

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the hazards and hazardous materials present on and in the vicinity of the project site for the proposed Ganahl Lumber Project (proposed project), the potential impacts of and on the proposed project related to hazards and hazardous wastes, and measures to avoid, minimize, and/or mitigate those impacts. Pertinent information and findings from the following report are summarized in this section:

- *Phase I Environmental Site Assessment, Lower Rosan Ranch Undeveloped Land, NEC Stonehill Drive/San Juan Creek, San Juan Capistrano, California 92675* (DMG, Inc. 2016)

The complete report is included in Appendix G of this EIR.

### 4.8.1 Scoping Process

The City of San Juan Capistrano (City) received 11 comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this EIR. One of the comment letters included comments related to Hazards and Hazardous Materials. The letter from the City of Dana Point received on June 28, 2019, requests details regarding on-site truck-fueling activities.

### 4.8.2 Methodology

The analysis in this section indicates whether potential hazards or hazardous materials impacts are present due to past or present use of the project site and/or properties in the immediate vicinity of the project site. This section analyzes the potential impacts of the proposed project as compared to existing conditions based on the setting described in the Phase I Environmental Site Assessment, Lower Rosan Ranch Undeveloped Land, NEC Stonehill Drive/San Juan Creek, San Juan Capistrano, California 92675 (DMG, Inc. 2016).

In 2016, a Phase 1 Environmental Site Assessment (ESA) (DMG, Inc.) was conducted for the project site to identify the potential for Recognized Environmental Conditions (RECs) to exist at the project site. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The 2016 Phase 1 ESA included the following:

- A review of readily available topographic, geologic, and hydrogeologic information pertaining to the site and surrounding area
- A review of readily available information regarding historical land use activities at the site, and interviews with people that have knowledge regarding the past or present uses of the site, and with present and past owners, operators, and occupants of the site, where feasible

- A reconnaissance of the site to visually and physically observe the site for evidence of potential recognized environmental conditions
- A limited review of federal, State, and local regulatory information records for reported potential environmental hazards on or in the vicinity of the site
- Review of previous environmental records, where available

The site was not found in Environmental Data Resources' (EDR) search of federal records within the search radius around the target property. There are four Resource Conservation and Recovery Act (RCRA) small quantity generators (SQG) Sites within the American Society of Testing and Materials (ASTM) radii (0.25 mile) of the site:

- Weseloh & Sons Chevrolet (33633 Camino Capistrano), approximately 0.072 mile southeast of the project site
- Weseloh Honda (33555 Camino Capistrano), approximately 0.114 mile northeast of the project site
- Dick Simon Marine (25802 Victoria Boulevard), approximately 0.130 mile northeast of the project site
- Capistrano Nissan (33375 Camino Capistrano), approximately 0.247 mile northeast of the project site

Of these four sites, none was determined to be in violation of exceeding 1,000 kg of hazardous waste per month.

Other sites identified within the ASTM radii of the site include:

- One ENVIROSTOR site – Price Club #429 (33961 Doheny Park Road), approximately 0.322 mile southeast of the project site
- Four LUST sites, three of which have a status of “case closed,” the remaining of which is Mobil Service (33571 Del Obispo Street), approximately 0.372 mile west of the project site
- Three UST, Kaiser Development (33535 Camino Capistrano), Serra Lumber Co. (25802 Victoria Boulevard), and Capistrano Nissan (33375 Camino Capistrano), approximately 0.122 mile east, 0.130 mile northeast, and 0.247 mile northeast of the project site, respectively
- One SWEEPS – Capistrano Nissan (33375 Camino Capistrano), approximately 0.247 mile northeast of the project site
- One CA FID UST – Capistrano Nissan (33375 Camino Capistrano), approximately 0.247 mile northeast of the project site

- One Historical UST - Capistrano Nissan (33375 Camino Capistrano), approximately 0.247 mile northeast of the project site
- Three Historic CORTESE – Serra Lumber Co. (25802 Victoria Boulevard), Circle K Store #2709 (33571 Del Obispo Street), and Kayo Oil (33501 Del Obispo Street), approximately 0.130 mile northeast, 0.372 mile west, and 0.397 mile west of the project site, respectively
- One SLIC – former Doheny Village Dry Cleaners (34073 Doheny Park Road), approximately 0.463 mile south of the project site

