

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section contains a discussion of human-caused hazards that may potentially have an effect on Yuba County during implementation of the 2030 General Plan, including hazardous and toxic materials (such as facilities regulated by the U.S. Environmental Protection Agency [EPA], hazardous waste and disposal, toxic releases, leaking underground storage tanks [USTs], and brownfields). This section also addresses potential hazards associated with airports and land use conflicts with areas around airports. This section describes the existing conditions of these hazards and analyzes impacts related to these hazards with respect to the 2030 General Plan.

Service levels by fire personnel and other emergency responders are addressed in Section 4.10, “Public Services and Recreation” of this DEIR. Potential hazards and associated impacts related to toxic air contaminant emissions are discussed in Section 4.3, “Air Quality”; potential impacts from geologic hazards are discussed in Section 4.6, “Geology, Soils, Mineral Resources, and Paleontological Resources”; and potential public health impacts and hazards related to groundwater and flooding are discussed in Section 4.9, “Hydrology and Water Quality.”

4.8.1 REGULATORY SETTING

FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

Hazardous Materials Handling

The principal federal agency charged with regulating the generation, transport, and disposal of hazardous substances is the EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by EPA. Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances.¹

The Federal Emergency Planning and Community Right to Know Act of 1986 imposes hazardous-materials planning requirements to help protect local communities in the event of accidental release of hazardous substances.

Hazardous Materials Transport

The U.S. Department of Transportation (USDOT) regulates transportation of hazardous materials between states. The USDOT Federal Railroad Administration (FRA) enforces the Hazardous Materials Regulations, which are promulgated by the Pipeline and Hazardous Materials Safety Administration for rail transportation. These regulations include requirements that railroads and other transporters of hazardous materials, as well as shippers, have and adhere to security plans and also train their employees involved in offering, accepting, or transporting hazardous materials on both safety and security matters.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) created a trust fund to provide broad federal authority for releases or threatened release of hazardous substances that could endanger public health or the environment.

¹ The RCRA was amended in 1984 by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques for the disposal of various hazardous substances. EPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 created the Superfund hazardous substance cleanup program (CERCLA, P.L. 96-510, enacted December 11, 1980). This program was expanded and reauthorized by the Superfund Amendments and Reauthorization Act of 1986 (SARA, P.L. 99-499). The EPA compiles a list of major known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. This list is known as the National Priorities List and the subject locations are commonly referred to as “Superfund sites.” There are no Superfund sites located in Yuba County (EPA 2010).

Worker Safety Requirements

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

Federal Aviation Regulations Part 77 (FAR)

Federal Aviation Regulations (FAR) Title 14, Part 77, establishes standards and notification requirements for objects affecting navigable airspace associated with construction on or near airports. Notification serves as the basis for:

- ▶ evaluating the effect of the construction or alteration on operating procedures,
- ▶ determining the potential hazardous effect of the proposed construction on air navigation,
- ▶ identifying mitigating measures to enhance safe air navigation, and
- ▶ charting of new objects.

Notification allows Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts on the safe and efficient use of navigable airspace. Any person or organization who intends to sponsor any of the following construction or alterations must notify FAA:

- ▶ Any construction or alteration exceeding 200 feet above ground level.
- ▶ Any construction or alteration:
 - within 20,000 feet of a public-use or military airport that exceeds a 100:1 surface from any point on the runway of each airport, with at least one runway more than 3,200 feet;
 - within 10,000 feet of a public-use or military airport that exceeds a 50:1 surface from any point on the runway of each airport, with its longest runway no more than 3,200 feet; or
 - within 5,000 feet of a public-use heliport that exceeds a 25:1 surface.
- ▶ Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed that above noted standards.
- ▶ When requested by FAA.
- ▶ Any construction or alteration located on a public-use airport or heliport, regardless of height or location.

National Fire Plan

The National Fire Plan, finalized in August 2001 by the U.S. Department of the Interior and U.S. Department of Agriculture, outlines a comprehensive, coordinated, 10-year strategy for the management of wildland fire risk, hazardous fuels, and ecosystem restoration and rehabilitation on federal and adjacent state, tribal, and private forestlands and rangelands in the United States. This approach recognizes fire as part of the ecosystem; and focuses on long-term hazardous fuels reduction, integrated vegetation management, and firefighting strategies. An implementation plan of the National Fire Plan, completed in May 2002, designates general responsibilities for federal, state, and local agencies to reduce fire risk and to improve fire protection.

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

State regulations that govern hazardous materials are equal to, or more stringent than federal regulations. California has been granted primary oversight responsibility by EPA to administer and enforce hazardous waste management programs. California Department of Toxic Control Substances (DTSC), the State Water Resources Control Board (SWRCB), and the Integrated Waste Management Act also regulate the generation of hazardous materials. State regulations have detailed planning and management requirements to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human health and the environment. Key elements of state laws pertaining to hazardous wastes are highlighted below, with references to California Code sections for those interested in more detail.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act (Section 25500 et seq. of the California Health and Safety Code), also known as the Business Plan Act, defines hazardous materials as raw or unused materials that are part of a process or manufacturing step. Although hazardous materials are not strictly defined as hazardous wastes, the health concerns involved are similar. In order to avoid public and environmental health risk, facility descriptions, materials inventories, and emergency response plans are generally required for operations involving hazardous materials and wastes, as described below.

Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the California Code of Regulations that describe requirements for the proper management of hazardous wastes. This legislation created the state hazardous waste management program, which is similar to, but more stringent than the federal RCRA program. The program includes hazardous waste criteria for:

- ▶ identification and classification;
- ▶ generation and transportation;
- ▶ design and permitting of recycling, treatment, storage, and disposal facilities;
- ▶ treatment standards;
- ▶ operation of facilities and staff training; and
- ▶ closure of facilities and liability requirements.

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposal. Under these regulations, the generator of hazardous waste must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

Hazardous Materials Transport

The California Highway Patrol (CHP), the California Department of Transportation (Caltrans), and DTSC have the responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies.

Regulations governing hazardous materials transport are included in the California Vehicle Code (Title 13 of the California Code of Regulations, the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations.

Transport of hazardous materials can only be conducted under a registration issued by DTSC. ID numbers are issued by DTSC or USEPA for tracking hazardous waste transporters and treatment, storage, and disposal facilities for hazardous materials. The ID number is used to identify the hazardous waste handler and to track waste from point of origin to final disposal. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8850 et seq.), the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Quick response to incidents involving hazardous materials or hazardous waste is a key part of the plan. The Governor's Office of Emergency Services administers the plan, coordinating the responses of other agencies, including EPA, the CHP, Regional Water Quality Control Boards (RWQCBs), air quality management districts, and county disaster response offices.

Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)

Proposition 65, a California ballot measure passed in November 1986, requires the governor to publish at least annually a list of chemicals known to the state to cause cancer or reproductive toxicity. Proposition 65 is administered under the California Office of Environmental Health Hazard Assessment.

Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites List (Cortese list) is a planning document required by California Government Code Section 65962.5. DTSC is required to compile the list, which consists of potentially contaminated sites in the state. It is used by state agencies, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites.

Underground Storage Tank Program

The California Department of Public Health (formerly the California Department of Health Services) and the State Water Resources Control Board (SWRCB) list hazardous sites of Underground Storage Tanks (USTs) listed for remedial action because of unauthorized release of toxic substances. Leak prevention, cleanup, enforcement, and tank testing certification are the elements of the UST Program, which is administered by the SWRCB.

California Integrated Waste Management Act

This act requires the development and implementation of household hazardous-waste disposal plans. The California Integrated Waste Management Board (CIWMB) oversees compliance with this act and enforces operational plans for solid waste facilities.

Unified Program

The California Environmental Protection Agency (Cal/EPA) grants to qualifying local agencies oversight and permitting responsibility for certain state programs pertaining to hazardous waste and hazardous materials. This is achieved through the Unified Program, created by state legislation in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following emergency and management programs:

- ▶ hazardous materials release response plans and inventories (business plans);
- ▶ California Accidental Release Prevention Program (CalARP);
- ▶ UST Program;
- ▶ Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure plans;
- ▶ Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs; and
- ▶ California Uniform Fire Code: Hazardous material management plans and hazardous material inventory statements.

Cleanup of Contaminated Sites

The State of California has a number of different regulatory structures governing cleanup of contaminated sites. Many of these programs are regulated by DTSC, including RCRA corrective actions, State Superfund sites, brownfields programs, and voluntary cleanups. The State Water Resources Control Board (through RWQCBs and some local agencies) regulates releases with the potential to affect water resources under programs, such as the Leaking Underground Storage Tanks program and the Spills, Leaks, Investigations, and Cleanups program. Regulatory authority for these programs may be delegated by the federal government (as with RCRA corrective actions directed by DTSC) or may be found in the California Health and Safety Code. These regulations vary in their specifics, but in general require the reporting, investigation, and remediation of sites where releases of hazardous materials have occurred, followed by appropriate disposal of any hazardous materials. These programs govern a range of pollutants, such as solvents, petroleum fuels, heavy metals, and pesticides) in surface water, groundwater, soil, sediment, and air.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for protecting and maintaining privately owned wildlands, providing emergency services, and responding to wildland fires throughout California. Most of the foothills and mountainous areas of the County are within the State Responsibility Area (SRA) of CAL FIRE, with the exception of national forest lands and Beale Air Force Base (AFB), which are both within Federal Responsibility Areas. Lands within valley portions of the county are under the jurisdiction of local fire protection agencies.

