazardous materials inventories. This form contains all state and federally required inventory information. Use of this form is mandatory.

### ***Worker and Workplace Hazardous Materials Safety***

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) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials.

Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

### ***Hazardous Materials Transportation***

Section 31303 of the California Vehicle Code and DOT regulations state that hazardous materials being directly transported from one location to another (“through-transport”) must use routes with the least overall travel time (e.g., major roadways/highways instead of local streets). However, local roadways can be used for deliveries and pickups of hazardous materials wastes to or from a specific location. The California Highway Patrol (CHP) and Caltrans are the enforcement agencies for hazardous materials transportation regulations in the County. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The California OES also provides emergency response services involving hazardous materials incidents. Various fire protection and emergency response providers provide first-response to hazardous materials spills, supplemented, as necessary by County resources, as described above.

### ***Agricultural Chemicals***

The application of restricted agricultural products on farming operations is regulated, monitored, and enforced by the California Department of Food and Agriculture Pesticide Regulation (Title 3 of the California Code of Regulations).

### ***Investigation and Cleanup of Contaminated Sites***

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and RWQCB are the two primary State agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and

State laws and regulations that are administered at the local level. Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, State, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determining if a release of hazardous wastes/substances exists at a site and delineating the general extent of contamination; estimating the potential threat to public health and/or the environment from the release and providing an indicator of relative risk; determining if an expedited response action is required to reduce an existing or potential threat; and completing preliminary project scoping activities to determine data gaps and identifying possible remedial action strategies to form the basis for development of a site strategy.

### ***Siting of Schools On or Near Sources of Hazardous Materials***

The California Education Code (Section 17210 et seq.) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site. Recent legislation and changes to the Education Code identify DTSC's role in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that receive State funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight.

DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

### ***Hazardous Materials in Structures***

Asbestos is regulated as a hazardous air pollutant under the Clean Air Act and is also regulated as a potential worker safety hazard under the authority of the OSHA. The California Occupational Safety and Health Administration (Cal OSHA) considers asbestos-containing building material a hazardous substance when a bulk sample contains more than 0.1% asbestos by weight. Cal OSHA requires that a qualified contractor licensed to handle asbestos materials handle any material containing more than 0.1% asbestos by weight. Any activity that involves cutting, grinding or drilling during building renovation or demolition, or relocation of underground utilities, could release friable asbestos fibers unless proper precautions are taken.

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint. These include Construction Safety Orders 1529 (pertaining to ACM) and 1532.1 (pertaining to lead-based paint) from Title 8 of the CCR, Part 61, Subpart M of the CFR (pertaining to ACM). These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities, require medical

examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. In California, ACBM and lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services.

## Local Regulations

### *Plumas County Hazardous Materials Program*

The Plumas County Environmental Health Department (PCEHD) manages and regulates the storage, use, and disposal of hazardous wastes through the Hazardous Materials Program. Hazardous materials in use by businesses are reported to the PCEHD under the Hazardous Materials and Business Plan Program. The PCEHD also oversees measures for hazardous waste onsite treatment, spill prevention control and countermeasures for aboveground and underground storage tanks, site mitigation, and risk management and prevention. PCEHD is the Certified Unified Program Agency (CUPA) for Plumas County and maintains state certification through the California Environmental Protection Agency.

### *Plumas County Office of Emergency Services*

The Office of Emergency Services (OES) is an agency of the County Administrative Office. OES works in concert with other State and local governments and federal agencies to provide for coordinated and effective multi-agency response and relief during emergency situations.

## Environmental Setting

### Hazardous Materials

The California Environmental Protection Agency (Cal-EPA) Department of Toxic Substances Control (DTSC) defines a hazardous material as one that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released (26 CCR 25501). For this DEIR, hazardous materials consist of raw materials and products, and hazardous wastes consist of wastes that are generated by facilities and businesses or that remain on site as a result of past activities. Typically, hazardous materials are grouped into the following four categories:

- **Toxic:** causes human health effects;
- **Ignitable:** has the ability to burn;
- **Corrosive:** causes severe burns or damage to materials; and
- **Reactive:** causes explosions or generates toxic gases.

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that render a material hazardous also make a waste hazardous. Hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater; or

through airborne releases in vapors, fumes, or dust. Soil and groundwater with concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from groundwater.

Within Plumas County, the most common transporters, storers, and/or disposers of hazardous wastes are likely to include commercial and industrial users such as agricultural producers, automotive repair, dry cleaners, gas stations, pest control, energy providers, and retailers. Institutional users of hazardous materials include schools, colleges, correctional facilities, utilities, hospitals, landfills, and other public agencies.