Other information documented in the 2016 Phase I ESA included:

- Evidence of the issuance of a NPDES (stormwater) permit for the project site in 2006
- The absence of chemicals/solvents or petroleum products on the project site
- A low likelihood for the presence of VOCs, PCBs, asbestos-containing materials, lead, radon, mold, and soil vapor
- A low potential for hazardous materials and other environmental impacts to soil as a result of historic uses
- The project site will be subject to mandatory flood insurance purchase requirements

### 4.8.3 Existing Environmental Setting

The approximately 17-acre project site is currently undeveloped, and the northern portion of the site is vacant. Historically, the project site has remained unimproved vacant land. Aerial photographs taken between 1938 and 2005 show the project site as vacant land not used for any discernible purpose. An unpaved vehicle storage area consisting of a crushed-rock gravel surface and chain link fence is located on the central and southern portions of the project site. The project site is occasionally used as an illegal dumpsite for trash and construction debris, which contributes to the degraded nature of the project site.

#### 4.8.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste as well as the investigation and mitigation of waste releases, air and water quality, human health, and land use.

##### 4.8.3.1 Federal Regulations

The primary federal laws regulating hazardous materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) (42 United States Code [USC] §9601 et seq.) and the Resource Conservation and Recovery Act of 1976 (RCRA) 42 USC §6901 et seq.). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned

contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle-to-grave” regulation of hazardous waste generated by operating entities. Other federal laws applicable to the project site are listed below.

- **Clean Air Act (CAA) (42 USC Section 7401 et seq.):** Protects the public from exposure to airborne contaminants known to be hazardous to human health. Under the CAA, the United States Environmental Protection Agency (EPA) established National Emissions Standards for Hazardous Air Pollutants.
- **Clean Water Act – National Pollutant Discharge Elimination System (Section 402[p]) (33 USC Section 1342[p]):** Regulates discharges and spills of pollutants, including hazardous materials to surface waters and groundwater.
- **Safe Drinking Water Act (42 USC Section 300(f) et seq.):** Regulates discharges of pollutants to underground aquifers and establishes standards for drinking water quality.
- **Toxic Substances Control Act (15 USC Section 2601 et seq.):** Regulates manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials.
- **Federal Insecticide, Fungicide, and Rodenticide Act (7 USC Section 136 and 40 Code of Federal Regulations [CFR] Parts 152–171):** Regulates the manufacturing, distribution, sale, and use of pesticides.
- **Hazardous Materials Transportation Act (49 USC Section 5101 et seq. and 49 CFR, Parts 101, 106, 107, and 171–180):** Regulates the transport of hazardous materials by motor vehicles, marine vessels, and aircraft.
- **Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101-615):** Regulates the safe transport of hazardous material intrastate, interstate, and for foreign commerce.
- **Emergency Planning and Community Right to Know Act (42 USC Section 11001 et seq. and 40 CFR, Parts 350.1 et seq.):** Regulates facilities that use hazardous materials in quantities that require reporting to emergency response officials.
- **National Emissions Standard for Asbestos (Title 40, Code of Federal Regulations, Section 61 Subpart M):** Regulates emissions standards for asbestos and waste disposal from demolition activities.
- **Title 29, Code of Federal Regulations, Section 1926.62:** Regulates environmental procedures relating to lead exposure during construction.

#### 4.8.3.2 State Regulations

The State of California has established many laws and regulations that expand on federal laws. Laws and regulations applicable to the project site are listed below.