As required by Senate Bill (SB) 81 (1981) and SB 1916 (1982), CAL FIRE established a fire hazard severity classification system, which assesses the fire potential for wildland based on: fuel load, climate, and topography. The classification system provides three classes of fire hazards: Moderate, High, and Very High. Many homes in the High and Very High fire hazard areas within Yuba County, as identified by CAL FIRE, are considered to be without adequate protection from wildland or structural fires. Exhibit 4.8-1 shows the fire hazard areas for Yuba County.

California Fire Plan

The California Board of Forestry and CAL FIRE have developed the *California Fire Plan: A Framework for Minimizing Costs & Losses from Wildland Fires*. According to the California Fire Plan, the primary purpose of wildland fire protection in California is to protect the wide range of assets found on California wildlands. These assets include life and safety, timber, range, recreation, water and watershed, plants, air quality, cultural and historic resources, unique scenic areas, buildings, and wildlife, plants, and ecosystem.

The California Fire Plan defines a level-of-service measurement, considers assets at risk, incorporates the cooperative interdependent relationships of wildland fire protection providers, provides for involvement by public stakeholders, and creates a fiscal framework for policy analysis. A key product of the California Fire Plan is the development of wildfire safety zones that are designed to reduce risks to citizens and firefighters from future large wildfires. The California Fire Plan defines a process for measuring the level of service provided by the fire protection system for wildland fire. This measure can be used to assess the CAL FIRE's ability to provide an equal level of protection to sites with similar land types, as required by California Public Resources Code (PRC) Section 4130. This measure is the percentage of fires that are successfully controlled before unacceptable costs are incurred. Knowledge of levels of service will help define the risk to wildfire damage faced by public and private assets in the wildlands.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency (Cal EMA), which coordinates the responses of other Yuba County Office of Emergency Services.

School Site Selection and Approval Guide

The California Department of Education has developed the *School Site Selection and Approval Guide* to help school districts select appropriate locations for educational institutions. The guide contains 12 screening and ranking criteria, including: safety, location, topography, cost, utilities, and public acceptance.

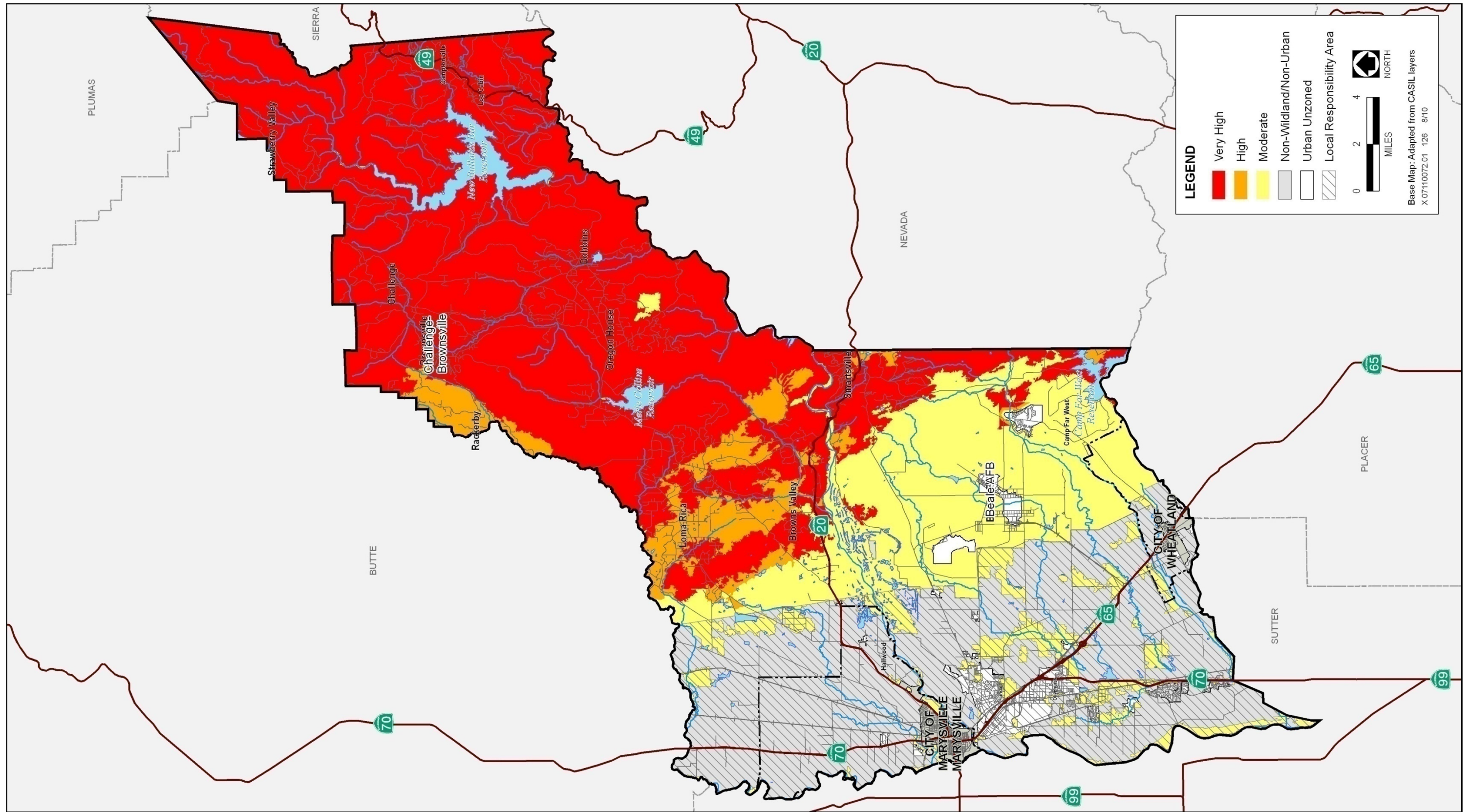
REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

Nevada-Yuba-Placer 2005 Fire Management Plan

This fire management plan is a product of the implementation of the California Fire Plan (described above under "State Plans, Policies, Regulations, and Laws"). The California Fire Plan uses geographical information data validated by experienced fire managers to assess fire fuel hazards and risks and then design and implement mitigating activities to manage fire risk. The 2005 *Nevada-Yuba-Placer Unit Fire Management Plan* provides background information, fuels and fire data, proposed projects, and individual battalion reports outlining mitigating activities commonly carried out each year.

California Fire Code

The California Fire Code gives local fire chiefs broad powers to regulate uses in fire hazard areas, such as imposing bans on outdoor burning and requirements to clear brush and other fuels around structures. Fire chiefs may also close areas to the public during periods of extreme fire danger and prohibit smoking, bonfires, and the use of motorcycles and other vehicles. Persons violating these restrictions may be charged the costs of fighting fires they cause. These powers, held by the County, and delegated to the fire districts complement similar powers of CAL FIRE in its areas of responsibility.



Source: CAL FIRE 2008

Fire Hazard Severity Zones

Exhibit 4.8-1

The 2007 California Code of Regulations, Title 24, Part 9, based on the 2006 edition of the International Fire Code, published by the International Code Council, has been adopted and incorporated by reference into Chapter 10.05.075 of the Yuba County Ordinance Code.

Firebreaks

Section 10.15.015 of the Yuba County Code requires that every person who owns, controls, rents, or operates any cabin, tent, residence, store, hotel, or other structure within unincorporated Yuba County maintain a 30-foot firebreak or clearing free of inflammable materials and keep the roof free from an accumulation of needles, leaves, or other debris. Where a natural firebreak has been declared to exist by a federal or state forestry officer, no further clearing of inflammable material is required. If the property line is closer to the buildings than 30 feet, the inflammable material need only be cleared to the property line. The Code also requires removing all the brush, flammable vegetation, or combustible growth that is located within 100 feet from the building or structure, or to the property line, or at a greater distance if required by State law, or local ordinance, rule, or regulation.

Fire Mitigation

Chapter 10.35 of the Yuba County Code establishes the Fire District Improvement Fee. Developers of projects within the county that would contribute to an increase in the potential fire danger are to pay this fee when building permits are issued, to mitigate fire risk. The fee is used to finance improvements and equipment for fire protection. Each developer pays a fair share of the total cost of the improvements and equipment.

Yuba County Multi-Jurisdictional Multi-Hazard Mitigation Plan

Yuba County has had a number of devastating disasters. Fire-related disasters have cost taxpayers millions of dollars in recovery costs. The Yuba County Multi-Hazard Mitigation Plan is designed to mitigate against the hazards that affect Yuba County, protecting the lives and property of all of its citizens, as well as reducing the costs to the County. The plan is approved by all jurisdictions within the county, helping to ensure that all citizens will be protected in the case of a disaster. The planning process provides a forum for collaboration, establishing the groundwork for future interagency cooperation in pre-disaster planning and emergency response. The scope of work submitted for plan development is one of the most ambitious in the nation and resulted in the largest planning grant awarded during the 2003-2004 fiscal year.