Transportation-related public health and safety issues also have the potential to occur along the major thoroughfares of the County, with the highest potential for transportation-related incidents existing along State Route (SR) 70 and along SR 36 and 89. The majority of hazardous materials shipped through and within the County primarily consists of petroleum products, such as heating fuels, gasoline, diesel and propane. The County’s railroad corridors are an additional public safety concern since freight trains also carry bulk containers of hazardous materials, such as petroleum.

**Contaminated Sites**

The California Department of Toxic Substances Control (DTSC) EnviroStor Database indicates that, as of July 31, 2012, there were 6 contaminated sites in Plumas County that are listed in federal or state databases. These sites are summarized below in **Table 4.8-2**.

**TABLE 4.8-2  
 HAZARDOUS MATERIALS CLEANUP SITES IN PLUMAS COUNTY**

Site Name	Site Type	Cleanup Status	Address Description	Urban Area
Almanor Manufacturing Company	State Response	Certified	763 Main Street	Chester
Caltrans Yard - Quincy	Evaluation	Refer: RWQCB	1690 East Main Street	Quincy
Gopher Hill Landfill	Evaluation	Refer: RWQCB	(off) Snake Lake Road	Quincy
Siskiyou Plumas Lumber Company	Evaluation	Refer: RWQCB	1243 Lee Road	Quincy
Grizzly Creek Camp	Military Evaluation	Inactive – Needs Evaluation	None Provided	None Provided
Union Pacific Railroad	Voluntary Cleanup	No Further Action	0.7 miles south of railroad station	Keddie

“Certified” indicates a site with previously confirmed release that is subsequently certified by DTSC as having been remediated satisfactorily under DTSC oversight.  
 “No further action” indicates a completed site where DTSC determined after investigation, that the property does not pose a problem to public health or the environment.

SOURCES: Department of Toxic Substance Control. EnviroStor Site List, July 31, 2012.

**Wildland Fires**

Wildland fires are a major hazard in Plumas County. Wind, steepness of terrain, and naturally volatile or hot-burning vegetation contribute to wildland fire hazard potential. The state mandates that the California Department of Forestry and Fire Protection (Cal Fire) prepare Wildland Fire

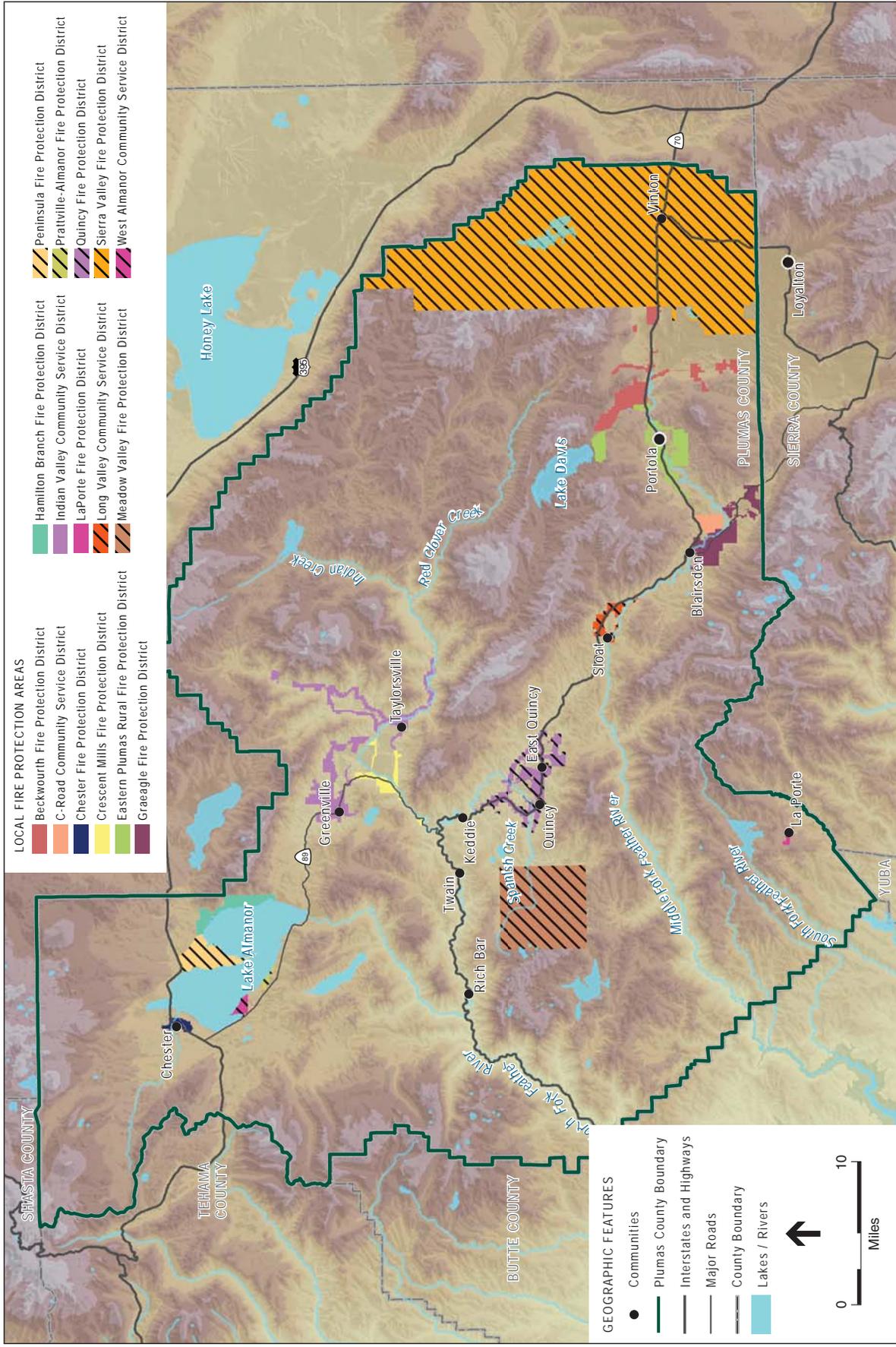
Hazard Maps for each county, rating fire hazards as low, moderate, high, or very high. These classifications are based on slope, climate, fuel loading (vegetation), and water availability. In reviewing fire threat mapping data provided by Cal Fire, it appears that a majority of the County is classified as having a “Moderate” to “High” threat of wildland fire.