- **California Public Resources Code (PRC) Section 21151.4:** Requires the lead agency to consult with any school district with jurisdiction over a school within 0.25 mile of the project about potential effects on the school if the project might reasonably be anticipated to emit hazardous air emissions or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance.
- **Porter-Cologne Water Quality Control Act (California Water Quality Code, Section 13000 et seq.):** Regulates water quality through the State Water Resources Control Board and the Regional Water Quality Control Boards, including oversight of water monitoring and contamination cleanup and abatement.
- **Hazardous Materials Release Response Plans and Inventory Law (California Health and Safety Code, Section 25500 et seq.):** Requires facilities using hazardous materials to prepare Hazardous Materials Business Plans.
- **Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.):** Regulates the identification, generation, transportation, storage, and disposal of materials deemed hazardous by the State of California.
- **Safe Drinking Water and Toxic Enforcement Act (Proposition 65, California Health and Safety Code, Section 25249.5 et seq.):** Regulates the discharge of contaminants to groundwater.
- **Cortese List Statute (California Government Code, Section 65962.5):** Requires the Department of Toxic Substances Control (DTSC) to compile and maintain lists of potentially contaminated sites throughout the state, and includes the Hazardous Waste and Substances Sites List.
- **Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (California Environmental Protection Agency [CalEPA] 2012):** Consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments implement the standards. These local implementing agencies are called Certified Unified Program Agencies (CUPA).
- **State of California Division of Oil, Gas, and Geothermal Resources Regulatory Program (DOGGR):** Supervises the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells throughout the State. The regulatory program set forth by DOGGR for the management of these resources emphasizes the appropriate development of oil, natural gas, and geothermal resources in the State through sound engineering practices that protect the environment, prevent pollution, and ensure public safety.

The Governor's Office of Emergency Services (Cal OES) established and updates the Standardized Emergency Management System (SEMS) as needed in accordance with the California Emergency Services Act for emergency response and evacuation. SEMS facilitates response prioritization, interagency cooperation, and the efficient flow of resources and information.

SEMS incorporates the following:

- Incident Command System (field-level emergency response system)
- Interagency coordination for allocation of resources
- Mutual aid (providing emergency resources from non-affected jurisdictions)
- Operational Area Concept (coordinate damage information, resource requests and emergency response within the affected area)

Local agencies involved in emergency response and evacuation include the Orange County Sheriff's Department (OCSD) and Orange County Fire Authority (OCFA).

#### 4.8.3.3 Regional Regulations

**Orange County Health Care Agency.** The Orange County Health Care Agency (HCA) is the CUPA for the County of Orange and the City of San Juan Capistrano, and has jurisdiction over the following six programs:

- Hazardous Materials Disclosure
- Business Emergency Plan
- Hazardous Waste
- Underground Storage Tank
- Aboveground Petroleum Storage Tank
- California Accidental Release Prevention

OCFA is the administering agency for the chemical inventory and business emergency plan regulations for the City. OCFA's disclosure activities are coordinated with the HCA. OCFA's Hazardous Materials Services Section (HMSS) is staffed with technical and administrative personnel who are assigned implementation and management of the disclosure program.

**County of Orange Emergency Response Plan.** The County's Emergency Response Plan provides a detailed summary of the countywide organization and identifies the responsibilities of each component agency in the event of a disaster. The Orange County and Operational Area Emergency Operations Center (OC OA/EOC) is used for managing disaster response and recovery for County agencies and departments and for constituents served by the County. The OC OA/EOC coordinates disaster response and recovery for its operational area (including all political subdivisions of Orange County) and coordinates operations resource requirements and availability with the State Regional Operations Center. The OC OA/EOC acts as a central point for coordination and the operational, administrative, and support needs of emergency workers. The OC OA/EOC is staffed with personnel from all agencies within the County and various operational area jurisdictions and agencies.

#### 4.8.3.4 Local Regulations

**City of San Juan Capistrano Emergency Operations Plan.** The City's Emergency Operations Plan designates procedures that will be followed in responding to anticipated emergencies within the City. The Emergency Operations Plan was developed using the State's SEMS format and describes how the City will prepare for, respond to, and recover from an emergency or disaster. The

Emergency Operations Plan identifies evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. The Emergency Operations Plan is consistent with State and federal guidelines regarding disaster planning. Local emergency operations plans serve as extensions of the California Emergency Plan (CEP) and the Emergency Response Management Plan (ERMP).