Yuba County Emergency Operations Plan (EOP)

The County of Yuba Emergency Operations Plan describes the County's emergency management organization, the Standardized Emergency Management Systems (SEMS), the National Incident Management System (NIMS), roles, responsibilities, and administrative practices. Included in the plan are standard operating procedures (SOPs), memorandums of understanding (MOUs), resource manuals, and agreements that support the plan. The plan is used as a functional guide and strategic planning resource for both the County and its incorporated cities. It is meant to reflect the most recent advances in emergency operations at the local, state, and federal levels. The most significant change to date has been the adoption of the NIMS at all levels of government, and the plan has been updated accordingly.

Yuba County Division of Environmental Health

The Yuba County Division of Environmental Health, housed within the Community Development and Services Agency, is tasked with the permitting, inspection, and regulation of county food facilities, septic systems, wells, hotels, public water systems, solid waste facilities, swimming pools, spas, USTs, above ground storage tanks, and hazardous materials business plans, as well as the enforcement of federal, state, and local laws pertaining to hazardous materials and wastes. The Division also serves the County's Certified Unified Program Agency (CUPA) to ensure public and environmental safety.

Yuba County Subdivision Ordinance Section 11.15.681

Section 11.15.681, Water Systems, states that all water distribution systems within the limits of existing water district boundaries shall be constructed to the standards required by that district, and “all subdivisions requiring a final map which lie within the boundaries of a water serving entity shall provide adequate water supply for each lot in the subdivision and for fire protection to the area through mains and hydrants.”

Beale Air Force Base Land Use Plans

To provide direction related to land use at and near to Beale AFB, a Joint Land Use Study (JLUS), a Comprehensive Land Use Plan (CLUP), Air Installation Compatible Use Zone (AICUZ), and Environmental Noise Management Program (ENMP) were prepared. The following provides information related to these documents.

- ▶ The Beale AFB JLUS for Beale AFB was completed in May 2008, and an Air Installation Compatible Use Zone (AICUZ) Study was completed in 2005. The AICUZ identifies constraints from flight operations, including noise zones and accident potential zones. These documents encourage collaborative planning efforts and consultation between local governments and the AFB when making land use decisions to ensure compatibility and safety.
- ▶ The Beale AFB CLUP was prepared by the Airport Land Use Commission (ALUC) under the authority of the Airport Land Use Commission Law, Chapter 4, Article 3.5, California Public Utilities Code. The Sacramento Area Council of Governments (SACOG) serves as the ALUC for the Yuba County Airport. SACOG has been designated the ALUC for Sutter, Yolo, Sacramento, and Yuba counties. The ALUC works closely with cities, counties, and airport operators (Yuba County 2007c).

The ALUC has no jurisdiction over the operation of the airport. The purpose of the ALUC is to protect public health, safety, and welfare through the adoption of land use standards that minimize public exposure to safety hazards and excessive levels of noise. The ALUC is designed to prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future.

The CLUP is the key to implementation of the ALUC plan. It provides the land use compatibility guidelines on which compatibility of land uses are determined. It also establishes the planning boundaries around the airport. Planning boundaries are established for height, noise, and safety. Following adoption of the CLUP by the ALUC, state law requires that the local jurisdiction take action to assure that its land use regulations are consistent with the provisions of the CLUP.

- ▶ The purpose of an AICUZ program is to promote compatible land development in areas subject to aircraft noise and accident potential in the vicinity of used to achieve compatible uses of public and private lands in the vicinity of military airfield by controlling incompatible development through local actions. Air Force AICUZ Land Use Guidelines reflect land use recommendations for clear zones, accident potential zones, and noise zones. The U.S. Department of Defense is responsible for preparing AICUZ documents.

The 2005 Beale AFB AICUZ study was prepared as an update to the 1982 AICUZ to address changes in aircraft types and numbers of operations at the installation. The 2005 AICUZ analyzes noise contours, vertical obstructions, and accident potential zones.

4.8.2 ENVIRONMENTAL SETTING

Human-caused hazards that may potentially have an effect on Yuba County include hazardous and toxic materials (including EPA-regulated facilities, hazardous waste and disposal, toxic releases, leaking underground storage tanks, and brownfields, which are sites with known or potential environmental pollution), and hazards associated

with dam inundation, canal and levee conditions, military installations, airports, and highways. Hazards associated with flooding, dam inundation, and levee failure are addressed in Section 4.9, “Hydrology and Water Quality.”

DEFINITIONS OF TERMS

For purposes of this section, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. A “hazardous material” is defined by federal regulations as “a substance or material that ... is capable of posing an unreasonable risk to health, safety, and property when transported in commerce” (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

Hazardous material means any material 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 into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

LAND USES AND CONDITIONS IN THE COUNTY

Known Hazardous Materials Sites

The County maintains a list of sites that are known to generate a store hazardous waste. There are approximately 425 such known sites. In addition, the Yuba County Final Hazard Mitigation Plan, completed in 2007, identified 361 permitted hazardous materials sites, which include sites that use hazardous waste products, such oils, solvents, petroleum products, fertilizers, pesticides, solvents, welding gases, manufacturing/ processing chemicals, and products that are flammable, toxic, reactive, or corrosive in significant quantities.²

In 2007, when the General Plan Background Report was prepared, there were five active hazardous materials sites listed in the DTSC Envirostor database. This database is a compilation of Federal Superfund sites, State Response sites, Voluntary Cleanup sites, and School sites. Two of the listed DTSC sites were located within Beale AFB, one is located at the former Camp Beale base, another is for arsenic removal at a school site in Plumas Lake, and the final site is a property in Olivehurst used for automobile repair and dismantling. To ensure the most up-to-date information, another search of the DTSC Envirostor database was performed in July of 2010. This subsequent database search resulted in addition active sites that had been added to the database since 2007. Table 4.8-1 provides information related to existing DTSC-listed sites.

² “Significant quantity” of hazardous waste is defined by the Yuba County Final Hazard Mitigation Plan, 2007, as the use or storage of a minimum of 55 gallons, 500 pounds, or 200 cubic feet at any one time.

**Table 4.8-1
DTSC-Listed Sites within Yuba County**

Site Name	Site Type ³	Status	Address	City
Ames Road	State Response	Certified	7237Ames Road	Marysville
Beale AFB	Hazardous Waste – Non-Operating	None Listed	Beale AFB	Beale AFB
Beale AFB	Corrective Action	None Listed	Beale AFB	Beale AFB
Beale AFB IR/MMRP	State Response	Active	Beale AFB	Beale AFB
Camp Beale –MMRP	State Response	Active	Beale AFB	Beale AFB
Cecil’s Radiator Shop	Voluntary Cleanup	Certified	5174 Lindhurst Avenue	Olivehurst
Cletus Rogers	State Response	Certified	Marysville Laporo Road/Blue Gravel Road	Browns Valley
Keystone Automotive	Voluntary Cleanup	Active – Land Use Restriction	5066 and 5079 Powerline Road	Olivehurst
Linda Elementary School	School Cleanup	Active	6180 Dunning Avenue	Linda
Loma Rica Elementary School	School Cleanup	Active	5150 Fruitland Road	Loma Rica
PG&E, Marysville	Voluntary Cleanup	Certified/Operation and Maintenance – Land Use Restriction	4 th and A Streets	Marysville
Plumas Ranch Elementary School	School Cleanup	Inactive – Action Required	Feather River Boulevard/River Oaks Boulevard	Plumas Lake
Yuba Gardens Intermediate School	School Cleanup	Active	1964 11th Avenue	Olivehurst
Notes: AFB=Air Force Base; DTSC=Department of Toxic Substances Control; MMRP=Mitigation, Monitoring, and Reporting Program; SE=southeast. Source: DTSC 2010.				

Leaking Underground Storage Tanks

USTs often store hazardous materials, such as gasoline, diesel fuel, oils, and other chemicals. A leaking tank could result in the release of hazardous chemicals into soil and potentially into groundwater, risking exposure to the public if contaminated soil or groundwater is unearthed. The RWQCB Division of Water Quality manages an

³ State Response: confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. Non-Operating: A Treatment, Storage, Disposal or Transfer Facility with no operating hazardous waste management unit(s). Corrective Action: Investigation and cleanup activities at hazardous waste facilities that either were eligible for a permit or received a permit are called “corrective action.” These facilities treated stored, disposed and/or transferred hazardous waste. Voluntary Cleanup: sites with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC’s costs. School: Identifies proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as “Cleanup” (remedial actions occurred) or “Evaluation” (no remedial action occurred) based on completed activities.

UST Program to protect the public and environment health from releases of petroleum and other hazardous substances from leaky tanks. The RWQCB provides assistance to local agencies enforcing UST requirements.