The principal ingredients of wildland fires—fuel, topography, and weather—combine to make highly hazardous fire conditions throughout much of the county. To compound the problem, local topography tends to accentuate the spread of fires due to the varied movement of winds and makes fire fighting with heavy equipment very difficult or nearly impossible. The very high fire hazard throughout many county areas makes them unsafe for development and occupancy unless strong fire safety measures are taken. Additionally, several areas under County jurisdiction are without an organized structural fire protection programs (see **Figure 4.8-1**). However, even where organized protection does exist, fire suppression may be hampered by lack of water, rugged terrain, and delayed response times.

The Plumas National Forest provides wildfire protection responsibility for most of Plumas County. Historic fire interval in the north Sierra has been increasing with 29 populated communities in Plumas County identified as “at risk” by Cal Fire. The Plumas National Forest averages about 170 ignitions per year with 60% of those caused by lightning and 40% from humans. In 2003 fire occurrence in the Plumas National Forest was up 35% over the 5-year average. Fire protection in the remainder of the county is provided by 19 fire departments located throughout the county (several of which are shown in Figure 4.8-1). Some of these departments have a paid Chief and staff, but more commonly these departments are comprised entirely of volunteers.

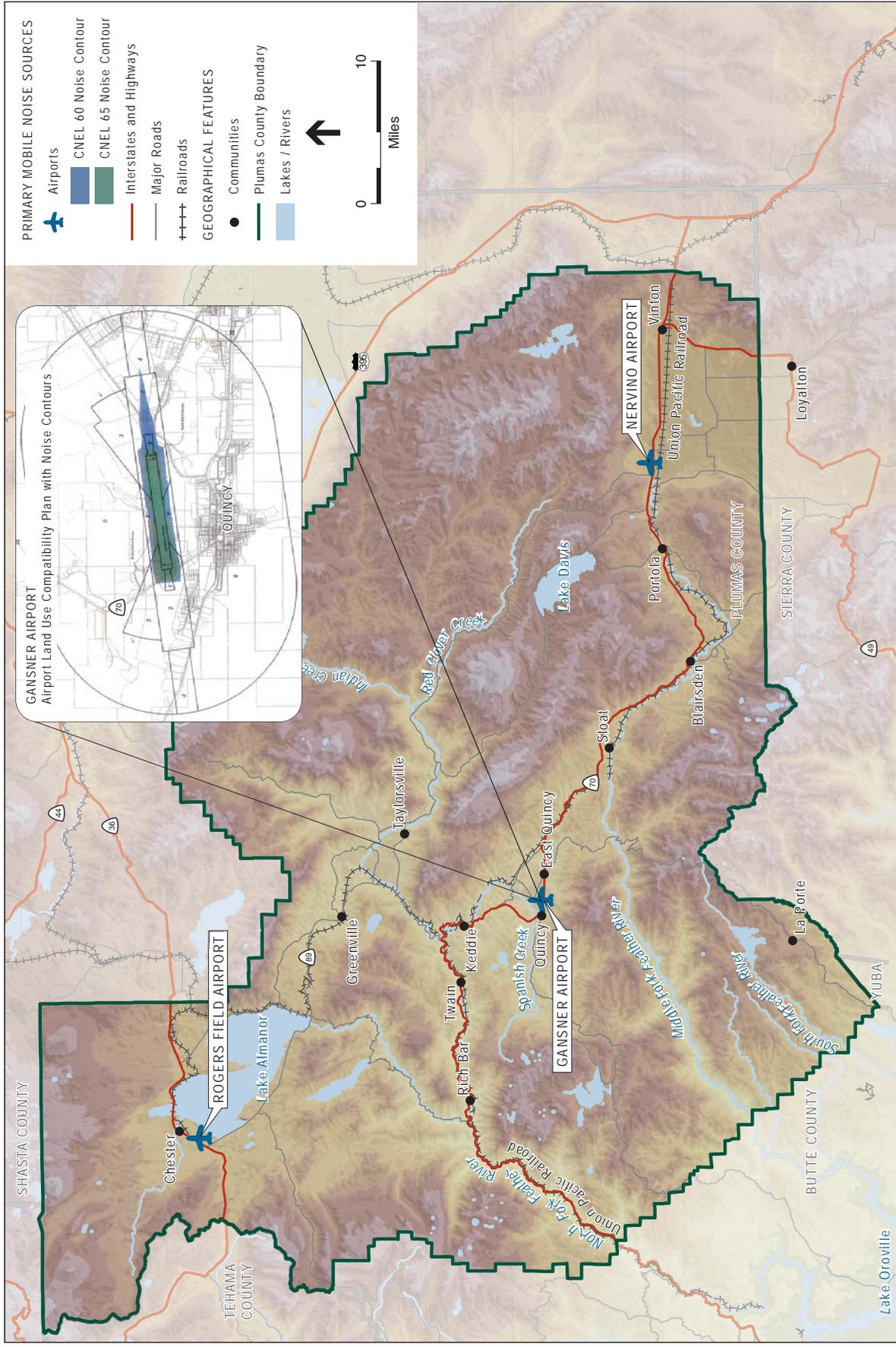
## Aviation Hazards

Three public-use airports are located in the County: Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Airport in Quincy (see **Figure 4.8-2**). Potential safety issues associated with airports include aircraft accidents and noise impacts to surrounding land uses. Airport operation hazards include the development of incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes) and