**City of San Juan Capistrano General Plan Safety Element.** Specific applicable goals and policies related to safety within the City are listed below:

**Goal 1:** Reduce the risk to the community from hazards related to geologic conditions, seismic activity, wildfires, structural fires and flooding

**Policy 1.1:** Reduce the risk of impacts from geologic and seismic hazards by applying proper development engineering, building construction, and retrofitting requirements

**Policy 1.2:** Protect the community from flooding hazards by providing and maintaining flood control facilities and limited development within the floodplain

**Policy 1.4:** Reduce the risk of fire to the community by coordinating with Orange County Fire Authority

**Goal 2:** Protect the community from hazards related to air pollution, nuclear power production, hazardous materials, and ground transportation

**Policy 2.3:** Cooperate with responsible federal, state, and county agencies to minimize the risk to the community from the use and transportation of hazardous materials through the City

**Goal 4:** Improve the ability of the City to respond effectively to natural and human-caused emergencies

**Policy 4.1:** Support the development of local preparedness plans and multi-jurisdictional cooperation and communication for emergency situations consistent with the Standardized Emergency Management System (SEMS)

**City of San Juan Capistrano Municipal Code.** Title 4, Public Safety, Chapter 1, Emergency Preparedness, of the City's Municipal Code defines the designated Disaster Council that would be responsible for the development of the Emergency Operations Plan to meet any local, State, or State of War emergency. This chapter mandates that the Disaster Council have full authority to require that all persons in the community follow reasonable orders given by a member of the Disaster Council when executing the Emergency Operations Plan.

#### 4.8.4 Thresholds of Significance

The thresholds for hazards and hazardous materials impacts used in this analysis are consistent with Appendix G of the California Environmental Quality Act Guidelines (*State CEQA Guidelines*) and the City's *Local Guidelines for Implementing CEQA* (2019). The proposed project may be deemed to have a significant impact with respect to hazards and hazardous materials if it would:

- Threshold 4.8.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- Threshold 4.8.2: 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?**
- Threshold 4.8.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
- Threshold 4.8.4: Be located on a site which 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?**
- Threshold 4.8.5: 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?**
- Threshold 4.8.6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
- Threshold 4.8.7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

The Initial Study, included as Appendix A, substantiates that impacts associated with Thresholds 4.8.1, 4.8.3, and 4.8.6 would be less than significant. Compliance with Best Management Practices (BMPs) would reduce project-related impacts involving the transport, use, or disposal of hazardous materials, and compliance with dust suppression techniques would reduce impacts of project-produced hazardous emissions to a school within 0.25 mile of the project site to less than significant levels. The project would adhere to codes and ordinances for emergency access vehicles and which ensure adequate access to and from the site, therefore reducing impacts to adopted emergency response and evacuation plans to a less than significant level. In addition, there would be no impacts associated with Thresholds 4.8.4, 4.8.5, and 4.8.7 as the site is not on a list of hazardous materials sites, is not located within an airport land use plan areas, and is not within a high fire hazard/wildland fire area. Therefore, these thresholds will not be addressed in the following analysis.

#### 4.8.5 Project Impacts

**Threshold 4.8.2: Would the project 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?**

***Less than Significant with Mitigation Incorporated.*** The purpose of the Phase I ESA is to evaluate the project site for potential Recognized Environmental Concerns (RECs) that may be present and/or off-site conditions that may impact the project site.

According to the Phase I ESA, no RECs were observed on the project site during the site survey. Historically, the project site and surrounding properties were undeveloped until as early as 1938. The project site has remained undeveloped. Review of aerial photography of the project site and surrounding area depict the following: in 1967, the channelization of the San Juan Creek immediately west of the project site; in 1977, the development of the mobile home park immediately north of the project site; in 1994, the construction of Stonehill Drive along the project site's southern boundary; and from 2005 to 2012, the development of multiple automobile dealerships east of the project site beyond the railroad. Based on this information, historic uses of the surrounding properties are not likely to have resulted in the potential for current adverse impacts to the project site's subsurface.