USTs are subject to monitoring for leakage. Most tanks are double walled and are equipped with electronic systems to detect leaks. USTs are permitted, inspected, and monitored by the County Division of Environmental Health. The RWQCB's GeoTracker website is an online database that tracks regulatory data on leaking USTs. The SRWCB's GeoTracker database listed 186 known UST sites in Yuba County, including 114 leaking UST (LUST) sites as of March 2010.

Military Facilities

As mentioned above, four of the known hazardous materials listed in the DTSC's Envirostor database are associated with past and current military operations associated with Beale AFB and Camp Beale, a former Army base located in the southeastern portion of the Yuba County and western Nevada County, adjacent to the existing Beale AFB. Prior to its abandonment, Camp Beale contained six bombing ranges, consisting of 1,200 acres each, where ammunition for artillery, bombs, or other large weapons were tested. Although the US Army swept the grounds following base abandonment to ensure that no unexploded ordnance remained, there may be unknown unexploded ordnance missed by recovery attempts by the Army. The properties are under investigation, as listed in the DTSC Envirostor database.

Significant hazardous materials contamination has been found within the Beale AFB grounds, and the base was placed on the EPA National Priorities List in 1989 as a Superfund project. Four Operable Units, including landfills, disposal areas or spill sites, firefighting training areas, tank storage areas, and groundwater contamination and potentially contaminated surface water bodies, have been identified on the base. The primary environmental contaminants found at Beale AFB include solvents, metals, and fuels. Cleanup and mitigation for contamination is ongoing, but public access to the base, particularly known contamination sites, is limited, in order to minimize risk of exposure to the public. Soil and groundwater are contaminated with volatile organic compounds from use of solvents (e.g., trichloroethene), hydrocarbons, polychlorinated biphenyls and dioxin have been detected on site. Groundwater flows generally toward the west from Beale AFB. There are at least 10 uncontrolled groundwater contamination plumes, two of which extend off-base (DTSC 2010).

TRANSPORTATION OF HAZARDOUS AND TOXIC MATERIALS

Hazards associated with transport of hazardous cargo exist in Yuba County because several major, transportation routes pass through the area, including both highways and railroads, and a wide range of hazardous cargo is transported along these routes. Transportation infrastructure in Yuba County consists of State Routes (SRs) 20, 49, 65, and 70, as well as two freight railroads operated by Union Pacific Railroad (UPRR). SR 70 branches off of SR 99 south of Yuba County. These corridors receive heavy truck and trailer traffic and are the major arteries for delivery of propane gas and other volatile materials to the area. The state highway transportation corridors provide timber–logging trucks access to the railways and logging mills, increasing the incidents for hazardous materials spills and transportation accidents. Hazardous cargo transported out of, into, and through Yuba County includes flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials, including underground pipelines adjacent to railroad lines in the County.

Some potential exists for spills of flammable liquids after a highway or railway mishap, subsequent ignition of the liberated contents, and possible human casualties and/or property damage in the path of the burning liquid. Burning spillage can also drain into nearby streams and drainage facilities (e.g., roadside storm drains), spreading fire and increasing the area of contamination. Such an event would pose a major threat to the safety of the public and the environment.

WILDFIRE RISK AREAS

The combination of weather, topography, and vegetation in the unincorporated rural portions of the county creates hazardous fire conditions. Because most fires are started by humans rather than natural causes, the areas at greatest risk of fire are generally those where people live, work, recreate, or travel. Fires have the potential to spread very rapidly with dry vegetation, rugged topography, and during fire season, the hot, dry winds. The climate in the county provides extensive dry vegetation susceptible to these risks during the dry season, generally summer and early fall. If not contained, these fires can potentially result in loss of life and property.

The fire hazard is greatest in the foothill and mountain areas and lowest in cultivated fields within valley portions of the county. Under CAL FIRE's Fire Hazard Severity Rating System, nearly all foothill and mountain areas are designated as having significant fire hazards. Fire hazard severity zones have been mapped for the entire state, and are shown for Yuba County Exhibit 4.8-1. Fire hazard severity zones are intended to show relatively homogeneous areas and are based on fuel loading, slope, fire weather, and other factors. The lower grassland areas adjacent to the valley floor have a rating of "moderate." Adjacent lands to the east, typically characterized by steeper slopes and chaparral, carry a "high" rating, while more heavily forested lands adjacent to and within the Plumas and Tahoe National Forests have a "very high" rating. In general, the areas in the county designated as high and very high fire hazard areas coincide with the regions under the jurisdiction of CAL FIRE and the U.S. Forest Service.

Urban Fire Risks

Although grasslands fires are a concern within urban areas, the greatest fire threat in these areas is associated with structural fires. Structural fires are a greater threat to life and property than wildland fires, since people spend much of their time in homes, offices, stores, and factories. Most structural fires are caused by negligence, although arson is also a cause.

Communities in the foothill areas of the County are at a relatively greater risk, because not only do they share the fire hazards of urban structures (i.e., human negligence, electrical fires, arson), but they are located in areas more subject to wildland fires. Many of Yuba County's residential communities—Smartville, Dobbins, Browns Valley, Loma Rica, Brownsville, and Challenge—are located in areas of high and very high fire hazard. Many recreational destinations in Yuba County are in high and very high fire hazard areas and are reached via roads that wind through dry foothill and mountain vegetation.

Fire Service Providers

In the Valley and Foothill areas, fire protection services are provided through established districts, as described in Table 4.8-2.

The Yuba County Sheriff's Department provides dispatching services to the Wheatland Fire Authority, Linda Fire Protection District, and Olivehurst Public Utilities District. The City of Marysville Fire Department occasionally responds to calls for service for incidents outside of city limits or District 10 – Hallwood CSD. Additional information about fire service providers can be found in section 4.12, "Public Services and Recreation."

CAL FIRE provides service to the rural portions of the County from four stations: the Nevada-Yuba-Placer Unit headquarters located in Auburn, the Dobbins Battalion in Marysville, a station in Smartville, and the Grass Valley Emergency Communications Center (ECC), which provides dispatching services and is collocated with the CAL FIRE air base that provides air support to fire fighting response. The County also contracts with CAL FIRE for dispatch services to Loma Rica/Browns Valley Community Services District (CSD), Camptonville CSD, Smartville Fire Protection District (FPD), Dobbins Battalion, Dobbins-Oregon House FPD, and Foothill FPD. Some of the districts have contract arrangements with CAL FIRE to provide fire protection and medical aid services during the nonwildland fire season. These areas are most susceptible to risk of wildland fires.

**Table 4.8-2
Fire Service Providers**

Responsible Agency	Service Provider		Stations
	Fire & EMS	Dispatch	
Staffed 24 Hours/Day			
City of Marysville	CALFIRE	Marysville PD	1
District 10 – Hallwood CSD	Marysville	Sheriff	1
Linda FPD	LFPD	Sheriff	3
Olivehurst PUD	OPUD	Sheriff	1
CALFIRE	CALFIRE	CALFIRE	1.5
Loma Riva-Browns Valley CSD	CALFIRE	CALFIRE	1.5
Staffed Only on Weekdays			
City of Wheatland	WFA	Sheriff	1
Plumas Brophy FPD	WFA	CALFIRE	1
Smartville FPD	SFPD	CALFIRE	1
All Volunteer			
Camptonville CSD	CCSD	CALFIRE	2
Dobbins-Oregon House FPD	DOHFPD	CALFIRE	3
Foothill FPD	FFPD	CALFIRE	2
Notes: CALFIRE=California Department of Forestry and Fire Protection; CCSD=Camptonville Community Services District; CSD=Community Services District; EMS= Emergency Medical Service; DOHFPD=Dobbins-Oregon House Fire Protection District; FFPD=Foothill Fire Protection District; FPD= Fire Protection District; LFPD=Linda Fire Protection District; OPUD=Olivehurst Public Utility District; PD=Police Department; PUD=Public Utility District; SFPD=Smartville Fire Protection District; WFA=Wheatland Fire Department; ¹ Paid staffing for those agencies that only provide daytime staffing on weekdays excludes weekend and evening staffing when there are no paid staff at the stations. Source: Yuba LAFCO 2008			

AIRPORTS

There are three airports located in Yuba County: Beale Air Force Base, Yuba County Airport, and Brownsville Aeropines Airport, which are depicted in Exhibit 4.8-2.

Beale Air Force Base

Beale AFB is located in southern Yuba County, 13 miles east of Marysville, situated on 22,944 acres of federally-owned land. The AFB has buildings for operational use, base housing, and one active concrete runway. Flight paths are integrated to minimize conflict with aircraft operations from neighboring airports. Scheduled missions, practice takeoffs, landings, instrument approaches and run-up activities generally occur during hours and in areas that minimize public annoyance with regard to noise. A buffer zone around immediately adjacent areas is established to restrict sensitive land uses such as schools, daycare centers, senior centers, and other facilities where occupants have reduced effective mobility and are unable to respond to emergency situations (SACOG 1987).