tall structures in the vicinity of these airports. Airport safety zones are established to minimize the number of people subjected to noise and potential aircraft accidents through limitations on the type of development allowed around airports. Local airport plan zoning regulations provide specific detail for the established airport safety zones.



Plumas County General Plan Update - 208739  
**Figure 4.8-1**  
 Fire Districts within Plumas County

SOURCE: ESA, 2012



Plumas County General Plan Update - 208739  
**Figure 4-8-2**  
 Airport Noise and Safety

SOURCE: ESA, 2012

## Emergency Operations and Evacuation

The Plumas County Office of Emergency Services (OES) is responsible for initiating and coordinating disaster and emergency preparation, response, recovery, and mitigation operations within the County. OES develops and maintains various emergency plans, including incident response plans for certain types of incidents and coordinated emergency response plans. During an emergency condition, OES is the designated lead agency and activates the Emergency Operations Center. Primary evacuation routes within the County include SR 89, 70, and 49.

## Impacts and Mitigation Measures

### Methodology

Impacts to public safety issues associated with the hazards described above (including upset conditions, accidental releases, or natural phenomena) were evaluated in relation to the proposed project. Using the significance criteria described below, analysis of the hazardous materials and public safety impacts resulting from implementation of the proposed project on Plumas County was made based on the location and condition of the potential hazardous materials release sites and on the current and planned uses of the location. Additionally, aviation hazards, wildland fire hazards, and hazards associated with inadequate emergency response access were assessed to determine the potential for impacts to residents and visitors to the County.