According to the EDR Report, the project site was not identified on any federal or State regulatory databases. Four Resource Conservation and Recovery Act – Small Quantity Generators (RCRA-SQG) sites<sup>1</sup> were identified within the American Society of Testing and Materials (ASTM) search radii,<sup>2</sup> but none of the four sites listed include violations. Other sites identified within the ASTM search radii include the following listings: one EnviroStor Database (ENVIROSTOR), three Underground Storage Tanks (UST), five Leaking Underground Storage Tanks (LUST), one Statewide Environmental Evaluation and Planning System (SWEEPS), one Facility Inventory Database (CA FID UST), one Historical UST, three Hazardous Waste and Substance Sites List (Historic CORTESE), seven Aboveground Storage Tanks (AST), and one Spills, Leaks, Investigations, and Cleanups (SLIC). The Phase I ESA concluded that the potential for environmental impact to the project site from any of the off-site facilities identified in the EDR Report appears to be low due to several factors: distance from the project site; status of the case; remedial efforts that are currently being directed by a regulatory agency; and/or the identification of responsible parties has occurred.

Based on site reconnaissance and the above database research, no chemicals, solvents, or petroleum products were identified on the project site, and historic uses do not indicate the usage of such volatile organic compounds (VOCs). No off-site sources were identified that had the potential of impacting the project site. Therefore, for the reasons stated above, it was determined that the presence of VOCs is not likely.

<sup>1</sup> The Resource Conservation and Recovery Act – Small Quantity Generators (RCRA-SQG) database includes information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

<sup>2</sup> Radii distances vary by database and are in accordance with American Society of Testing and Materials (ASTM) standards.

Construction activities associated with the proposed project would include site preparation activities, building construction, paving, and planting of ornamental landscaping. Additionally, an above-ground diesel tank, designed with double walls and a containment vessel, would be installed on-site and provide fuel for the vehicle fleet. During operation of the proposed project, the diesel fueling station would be required to be operated in compliance with all applicable State and federal regulations governing the handling of diesel fuels. In addition, the station would meet all NPDES (National Pollutant Discharge Elimination System (NPDES) requirements and incorporate Structural Source Control BMPs in the fueling area.

In the unlikely event that unknown hazardous materials are discovered on site during project construction, the project contractor would be required to notify the OCFA, who would then determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations. In addition, the California Department of Transportation (Caltrans), the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, further reducing potential impacts to a less than significant level.

The project site is occasionally used as an illegal dump site for trash and construction debris. As such, there is potential that site demolition and grading could expose construction personnel to hazardous materials and release hazardous materials into the environment unless proper procedures to minimize risks are implemented. Due to the unknown nature of potentially occurring hazardous materials on site, their discovery during construction could create a significant hazard to the public or the environment. The project would be constructed in compliance with proper responses, procedures, and best practices to minimize risks to construction personnel and to the environment in the unlikely event debris and waste encountered on the project site are determined to be hazardous. However, Mitigation Measure HAZ-1, Contingency Plan, is proposed to ensure that procedures for handling unknown hazardous materials during construction are incorporated in the project. The contingency plan would minimize the risk of a potentially adverse impact to construction personnel on site and to the environment in the event hazardous materials are encountered during construction. Adherence to this mitigation measure will reduce project-related hazardous materials impacts to a less than significant level.

#### **4.8.6 Level of Significance Prior to Mitigation**

Impacts related to hazards affecting the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be potentially significant. Impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. The project site is not within 0.25 mile of a school or proposed school, within 2 miles of an airport or within the boundaries of an adopted airport land use plan, nor is it on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, no mitigation is required. Project implementation would have no impact to an adopted an emergency response plan or emergency evacuation plan.

## 4.8.7 Regulatory Compliance Measures and Mitigation Measures

### 4.8.7.1 Regulatory Compliance Measures (RCMs)

No regulatory compliance measures are required for the proposed project.

### 4.8.7.2 Mitigation Measures (MMs)

The proposed project would comply with the following mitigation measures.