Beale AFB currently has one active north-south runway, which is 12,000 feet long and 300 feet wide. This runway is capable of handling any Air Force aircraft. The Air Force maintains Clear Zones at the each end of the

runway of 3,000 feet by 3,000 feet (roughly 207 acres). These zones have the most restrictive regulations relative to land use because they are the areas with the highest potential for hazards such as accidents or crashes. Hazardous materials at Beale AFB include jet fuel, gasoline, and military-related items (e.g., munitions). In addition, historical land uses have resulted in listing of the site on the NPL and other agency's hazardous materials lists (see Military Facilities, above).

Yuba County Airport

The Yuba County Airport is located on 933 acres east of the Feather River and south of Marysville. This airport has a 6,006-foot active north-south runway and a 3,281-foot crosswind runway. The airport is a general aviation facility that is prepared to handle corporate jet traffic. Hazardous materials used on-site include jet fuel, gasoline, and other hydrocarbons. No hazardous materials have been reported to have migrated off-site at this time.

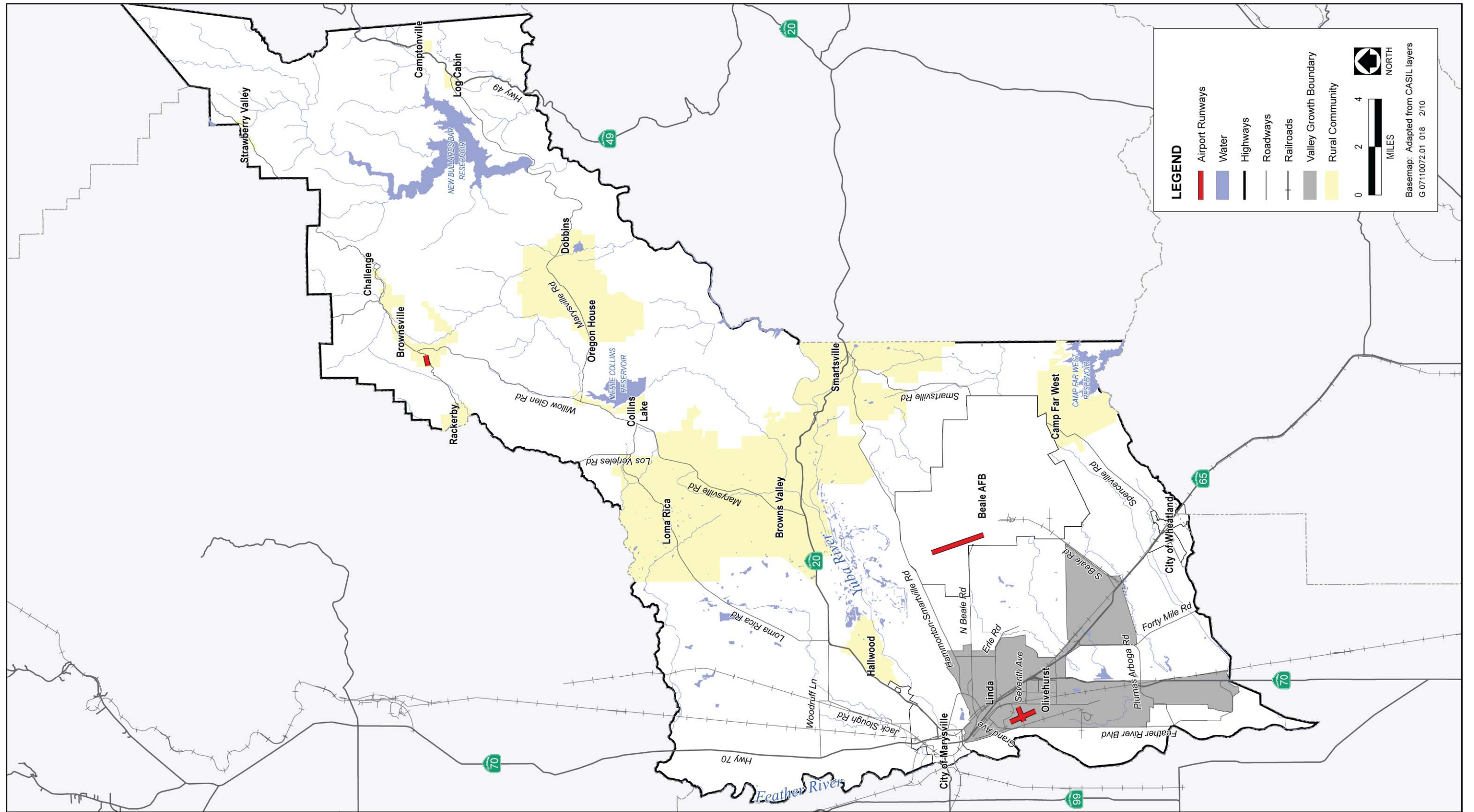
Fuel storage and hazardous materials are strictly regulated on-site and are stored only in appropriately designated areas. Land use designations immediately adjacent to the Yuba County Airport are limited to ensure that airport crash hazards are minimized (Yuba County 2007b, Yuba County Airport 2007).

Brownsville Aeropines Airport

The Brownsville Aeropines Airport is located in the northeastern portion of the County on 25 acres along La Porte Road, approximately 1.5 miles southwest of the unincorporated community of Brownsville. The airport has one single paved runway that handles approximately 8,000 take-offs and landings annually. The Clear Zone and the Approach/Departure Zone extend east and west. There are homes and other buildings within the Clear Zone and Departure Zone to the east, but not to the west. The Overflight Area (the area under the airport's normal traffic pattern) from this airport includes a variety of land uses in this rural community. Hazardous materials used at Brownsville Aeropines Airport are similar to those discussed above for Yuba County Airport (i.e., jet fuel, gasoline, and other hydrocarbons).

EVACUATION ROUTES

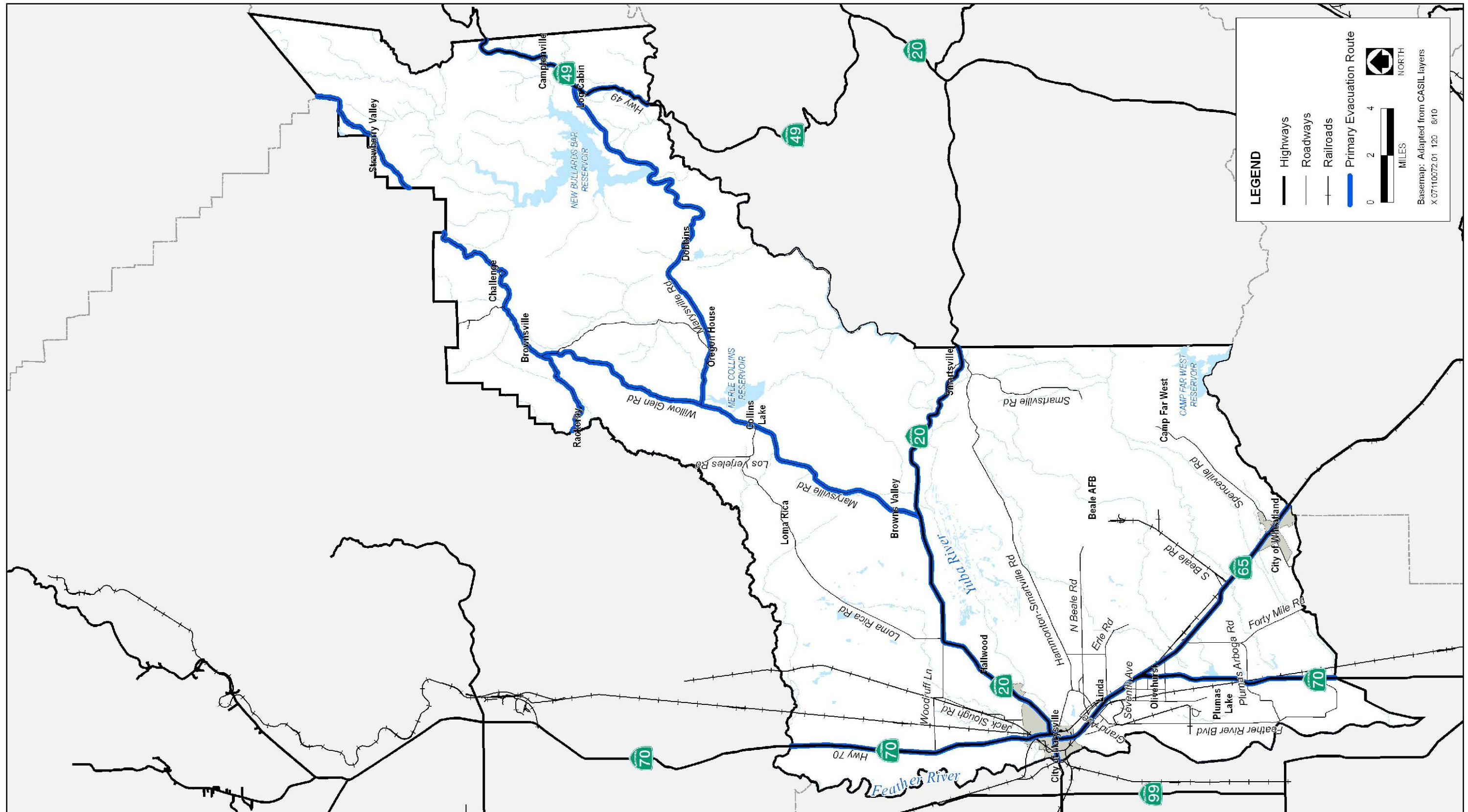
With advance warning, evacuation can be effective in reducing life loss and injury during a catastrophic event. The main transportation corridors that can serve as evacuation routes for the County are Highways 20, 70, and 65 in the lower half of the County and Marysville Road, a two-lane road traversing the northern half of the County from east to west. Marysville Road initiates at State Highway 20 in the west end and terminates in the east at State Highway 49. Marysville Road is fed by Frenchtown Road from the north and Rice's Crossing from the south. The northernmost portion of the County is serviced by the La Porte–Quincy Road (Yuba 2007a). Exhibit 4.8-3 shows primary evacuation routes in Yuba County.