### Significance Criteria

The significance criteria for this analysis were developed from criteria presented in Appendix G, Environmental Checklist Form”, of the CEQA Guidelines and based on the professional judgment of the County of Plumas and its consultants. The proposed project would result in a significant impact if it would:

- Create a significant hazard through the routine use, transport, or disposal of hazardous materials;
- Create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials;
- Expose sensitive land uses (i.e., schools, hospitals, nursing homes) to hazardous materials;
- Allow development to occur on contaminated lands, creating a significant public hazard;
- Create an aviation safety hazard;
- Expose persons or property to wildland fire risks; or
- Interfere with the implementation of an emergency response or evacuation plan.

## Impact 4.8-1: Exposure to Hazardous Materials

<b>LTS</b>	<b>The proposed project could expose persons to hazardous materials from routine use, transport, or disposal of hazardous materials or the release of hazardous materials.</b>
	<b>Level of Significance Before Mitigation:</b> <i>Less than Significant</i>
	<b>Required Additional Mitigating Policies and Implementation Measures:</b> <i>None</i>
	<b>Resultant Level of Significance:</b> <i>Less than Significant</i>

Hazardous materials are regularly used, transported, stored, and disposed of with Plumas County. The proposed project would focus growth areas within established Planning Areas. In addition, existing lots of record would develop under county zoning and subdivision requirements. Hazardous materials such as pesticides, fertilizers, petroleum, and vehicle fluids, asbestos-containing materials, lead paint, polychlorinated biphenyls (PCBs), underground storage tanks, and aboveground storage tanks may all occur within these areas. Hazardous materials including fuels, pesticides/herbicides, and industrial chemicals are routinely transported along county roads. In addition, soils in Plumas County contain naturally occurring asbestos, which can become hazardous as dust particles. Exposure to sensitive groups or receptors (i.e., children, elderly, etc.) is of particular concern.

The proposed project includes a number of policies that help ensure the safety of its residents, visitors, and businesses. Policies included as part of the proposed project that would minimize this impact are summarized below in **Table 4.8-3**. For example, the Public Health and Safety Element provides a number of policies and implementation measures that have been developed to address hazardous materials concerns including the safe storage, use, transportation, and disposal of hazardous materials and continued coordination with the California Highway Patrol to establish procedures for the movement of hazardous waste (see Policies PHS-6.5.1, PHS-6.5.3 and PHS-6.5.9), continued compliance with all applicable local, State, and federal safety standards (see Policy PHS-6.5.8), and the requirement and review of project applications on known or suspected contaminated sites (see Policy PHS-6.5.2) through the preparation of individual hazardous materials site investigations and the requirement that new developments to protect soils, air quality, surface water and groundwater from hazardous material contamination associated with site development and construction activities (see Policy PHS-6.5.4). Other policies require the continued education of County residents about household hazardous waste and its proper disposal (see Policy PHS-6.5.7) and the promotion of a variety of public safety programs (see Policy PHS-6.1.4) for local residents (including hazardous materials disposal). Policy PHS-6.5.9 requires the County to work with individual project applicants to actively clean-up or remediate properties found to be contaminated by mine waste or other hazardous materials.

Additional policies from both the Land Use and Health and Safety Elements (see Policies LU-1.2.2 and PHS-6.5.5) prevent the placement of incompatible land uses near properties that produce or store hazardous materials. Also, Policy 6.2.6 requires the County to coordinate with the Northern Sierra Air Quality Management District to continue to locate and map locations determined to

include soils with naturally occurring asbestos and to mitigate potential hazards to future development.

**TABLE 4.8-3  
MITIGATING POLICIES**

Land Use (LU) and Public Health and Safety (PHS) Element	
Policies designed to promote compatible land use development and patterns that minimize public safety impacts to surrounding land uses include the following:	
LU-1.2.2 Land Use Compatibility	PHS-6.5.5 Incompatible Land Uses
Policies and implementation measures designed to minimize the risk of County residents and property associated with the transport, distribution, use, and storage of hazardous materials and other public safety issues include the following:	
PHS-6.1.4 Public Safety Programs	PHS-6.5.4 Contamination Prevention
PHS-6.2.6 Naturally Occurring Asbestos	PHS-6.5.6 Hazardous Materials Databases
PHS-6.5.1 Hazardous Materials	PHS-6.5.7 Increase of Public Awareness
PHS-6.5.2 Hazardous Materials Studies	PHS-6.5.8 Hazardous Materials and Waste Management
PHS-6.5.3 Transportation of Hazardous Wastes	PHS-6.5.9 Hazardous Materials Remediation

**Significance Determination**

Adoption and implementation of the proposed policies and implementation measures (including the preparation of individual hazardous materials site investigations) under the proposed project (in addition to current local, state, and federal statutes and regulations addressing the use, storage and disposal of hazardous materials and wastes) would ensure that hazardous materials exposure impacts would be reduced to a less-than-significant level.