**MM HAZ-1 Construction Contingency Plan.** Prior to commencement of site preparation or grading activities, the Director of the County Environmental Health Division, or designee, shall review and approve a contingency plan that addresses the procedures to be followed should on-site unknown hazards or hazardous substances be encountered during grading and construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the Orange County Fire Authority (OCFA). The OCFA responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations. Following approval of the Contingency Plan by the County Environmental Health Division, and prior to issuance of any grading permits, the project Applicant shall submit written notification of the approval to the Director of the City of San Juan Capistrano's Development Service Department, or designee.

## 4.8.8 Level of Significance after Mitigation

Impacts related to the discovery of unknown hazardous materials during construction would be less than significant after implementation of Mitigation Measure HAZ-1.

## 4.8.9 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hazards and hazardous materials. The cumulative impact area for hazardous materials consists of: (1) the area that could be affected by proposed project activities, such as the release of hazardous materials, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on the project site. Typically, only projects adjacent to or abutting the project site are considered because of the limited potential impact area associated with the release of hazardous materials into the environment. No other projects adjacent to the project site are currently under consideration or have been proposed.

The contribution of hazardous materials use and hazardous waste disposal with implementation of the project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the City and immediate area would not be significant. As previously stated, the project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, pesticides, and diesel and petroleum fuels), that when used

correctly and in compliance with existing laws and regulations, would not result in a significant hazard to visitors or workers in the vicinity of the proposed project. Impacts associated with the potential to encounter unknown hazardous debris and waste that may exist on site during construction would be reduced to a less than significant level through adherence to Mitigation Measure HAZ-1.

Furthermore, the proposed project and all other projects in the cumulative area are required to be consistent with the existing regulations related to hazards and hazardous materials. Consistency with federal, State, and local regulations would prevent the proposed project as well as other projects from creating cumulative impacts in terms of hazards and hazardous materials.

Impacts associated with hazardous soils, hazardous groundwater, and use of hazardous materials on site would be controlled through application of regulatory compliance measures. For the reasons outlined above, implementation of the proposed project would not result in an incremental contribution to cumulative impacts related to hazards and hazardous materials that are cumulatively considerable; therefore, cumulative hazards and hazardous materials impacts are considered less than significant.

#### **4.8.10 Project Alternatives**

##### **4.8.1.2 Alternative 1**

Alternative 1 would allow for the future construction of a 161,385 square-foot (sf) Ganahl Lumber hardware store and lumber yard and a 399-space vehicle storage facility, but no drive-through restaurant uses would be developed. This Alternative represents a reduction of 6,000 sf of drive-through restaurant use as compared to the proposed project. Under Alternative 1, Area A would provide 150 parking spaces, compared to 62 parking spaces provided in Area A as part of the proposed project.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, and construction phasing, and grading, would not significantly change with the implementation of Alternative 1. Components specific to Area A, such as the location of walkways, retaining walls fences, and gates, would also not change under Alternative 1. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 1.

The potential for hazards and hazardous materials associated with the proposed project to occur on site would not change under Alternative 1. Alternative 1 would involve the grading and paving of the entirety of Area A for surface parking; however, no construction of a drive-through restaurant uses would occur. Although Alternative 1 would not involve the development of structures on Area A as the proposed project would, the entirety of Area A would still be cleared, excavated, graded, and paved to accommodate surface parking.

The project site is not located on a listed hazardous materials site, is not within an airport land use plan, and is not within a high fire hazard/wildland fire area. However, similar to the proposed project, Alternative 1 would result in potentially significant impacts with respect to the discovery of unknown hazardous materials during construction. Alternative 1 would adhere to BMPs, codes, and

ordinances to reduce impacts related to the transport, use, or disposal of hazardous materials, project-produced hazardous emissions, and emergency access applicable to the proposed project. Construction and operation would be similar under Alternative 1 as under the proposed project and therefore, the BMPs, codes, and ordinances that the proposed project would adhere to would be also applicable to Alternative 1.