Source: Yuba County 2007

Yuba County Airports

Exhibit 4.8-2



Source: Yuba County 2010

Primary Evacuation Routes

Exhibit 4.8-3

4.8.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

METHODOLOGY

This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the 2030 General Plan, and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

This analysis is limited to a qualitative evaluation of impacts associated with the potential presence of hazardous materials or hazards in the County, and an evaluation of the extent to which the 2030 General Plan would allow industrial uses and other uses which commonly employ or generate hazardous materials or waste in their production processes.

The range and types of uses accommodated under the 2030 General Plan can be identified only in general terms. The nature of general plans, consistent with state law and common practice, is that specific land uses are generally not identified. Rather, categories of land use are defined that would allow a wide range of specific uses. The specific types of businesses allowed in commercial and mixed use land use designations, for example, and whether or not they would generate or use hazardous materials cannot be known at this time. Businesses, such as gasoline service stations and dry cleaners are some of the most common commercial operations that routinely use hazardous materials (motor fuels and solvents, respectively), but other possible commercial and industrial uses could potentially use a range of oils and lubricants, solvents, fertilizers, pesticides and herbicides, and other chemicals and materials in liquid, solid, or gas form.

Future development in the County could involve a variety of land uses, including residences, commercial uses, industrial uses, community uses, office space, and public services facilities (i.e., educational and institutional uses). As a result, this analysis assumes and evaluates a broad range of potential uses that could handle hazardous materials, and a broad range of potential hazardous materials that could be used.

As discussed in Section 4.8.1, “Regulatory Setting,” compliance with applicable federal, state, and regional and local health and safety laws and regulations by residents and businesses in the County would protect the health and safety of the public. State and local agencies are required to enforce applicable requirements. In determining the level of significance, the analysis in this section considers development in the County in the context of required federal, state, and local ordinances and regulations.

A preliminary review of environmental risk databases was conducted, but this analysis did not include any sampling, site specific review, laboratory analysis, or inspection of buildings or site surfaces. Site specific investigation for projects developed under the General Plan will be required to address hazardous materials conditions. Phase I environmental site assessments would be required for specific projects pursuant to California Government Code Section 65962.5, and if this assessment indicates the presence or likely presence of contamination, Phase II soil/groundwater testing and remediation could be required before development on a site-specific basis. These activities would be conducted during subsequent environmental reviews, required for future development activities.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, a hazards and hazardous materials impact is considered significant if the proposed project would:

- ▶ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or,

- ▶ 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; or,
- ▶ emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or,
- ▶ 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 create a significant hazard to the public or the environment; or,
- ▶ result in a safety hazard for people residing or working in the project location within an airport land use plan or within two miles of a public airport or private airstrip; or,
- ▶ impair implementation of or physically interfere with an adopted emergency-response plan or emergency-evacuation plan; or
- ▶ expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

IMPACT ANALYSIS

IMPACT 4.8-1 **Routine Transport, Use, or Disposal and Possible Release of Hazardous Materials from Upset or Accident Conditions.** *Future population growth through buildout of the 2030 General Plan would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in greater exposure of the public to such materials and exposure of increasing numbers of people through either routine use or accidental release. Implementation of 2030 General Plan policies, in combination with existing federal and state regulations, would reduce the potential impacts related to the routine transportation of hazardous materials. This impact would be less than significant.*

Land uses and development consistent with the 2030 General Plan would allow development of new residential, commercial, and industrial uses. New residential development would result in increased use, storage, and disposal of household hazardous materials. New commercial and industrial development would also result in increased use, storage, and/or disposal of hazardous materials during routine operations. Of particular concern are facilities with USTs or other methods of storage that could accidentally leak into the soil, surface water, groundwater, or air. Specific examples of such facilities include gas stations, automotive repair shops, and dry cleaners.

The amount of hazardous materials transported through the County on main local and regional routes, the UPRR, and state routes (i.e., SRs 20, 65, and 70) is likely to increase as a result of new development accommodated under the 2030 General Plan and region growth. With additional development anticipated under the 2030 General Plan along the abovementioned major transportation corridors, more people would be potentially exposed to toxic spills or releases under buildout conditions compared to existing conditions.

Transportation of hazardous materials on area roadways is regulated by CHP and Caltrans, and use of these materials is regulated by DTSC, as outlined in Title 22 of the California Code of Regulations (CCR). USDOT (through the Hazardous Materials Transportation Act), and other regulatory agencies (including the California Public Utilities Commission for natural gas transmission lines) provide standards designed to avoid releases including provisions regarding securing materials and container design. Facilities developed under the 2030 General Plan that would use hazardous materials on-site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect the public health.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policy would address the routine transport of hazardous materials in Yuba County:

- ▶ **Policy HS7.1:** The County will assess risks associated with public investments and other County-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

Conclusion

Projects potentially developed under the General Plan that would involve the use, transport, and disposal of hazardous materials are subject to regulations that are designed to protect the public health. The above 2030 General Plan policies also require consideration of hazardous materials issues in the land use planning process. Implementation of current state and federal regulations, as well as the policies of the 2030 General Plan may not prevent all potential releases of hazardous materials, but would serve to minimize both the frequency and the magnitude, if such a release occurs. In combination with existing federal and state regulations, these policies would also reduce the potential impacts of the routine transportation of hazardous materials in the County. This impact would be **less than significant**.

IMPACT 4.8-2 Emission or Handling of Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School. *Implementation of the 2030 General Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools. However, implementation of 2030 General Plan policies and compliance with existing regulations would ensure that the impact is less than significant.*

Because the proposed land uses identified in the 2030 General Plan are conceptual, it cannot be specifically demonstrated that the necessary one-quarter mile distance would be implemented between incompatible land uses and the potential school sites. The 2030 General Plan encourages the development mixed land uses in Valley Neighborhoods and Rural Communities to promote walking and biking between residential uses and public uses such as schools, so it is reasonable to assume that new development would occur in close proximity to existing and newly developed schools.

However, the California Department of Education enforces school siting requirements, and new facilities would not be constructed within ¼ mile of facilities emitting or handling materials based on these requirements. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential material handling and emission could occur in proximity to schools.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policies would address hazards near schools in Yuba County:

- ▶ **Policy HS7.1:** The County will assess risks associated with public investments and other County-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.
- ▶ **Policy HS7.5:** The County will support compliance with state law regarding the location of school sites and sources of hazardous air emissions to ensure against endangerment of public health.
- ▶ **Policy CD3.1:** Commercial and industrial developments shall be located, buffered, or otherwise designed to avoid significant noise and air quality impacts.

- ▶ **Policy CD3.4:** The County will use performance-based standards in mixed-use areas to ensure important aspects of compatibility (air, noise, vibration, heavy truck traffic, light, glare) are addressed without impeding mixed-use development.
- ▶ **Policy CD14.5:** The County will coordinate its land use planning with local school districts to ensure adequate educational facilities with safe and convenient pedestrian and bicycle access to and from surrounding neighborhoods.
- ▶ **Policy CD15.9:** The County will require that new developments include safe and convenient access to nearby schools and work with the local school districts to ensure safe access.

Conclusion

The 2030 General Plan policy listed above ensures that state laws regarding the location of school sites are followed during new development. In addition, consideration is made of land uses potentially handling hazardous materials, which would further ensure that such land uses are not developed in proximity to schools.

In addition, enforcement of California Department of Education school siting regulations, permitting requirements for individual hazardous material handlers and emitters, and enforcement of Public Resources Code Section 21151.4 during project-level environmental review for projects developed under the General Plan would prevent future conflicts between hazardous materials handling and emissions and schools. This impact would be **less than significant**.