This impact is considered *less than significant*. No additional mitigation measures are required.

**Significance Conclusion**

Implementation of the proposed project would not result in significant hazardous materials or related public safety impacts and therefore associated impacts would be *less than significant*.

**Impact 4.8-2: Aviation Hazards**

<b>LTS</b>	<b>The proposed project could establish new land uses that would potentially create aviation safety hazards.</b>
	<b>Level of Significance Before Mitigation:</b> <i>Less than Significant</i>
	<b>Required Additional Mitigating Policies and Implementation Measures:</b> <i>None</i>
	<b>Resultant Level of Significance:</b> <i>Less than Significant</i>

Implementation of the proposed project would result in new urban development, including new residential, commercial, and public/institutional land uses in the vicinity of airports facilities within the County. New development near aviation facilities, particularly multi-story structures or developments with aerial features such as antennas, would create potential significant hazards to

aviation, in particular within the Planning Areas surrounding the three public aviation facilities located within the Almanor, American Valley, and Sierra Valley Geographic Areas.

Overall, the intent of the proposed project is to ensure that existing and future land uses function without imposing a nuisance, hazard, or unhealthy condition upon adjacent uses. Policies included as part of the proposed project that would minimize conflicts with public use airports are summarized below in **Table 4.8-4**. The Public Health and Safety, Noise and Circulation elements provides a number of policies that establish requirements for compatible development; including buffering; screening, noise controls and performance standards, and the siting of compatible land uses (see Policies PHS-6.6.1, N-3.1.5, N-3.1.10, CIR-4.5.1). Policy PHS-6.6.2 requires the County to ensure that new development within the airport approach and departure zones are in compliance with Part 77 of the FAA Regulations. Policy LU-1.6.4 from the Land Use Element requires the County to utilize the Rogers Field Airport in Chester, Gansner Field Airport in Quincy and Nervino Airport in Beckwourth Land Use Compatibility Plans to guide planning efforts near these facilities.

**TABLE 4.8-4  
MITIGATING POLICIES**

<b>Land Use (LU), Noise (N), Circulation (CIR), and Public Health and Safety (PHS) Elements</b>			
Policies designed to promote compatible land use development and patterns that minimize public health and safety impacts resulting from aviation hazards include the following:			
LU-1.6.4	Transportation Support for Commercial and or Industrial Uses	N-3.1.5 N-3.1.10 CIR-4.5.1	Development Surrounding Airports Noise Buffering Compatibility of Airports with Adjacent Land Uses
PHS-6.6.1	Consistency with the Airport Land Use Compatibility Plan		
PHS-6.6.2	Compliance with Federal Aviation Administration (FAA) Regulations		

**Significance Determination**

Adoption and implementation of the proposed policies and implementation measures under the proposed project establish comprehensive measures to avoid and minimize adverse impacts related to aviation by ensuring land use compatibility near airports and airstrips and by avoiding hazardous design and location of airports and airstrips. Additionally, federal and local regulations are in place to guide development in the vicinity of airports. Implementation of these policies would ensure that aviation-related hazard impacts would be reduced to a less-than-significant level.

This impact is considered *less than significant*. No additional mitigation measures are required.

**Significance Conclusion**

Implementation of the proposed project would not result in significant aviation hazard or related public safety impacts and therefore associated impacts would be *less than significant*.

### Impact 4.8-3: Wildland Fires

<b>SU</b>	<b>The proposed project could establish new land uses increasing their exposure to wildland fires.</b>
	<b>Level of Significance Before Mitigation:</b> <i>Potentially Significant</i>
	<b>Required Additional Mitigating Policies and Implementation Programs:</b> <i>No Additional Mitigation Available</i>
	<b>Resultant Level of Significance:</b> <i>Significant and Unavoidable</i>

Implementation of the proposed project would increase exposure to wildland fire risks, most notably in and around the Planning Areas that are located outside of an established fire protection district (see Figure 4.8-1). New development within these areas would expose people and property to moderate fuel areas at risk of wildland fires. In these areas, fuel loads from grass, brush, and/or trees are sufficient to sustain wildfires. Under dry, windy conditions, such fires can spread rapidly unless immediately addressed by fire services. A variety of conditions may make immediate response difficult including location and (infrastructure) of existing fire fighting facilities, terrain, and access.

Policies included as part of the proposed project that address a variety of fuel management issues and the overall need to maintain adequate levels of fire prevention services are summarized below in **Table 4.8-5**. For example, Policies LU-1.5.3, PHS-6.3.8 and PHS-6.3.3 require the County to plan for and expand a variety of public services consistent with community needs. Policy LU-1.1.4 requires the County to make several findings for future land divisions outside of Planning Areas, which includes demonstrating evidence of structural fire protection.