Alternative 1 would require compliance with Mitigation Measure HAZ-1. With the incorporation of mitigation, Alternative 1 would have less than significant impacts with respect to hazards and hazardous materials. Overall, impacts to hazards and hazardous materials under Alternative 1 are reduced, but similar to impacts associated with the proposed project.

Because impacts with regard to hazards and hazardous materials would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.

#### 4.8.1.3 Alternative 2

Alternative 2 would allow for the future construction of a 161,385 sf Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 2,000 sf of drive-through restaurant uses, which represents a reduction of 4,000 sf of drive-through restaurant uses as compared to the proposed project. Specifically, Alternative 2 would provide 80 parking spaces, compared to 62 parking spaces provided in Area A as part of the proposed project.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, and construction phasing and grading, would not significantly change with the implementation of Alternative 2. Components specific to Area A, such as the location of walkways, retaining walls, fences, and gates, would also not change under Alternative 2. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 2. Under Alternative 2, similar to the proposed project, the entirety of Area A would be cleared, excavated, graded, and paved to accommodate surface parking and a building pad.

The potential for hazards and hazardous materials associated with the proposed project to occur on site would not change under Alternative 2. Alternative 2 would involve the grading and paving of the entirety of Area A for surface parking and a building pad.

The project site is not located on a listed hazardous materials site, is not within an airport land use plan, and is not within a high fire hazard/wildland fire area. However, similar to the proposed project, Alternative 2 would result in potentially significant impacts with respect to the discovery of unknown hazardous materials during construction. Alternative 2 would adhere to BMPs, codes, and ordinances to reduce impacts related to the transport, use, or disposal of hazardous materials, project-produced hazardous emissions, and emergency access applicable to the proposed project. Construction and operation would occur to a similar degree under Alternative 2 as for the proposed project, therefore, the BMPs, codes, and ordinances that the proposed project would adhere to would also be applicable to Alternative 2.

Alternative 2 would require compliance with Mitigation Measure HAZ-1. With the incorporation of mitigation, Alternative 2 would have less than significant impacts with respect to hazards and hazardous materials. Overall, impacts to hazards and hazardous materials under Alternative 2 are reduced, but similar to impacts associated with the proposed project.

Because impacts with regard to hazards and hazardous materials would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.

#### 4.8.1.4 Alternative 3

Alternative 3 would allow for the future construction of a 161,385 sf Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 4,000 sf of drive-through restaurant uses, which represents a reduction of 2,000 sf of drive-through restaurant use as compared to the proposed project. Specifically, Area A would provide 101 parking spaces, compared to 62 parking spaces provided as part of the project. Under Alternative 3, these additional parking spaces would be used by the drive-through restaurant use.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, construction phasing, and grading, would not significantly change under the implementation of Alternative 3. Components specific to Area A, such as the location of walkways, retaining walls, fences, and gates, would also not change under Alternative 3. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 3. Under Alternative 3, similar to the proposed project, the entirety of Area A would be cleared, excavated, graded, and paved to accommodate surface parking and a building pad.

The potential for hazards and hazardous materials associated with the proposed project to occur on site would not change under Alternative 3. Alternative 3 would involve the grading and paving of the entirety of Area A for surface parking and a building pad.

The project site is not located on a listed hazardous materials site, is not within an airport land use plan, and is not within a high fire hazard/wildland fire area. However, similar to the proposed project, Alternative 3 would result in potentially significant impacts with respect to the discovery of unknown hazardous materials during construction. Alternative 3 would adhere to BMPs, codes, and ordinances to reduce impacts related to the transport, use, or disposal of hazardous materials, project-produced hazardous emissions, and emergency access applicable to the proposed project. Construction and operation would occur to a similar degree under Alternative 3; therefore, the BMPs, codes, and ordinances that the proposed project would adhere to would also be applicable to Alternative 3.

Alternative 3 would require compliance with Mitigation Measure HAZ-1. With the incorporation of mitigation, Alternative 3 would have less than significant impacts with respect to hazards and hazardous materials. Overall, impacts to hazards and hazardous materials under Alternative 3 are reduced, but similar to impacts associated with the proposed project.

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Because impacts with regard to hazards and hazardous materials would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.

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