IMPACT 4.8-3 **Public Health Hazards from Project Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5.** *Several sites within the County are listed on the Cortese List as known hazardous materials sites. Implementation of the proposed project could expose construction workers to hazards and hazardous materials from these sites during construction activities, and hazardous materials on-site could create an environmental or health hazard if left in place. This impact would be less than significant.*

There are more than 400 known hazardous materials sites in the County. There are more than 100 known leaking underground storage tanks, which are monitored by DTSC. Of the more serious known contaminated sites listed as active sites in the Envirostor database, four of the listed sites were soil investigations for school sites, and any contamination found at those sites would be remediated under the supervision of DTSC prior to any school operations. Of the other active sites listed in the database, there was one former automobile repair and dismantling shop, which is currently undergoing remediation. There are three DTSC-listed sites within Beale AFB, and another is located at Camp Beale. Remediation efforts at Camp Beale are on-going and several activities, including site inspection reports and a Remedial Action Plan must be completed before contaminated areas can be developed for residential or commercial uses. Hazardous materials contamination has been found within the Beale AFB grounds, and the base was placed on the EPA National Priorities List in 1989 as a Superfund project. The primary environmental contaminants found at Beale AFB include solvents, metals, and fuels. Cleanup and mitigation for contamination is ongoing, but public access to the base, particularly known contamination sites, is limited, in order to minimize risk of exposure to the public. Soil and groundwater are contaminated with volatile organic compounds from use of solvents.

Ground disturbance associated with development at sites listed on a known hazardous materials site list compiled pursuant to Government Code Section 65962.5 (Cortese List) could potentially result in the exposure of construction workers, the public, and the environment to hazards associated with contaminated soil and/or groundwater if not properly remediated and/or monitored. In particular, development activities at the former Camp Beale site could result in hazards associated with unknown unexploded ordnance if not properly remediated.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policies would address hazards associated with known contaminated and hazardous materials sites:

- ▶ **Policy HS7.1:** The County will assess risks associated with public investments and other County-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.
- ▶ **Policy HS7.2:** Hazardous materials waste sites and areas of contamination shall be remediated in conformance with applicable federal and state standards prior to new development.
- ▶ **Policy HS7.3:** The County will collaborate with appropriate federal, state, and regional agencies in an effort to identify and remediate soils and groundwater contaminated with toxic materials and to identify and eliminate sources contributing to such contamination.
- ▶ **Policy HS7.6:** The County's entitlement review procedures should be updated to ensure the public safety in the former Camp Beale area.
- ▶ **Policy HS7.7:** The County will coordinate with the Army Corps of Engineers regarding cleanup of the former Camp Beale Army Base.
- ▶ **Policy HS7.8:** New developments and public investments involving earth disturbance in the former Camp Beale Army Base area shall incorporate permit requirements in coordination with the State Department of Toxic Substances Control to reduce risk associated with munitions or explosives.
- ▶ **Action HS7.1: Revise County Standards for Camp Beale Area.** Following adoption of the General Plan, the County will revise its standards to address the potential for residual buried munitions in the former Camp Beale area. The intent of these revisions would be to ensure that public safety is considered in County approvals for any type of earth disturbance, such as grading, installation of foundations, trenching for underground utilities, installation of septic systems, and other actions. The County would revise its Ordinances to clarify the process for entitlements in areas identified as having a high probability to contain munitions or other hazardous materials associated with the former Army Base.
 - Related Goals: Goal HS7
 - Agency/Department: Community Development and Services Agency
 - Funding Source: General fund
 - Time Frame: Adopt by 2015

Conclusion

The vast majority of planned development under the 2030 General Plan is not expected to occur in areas listed in the Envirostor database. For areas with existing hazardous materials issues, 2030 General Plan policies and action, in addition to application of current regulations would not absolutely prevent exposure to hazards and hazardous materials, but would use existing facility information to identify areas of hazardous materials use. In combination with existing required federal and state regulations pertaining to hazardous site cleanup, these policies would also reduce the potential impacts of development on listed hazardous materials sites in the County under the 2030 General Plan.

Ongoing remediation activities combined with the implementation of required federal and state regulations and the 2030 General Plan policies and action listed about would ensure that this impact would be **less than significant**.

IMPACT 4.8-4 **Safety Hazards Associated with Public and Private Airports.** *Implementation of the 2030 General Plan could locate development within the vicinity of a public-use or private airstrip, potentially resulting in a safety hazard for people residing or working in the area. Policies and actions included in the 2030 General Plan, along with existing state local regulations associated with development in the vicinity of airports, would address these hazards. This impact would be less than significant.*

Implementation of the 2030 General Plan could result in land uses and development located near airports within Yuba County. SACOG serves as the County ALUC, which is empowered by state law to prepare the CLUP for airports located in the County. SACOG ensures the orderly development of airports and the adoption of land use measures to minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses.

SACOG has adopted plans, the policies of which apply to all existing airports in the county and to any new airport or heliport (except private-use facilities) that may be proposed in the future. Plans address current airport facilities located throughout the county, including Yuba County Airport, Brownsville Aeropines Airport, and Beale AFB. State law requires local agencies to modify their general plans and any affected specific plans to be consistent with CLUPs. A general plan must address compatibility planning issues and avoid direct conflicts with compatibility planning criteria.

Beale AFB also has a JLUS and AICUZ Study, which identify constraints from flight operations and encourage consultation between Beale AFB and local governments to ensure land use compatibility and public safety in conjunction with ongoing military operations.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policies and actions would address hazards associated with:

- ▶ **Policy HS4.1:** The County will collaborate with the Sacramento Area Council of Governments to update local airport land use compatibility plans and will condition projects, as necessary, to ensure compliance with these plans.
- ▶ **Policy HS4.2:** New developments shall be located and designed to avoid conflicts with current and potential future operations at Beale Air Force Base, including Beale's Phased Array Warning System.
- ▶ **Policy HS4.3:** New construction within the Air Installation Compatibility Use Zone 65 dB CNEL noise contours for the existing and potential future missions shall use building materials and construction techniques to mitigate noise impacts.
- ▶ **Action HS4.1: Airport Land Use Compatibility Planning.** During General Plan buildout, the County will collaborate with the Sacramento Area Council of Governments and local airports to update compatibility plans. The County will regulate and condition new development according to restrictions of local airport land use compatibility plans.
 - **Related Goals:** Goal HS4, Goal HS7, Goal HS10, Goal CD3, Goal CD22
 - **Agency/Department:** Community Development and Services Agency
 - **Funding Source:** State and federal grants, other State or federal funding, General Fund
 - **Time Frame:** Adopt Yuba County and Beale CLUPs by 2012 with periodic revisions during General Plan buildout

► **Action HS4.2: Beale Air Force Base Coordination.** The County, along with the cities and other public service agencies, will coordinate with Beale Air Force Base representatives to ensure continued land use compatibility between County lands and base operations. The County will involve Beale representatives in development project review and conditions.

- Related Goals: Goal HS4, Goal CD3, Goal CD10
- Agency/Department: Community Development and Services Agency
- Funding Source: General Fund, project applicant funds
- Time Frame: Ongoing, and as needed, in response to project proposals near Beale AFB.

Conclusion

The placement of land uses that would be occupied by large numbers of people in areas susceptible to potential aircraft crash hazards, such as in overflight zones, would increase severity of such of an event, if it were to occur. In addition, the location of land uses utilizing significant quantities of hazardous materials near airports raises the possibility that aircraft accidents could result in explosions, fire, or other occurrences that could cause the release of these materials and subsequent exposure of employees and other people to harm.

Development in the vicinity of airports would be subject to discretionary review as well as review by the County ALUC, in this case, SACOG. Projects would be required to comply with the ALUC's adopted CLUP, which provides safety, noise, and compatibility standards that reduce the likelihood of accidents affecting land uses on the ground. This, along with the policies and actions from the 2030 General Plan listed above, would ensure that incompatible land uses are not placed in areas with a higher risk of aircraft crashes and that all applicable regulations are implemented, ensuring that this impact would be **less than significant**.

IMPACT 4.8-5 **Interference with an Adopted Emergency Response Plan and Evacuation Plan.** *Implementation of the 2030 General Plan would add additional traffic and residences requiring evacuation in case of an emergency. Implementation of 2030 General Plan policies would ensure conformance with local emergency-response programs and continued cooperation with emergency-response service providers. This impact would be less than significant.*

The County participates in updates and implementation of Multi-Hazard Mitigation Plans, which are designed to mitigate against the hazards that affect Yuba County, protecting the lives and property of all of its citizens, as well as reducing the costs to the County. The Plan incorporates all jurisdictions within the County, helping to ensure that all citizens will be protected when disaster strikes. The Plan process is designed to provide a forum for collaboration, establishing the groundwork for future interagency cooperation in pre-disaster planning, emergency response, and evacuation, if necessary.