Policies PHS-6.3.1, PHS-6.3.2 and PHS-6.3.4 require the County to review and update its Fire Safe ordinance to attain and maintain defensible space measures and discourage intensive development in designated high fire prone areas. The policies also require the County to make the finding (in coordination with project applicants and local fire protection district staff) that future development include adequate emergency water flow, fire access, and fire-fighting personnel and equipment consistent with applicable State, County, and local fire district standards. Policy 6.7.1 promotes the implementation of a coordinated emergency response plan both locally and regionally. Policy 6.7.5 requires the County to continue to provide search and rescue operations and Policy 6.7.6 encourages the County to continue participating in joint emergency response activities with other local partners, including law enforcement, fire protection, resource management agencies, and other non-government response partners. Policies PHS-6.3.5 and PHS-6.3.6 indicate that the County shall maintain adequate emergency access and require the long-term maintenance of private roads, including roadside vegetation management, to the standards of original improvements. Policies PHS-6.3.9, PHS-6.3.10, COS-7.2.16, W-9.2.4 direct the County to design vegetation management techniques to reduce the risk of wildfires and encourage the use of prescribed burning as a management tool for hazardous fuels reduction, timber management purposes, livestock production and enhancement of wildlife habitat. Additionally, Policies PHS 6.1.3 and PHS-6.3.4 promote awareness and education among

residents regarding possible natural hazards, including soil conditions, landslides, earthquakes, flooding, wildfire hazards and emergency procedures.

**TABLE 4.8-5  
MITIGATING POLICIES**

<b>Land Use (LU), Public Health and Safety (PHS), Water Resources (W), and Conservation and Open Space (COS) Elements</b>			
Policies designed to minimize this impact through the continued provision of fire protection services and emergency response planning include the following:			
LU-1.1.4	Land Divisions	PHS-6.3.11	Regional Cooperation
LU-1.5.1	Use of Existing Infrastructure	PHS-6.3.12	Fire Prevention Education
LU-1.5.3	Provision of Fire and Life Safety Services	PHS-6.7.1	Emergency Response Services Coordination with Government Agencies
PHS-6.1.3	Hazard Awareness and Public Education	PHS-6.7.2	Mutual Aid Agreement
PHS-6.1.4	Public Safety Programs	PHS-6.7.3	Maintenance of Emergency Evacuation Plans
PHS-6.3.3	Structural Fire Protection	PHS-6.7.4	Streets and Highways Upgrades
PHS-6.3.4	New Development Requirements	PHS-6.7.5	Search and Rescue
PHS-6.3.5	Emergency Access	PHS-6.7.6	Joint Exercises
PHS-6.3.6	Fire Protection and Roadside Maintenance	W-9.5.6	Consistent Fire Protection Standards
PHS-6.3.7	Rural Fire Protection Water System		
PHS-6.3.8	Fire Protection Facility Upgrades		
Policies designed to minimize this impact through the implementation of land and fuel management practices that minimize wildfire risk include the following:			
PHS-6.3.1	Defensible Space	PHS-6.3.13	Landscape-Scale Fuel Modification
PHS-6.3.2	Limitations in Fire Hazard Areas	W-9.2.4	Wildfire and Water Quality Controls
PHS-6.3.9	Fuel Modification	W-9.3.2	Forest Management
PHS-6.3.10	Prescribed Burning	COS-7.2.16	Controlled Fuel Management

**Significance Determination**

Adoption and implementation of the proposed policies and implementation measures under the proposed project include a comprehensive list of measures designed to protect residences and businesses to potential wildland fire hazards. These comprehensive measures avoid and minimize adverse impacts related to wildland fires by ensuring adequate fire facilities, encouraging public fire education, mapping wildland fire hazard areas, upholding building and development standards for reduction of susceptibility to fire, requiring new development to meet fire infrastructure standards, and establishing and maintaining thorough fire protection within the County. However, adding additional development within areas of high and very high hazard would still expose people or structures to a significant risk of loss, injury or death involving wildland fires. Outside of prohibiting new development within these areas, development restriction would be the only way to reduce wildland fire impacts to a less than significant level. Consequently, even with implementation of the above mentioned policies, this impact is considered *potentially significant*.

**Significance Conclusion**

Overall, policies included as part of the proposed project have been developed to avoid and minimize adverse wildfire and associated public safety impacts to the maximum extent practicable. However, the addition of some level of development within areas of high and very high hazard would still expose people or structures to a significant risk of loss, injury or death involving wildland fires and would be an irreversible consequence associated with implementation of the proposed project through the 2035 Planning Horizon. No feasible

mitigation is available to reduce the significance of this impact to a level of less than significant. Therefore, this remains a *significant and unavoidable* impact.

### Impact 4.8-4: Emergency Response and Evacuation

<b>LTS</b>	<b>The proposed project could establish new land uses that would interfere with the implementation of an emergency response or evacuation plan.</b>
	<b>Level of Significance Before Mitigation:</b> <i>Less than Significant</i>
	<b>Required Additional Mitigating Policies and Implementation Measures:</b> <i>None</i>
	<b>Resultant Level of Significance:</b> <i>Less than Significant</i>

Implementation of the proposed project would establish new urban uses in currently undeveloped or under-developed areas. This development may adversely affect the County’s ability to implement its emergency response plan or impair the use of evacuation routes during an emergency situation.

Policies included as part of the proposed project that would minimize this impact are summarized below by general plan element (see **Table 4.8-6**). The various elements of the proposed project provide a number of policies that address conformance with local emergency response programs and continued cooperation with emergency response service providers. For example, policies have been developed to ensure that the County continues to maintain emergency evacuation plans (see Policy PHS-6.7.3) and a coordinated emergency response system is maintained with other agencies (see Policy PHS-6.7.1). Policies PHS-6.7.4 and PHS-6.7.5 directs the County to evaluate and strive to upgrade vital streets and highways and continue to provide search and rescue operation capabilities. Policy PHS-6.7.2 requires the County to maintain current and effective mutual aid or Joint Power Agreements for fire, police, medical response, mass care, and heavy rescue functions as appropriate. Policies from the Circulation Element require future developments to include access requirements to accommodate the permitted density and intensity of allowed development and to ensure free flowing circulation that accommodates emergency response and safe ingress and egress (see policies CIR-4.1.3, CIR-4.1.7, and PHS-6.7.4). Policy CIR-4.1.6 addresses roadway funding improvements from future development. Other policies (see LU-1.5.3, PHS-6.3.8 and PHS-6.3.3) require the County to plan for and expand a variety of public services (including fire protection and emergency response services) consistent with community needs. Additionally, Policy PHS-6.8.5 encourages countywide nutrition self-reliance designed to promote a healthy community that can best respond to emergency situations in the County.

**TABLE 4.8-6  
MITIGATING POLICIES**

<b>Circulation (CIR) and Public Health and Safety (PHS) Elements</b>			
Policies designed to ensure a coordinated approach to emergency response and evacuation planning include the following:			
PHS-6.3.11	Regional Cooperation	PHS-6.7.3	Maintenance of Emergency Evacuation Plans
PHS-6.7.1	Emergency Response Services Coordination with Government Agencies	PHS-6.7.5	Search and Rescue
PHS-6.7.2	Mutual Aid Agreement	PHS-6.7.6	Joint Exercises
Policies designed to ensure adequate roadway circulation and access include the following:			
CIR-4.1.3	Required Roadway Access	CIR-4.1.7	General Plan Road Standards
CIR-4.1.6	Roadway Elements Eligible for Developer Fee Programs	PHS-6.7.4	Streets and Highways Upgrades
		PHS-6.3.5	Emergency Access
Policies designed to ensure a healthy community include the following:			
PHS-6.8.1	Promotion of Healthy Communities	PHS-6.8.5	Community Food Security
Policies designed to ensure adequate levels of emergency response infrastructure include the following:			
LU-1.5.1	Use of Existing Infrastructure	PHS-6.3.3	Structural Fire Protection
LU-1.5.3	Provision of Fire and Life Safety Services	PHS-6.3.4	New Development Requirements
PHS-6.1.4	Public Safety Programs	PHS-6.3.8	Fire Protection Facility Upgrades

### **Significance Determination**

Adoption and implementation of the proposed policies and implementation measures would ensure that adequate emergency access, evacuation, and management procedures are in place, and public safety providers and emergency responders are properly prepared to respond to a major emergency. General Plan policies and measures would reduce the risks of land uses interfering or impairing emergency response times and the ability to execute evacuations during emergencies. Additionally, they would provide for adequate emergency response infrastructure and staffing so that all areas of the county would have the proper emergency services.

This impact is considered *less than significant*. No additional mitigation measures are required.

### **Significance Conclusion**

Implementation of the proposed project would not result in significant emergency response/evacuation or related public safety impacts and therefore associated impacts would be *less than significant*.