During General Plan buildout, the County will frequently communicate with emergency service providers on issues of mutual interest. However, the focus of General Plan policy, given the County's jurisdiction and the role of general plans, is on the location of development, design of circulation systems, and other physical elements that are required for emergency response, as opposed to programmatic elements of emergency preparedness and response. An efficient roadway and circulation system is vital for the evacuation of residents and the mobility of fire suppression, emergency response, and law enforcement vehicles. Implementation of the 2030 General Plan would create additional traffic and develop new residences and businesses requiring evacuation in case of an emergency.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policies and action would address the potential effects on evacuation routes and emergency response:

- ▶ **Policy HS9.1:** The County will review development projects, plans, and public investment decisions to ensure consistency with the Multi-Jurisdictional Multi-Hazard Mitigation Plan.
- ▶ **Policy HS9.2:** The County will provide public access to emergency response procedures in such locations as the Government Center, the County library, and public schools and will otherwise promote awareness of emergency response and evacuation plans.
- ▶ **Policy HS9.3 :** The County will coordinate with Caltrans to maintain Highways 20, 70, 49, and 65 in the lower half of the County and the County will maintain Marysville Road, Frenchtown Road, and La Porte–Quincy Road in the upper half of the County as primary emergency access and evacuation routes.
- ▶ **Policy HS9.4:** The County’s development and improvement standards will require a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress.
- ▶ **Action HS9.1: Emergency Access and Evacuation Routes.** The County will seek funding to implement Action Items listed in the Multi-Hazard Mitigation Plan and future revisions to this Plan, including those actions intended to avoid flooding over emergency access routes. The County will consider, as a part of future revisions to the Multi-Hazard Mitigation Plan, whether new growth accommodated under the General Plan will require improvements to circulation or drainage in order to ensure adequate emergency access and evacuation egress, even in the event of a flood. As noted in Action HS1.2, the County will collaborate with Wheatland and Marysville on development of a flood emergency plan.
 - Related Goals: Goal HS9
 - Agency/Department: County Office of Emergency Services
 - Funding Source: Grant funding
 - Time Frame: Ongoing, as funding is available

Conclusion

In addition to the operation of the Yuba County Office of Emergency Services (OES) and implementation of the Multi-Hazard Mitigation Plan, implementation of the 2030 General Plan policies and action listed above would ensure that future development would not interfere with emergency response or evacuation plans, thereby protecting County residents from adverse effects in the event of a disaster. This impact is considered **less than significant**.

IMPACT 4.8-6 Exposure of People and Structures to Urban and Wildland Fires. *Development of the 2030 General Plan could potentially increase risk to fire for both people and property. However, implementation of 2030 General Plan policies and actions, along with existing regulations would ensure that people and structures would not be exposed to a significant risk of loss of injury involving fires. This impact is considered less than significant.*

Areas at risk for extreme wildfires are designated by CAL FIRE as those lands where dense vegetation with severe burning potential prevails, as well as areas with limited access due to topography or lack of roads. As mentioned above under “Wildfire Risk Areas,” the majority of lands in the foothills and mountainous portions of the County are within higher risk fire zones, as mapped by CAL FIRE. Fire hazard is greatest in the foothill and mountain areas of the County. Many of Yuba County’s residential communities—Smartsville, Dobbins, Browns Valley, Loma Rica, Brownsville, and Challenge, for example—are located in areas of high or very high fire hazard.

Grassland fires are a concern within urban areas, but the greater fire threat in the core of Yuba County’s urban areas is from structural fires. Fire and building codes are designed to reduce overall risk to fire risk related to structural fires. Older buildings can be retrofitted to current safety standards. Fire stations, equipment, and personnel must be planned in coordination with development to ensure adequate fire suppression in the County’s

growing areas. Connected transportation networks are important to ensuring emergency access to both the County's urban and rural areas, to facilitate rapid response to fires.

Many of the fire protection agencies in the foothills and mountains of Yuba County contract with CAL FIRE for fire protection services. The USFS also provides fire protection services on federal lands, although new development is not anticipated on federal lands under the 2030 General Plan. Development within the rural communities would be limited under the 2030 General Plan, but any development in these areas would be more susceptible to wildfire risk. However, all new development in these areas would be required to comply with the Fire Code and with state requirements for defensible space surrounding rural properties and water for adequate fire flows.

Reducing wildfire risk during buildout of this General Plan will require collaborations among agencies and property owners to reduce fuels, ensure emergency access, coordinate response efforts, and manage how and where people and property are introduced into areas with high fire risk.

Relevant Policies and Actions of the 2030 General Plan

The following 2030 General Plan policies would address wildfire risks in Yuba County:

- ▶ **Policy HS2.1:** Prior to approval, new developments proposed in areas of very high, high, or moderate fire hazard, as designated on maps maintained by the California Department of Forestry and Fire Protection, shall demonstrate compliance with Fire Safety Regulations and local regulations for defensible space, ignition-resistant construction materials, property maintenance to reduce fuels, natural hazards disclosure requirements, emergency access and multiple access points, availability of water for fire suppression, and other relevant building and development standards.
- ▶ **Policy HS2.2:** The County will communicate with appropriate local, state, and federal fire protection personnel during the development review process and will condition projects considering input from these agencies to require defensible space, fire-wise landscaping, fuel breaks, emergency access, fire flow, hydrants, sprinkler systems, fire stations and other improvements and conditions, as appropriate.
- ▶ **Policy HS2.3:** New development projects shall pay on a fair-share basis for fire stations, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.
- ▶ **Policy HS2.4:** All community water systems serving new development projects are required to meet or exceed County minimum standards for provision of water for fire flows.
- ▶ **Policy HS2.5:** Road and building construction on slopes between 15 and 25 percent is strongly discouraged and may only be approved with a fire risk management plan meeting the requirements of the California Department of Forestry and Fire Protection, a County-approved plan for priority on-site open space, and a circulation plan that meets local and state access requirements.
- ▶ **Policy HS2.6:** The County will seek funding for, and cooperate with efforts to protect watersheds, reforest areas, and restore ecosystems affected by wildfire.
- ▶ **Policy HS2.7:** The County will use the best available science to evaluate and protect people and property from changes in fire risk attributable to climate change, insects, and disease.
- ▶ **Policy HS2.8:** Communication and electricity infrastructure in areas prone to wildfire should be located and designed to avoid interruptions during periods of fire activity.
- ▶ **Policy HS2.9:** Public trails and unimproved roads should be maintained, where feasible, to provide emergency access, including evacuation and moving equipment, in the case of wildfire.

- ▶ **Policy HS2.10:** New developments shall provide access that will allow safe evacuation and movement of firefighting equipment during a wildfire. New developments in moderate, high, or very high fire hazard areas cannot propose limited access roads unless such access limitations do not adversely affect fire response and suppression.
- ▶ **Policy HS2.11:** Property owners may manage fuel load on county road easements and rights-of-way adjacent to their properties with prior approval of the County and in compliance with applicable County standards.
- ▶ **Policy HS2.12:** Clustered developments in the foothills are encouraged to take advantage of natural and manmade fire breaks, provide defensible space for clusters of buildings (rather than individual buildings), locate and orient buildings and pervious areas to reduce fire risk, avoid areas of steep topography and dense vegetation, and otherwise use a site plan review process in coordination with County staff to ensure that wildfire risk is minimized.
- ▶ **Policy HS2.13:** The County will encourage the retrofitting of older buildings to current safety standards in coordination with proposed major remodeling or additions.
- ▶ **Policy HS2.14:** Developments in the Valley Growth Boundary shall be planned and constructed to resist the encroachment of uncontrolled fire.
- ▶ **Action HS2.1: Fire Standards.** The County will maintain a planning and entitlement review process that documents compliance with state and local standards for fire safety. The County will update zoning, development, improvement standards, and building standards, as necessary, to maintain compliance with relevant fire codes, including those maintained by the California Department of Forestry and Fire Protection. County codes would be anticipated to address such topics as landscaping standards and fire-resistant plant materials, fire resistant building materials for exterior walls and other exterior features of structures, defensible space standards for different topographic conditions, sprinklers, emergency access, water supply and pressure for firefighting, and other relevant topics.
 - Related Goals: Goal HS2
 - Agency/Department: Community Development and Services Agency
 - Funding Source: General Fund
 - Time Frame: Ongoing, as necessary to maintain consistency with relevant fire codes.
- ▶ **Action HS2.2: Reduce Fire Risk.** The County will continue to collaborate with other public agencies and nonprofits to implement fire breaks and fuel reduction projects in areas of high fire risk, including removal of invasive species that increase understory fuel loads. Areas of particular focus could include County roads, ridges surrounding rural communities, and defensible space around existing structures. The County will seek funding from sources, such as the Bureau of Land Management, for fire fuel reduction projects. The County, where feasible, will collaborate with land owners in fire prone areas without adequate secondary access to improve access, add water tanks, or otherwise improve fire safety conditions. The County will seek funding to provide incentives for property owners to retrofit existing structures in high or very high fire risk areas to reduce combustibility.
 - Related Goals: Goal HS2
 - Agency/Department: Community Development and Services Agency
 - Funding Source: State and federal grants, other State or federal funding, and private funding from landowners of affected properties.
 - Time Frame: As funding is available.

Conclusion

Implementation of 2030 General Plan policies and actions and existing regulations would ensure that people or structures would not be exposed to a significant risk of loss of injury involving fires. County policies and County and State regulations ensure adequate emergency access and evacuation in the case of fire; installation of sprinkler systems, where needed, as well as other building and fire code requirements designed to protect the public health; inclusion of defensible space in areas prone to wildfire; and other mechanisms, as described above and in the regulatory setting portion of this EIR section. With the incorporation of these policies and regulations, this impact is considered **less than significant**.

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