

3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for existing hazards in the SOIA/annexation area (or project site) and provides a qualitative evaluation of the project's potential to create a significant hazard for the public or the environment, conflict with airspace regulations or adopted emergency response plans, or expose people to wildland fires. The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation. The evaluation provided in this section is based, in part, on review of the Phase I environmental site assessment (ESA) completed by Apex Envirotech, Inc. (Appendix C).

Comments received on the Notice of Preparation regarding hazards and hazardous materials included a concern about potential groundwater contamination.

3.8.1 Environmental Setting

The SOIA/annexation area is within unincorporated Sacramento County and is currently vacant. The project site is bordered by White Rock Road to the north, Scott Road to the east, vacant land to the south, and vacant land part of Prairie City SVRA to the west. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. The site is surrounded by barbed wire fence and has no paved access road. During a brief visual survey of the site done as part of a Phase 1 ESA (Apex 2015), there were no visible signs of contamination. Review of historical imagery show that the project site has been vacant and undeveloped since 1937. As described in Section 3.5, *Cultural Resources*, the site had some previous uses and some remnants of these historic and prehistoric uses are still present.

RECOGNIZED ENVIRONMENTAL CONDITIONS

A recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to 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. De minimis conditions are not recognized environmental conditions. Based on the Phase 1 ESA, the following RECs were found at or near the project site.

- ▲ The site is located on property formerly owned by the Aerojet General Corporation in between several portions of the Aerojet General Corporation EPA Superfund project (Aerojet Superfund Project). The Aerojet Superfund Project is an approximately 5,900 acre which was previously used for testing of liquid and solid propellant rocket engines. Additionally, the Cordova Chemical Company previously operated a chemical manufacturing facility on the Aerojet Super Fund Project. Aerojet and the Cordova Chemical Company disposed of various hazardous chemicals related to rocket propellants and chemical processing waste in surface impoundments, landfills, deep injection wells, leachate fields, and open burning.

While the project site is not located within the boundaries of the Aerojet Superfund Project, several sub areas of the Aerojet Superfund Project surround the project site location. Given the extensive amount of contamination associated with the Aerojet Superfund Project it is possible that undocumented and undiscovered disposal of hazardous materials may be present at the site.

- ▲ The property known as Area 40 is located to the north of the project site. Area 40 was leased by Aerojet from the 1960s to 1970s for the burning of wastes generated at its main facility, including rocket propellants, solvents and other chemicals. The current land uses are agricultural and industrial; however, this land is included in the City of Folsom South of Highway 50 land plan and will be redeveloped into a mixed use residential/commercial community. Since 1983, Aerojet has investigated

Area 40 at various times to determine the nature and extent of chemical residues. Aerojet has recently submitted the investigation reports and plan for mitigating risk from residual chemicals. The State of California anticipates issuing a remedy decision by September 1, 2018. Due to the proximity of Area 40 to the project site, this remedy decision is not anticipated to have an adverse effect on the project site.

- ▲ The property known as Area 41 is located to the east and up gradient of the project site. Area 41 was leased by Aerojet from 1960 to 1970 for the burning of wastes generated at its main facility including rocket propellants, solvents and other chemicals. The current land uses are agricultural and industrial. Since 1983, Aerojet has investigated Area 41 at various times to determine the nature and extent of chemical residues, and to identify and implement mitigation measures to protect public health and the environment. A considerable amount of investigatory work has been completed at the site; starting during the middle 1980s, to define the chemical impacts to the soil, soil vapor and groundwater. However, some of this information is not complete or is not adequate because the detection limit was too high at the time or the regulatory limit has been lowered since the data collection. The 1990s data are somewhat more useful but are still affected by high reporting limits. Area 41 contains 25 potential source areas, designated 41B through 65B. Ammonium perchlorate and trichloroethene (TCE) are the primary chemicals to impact soil, soil vapor and groundwater.

A site assessment was conducted and burned and unburned residues (including some topsoil) were scraped from several areas and transported back to the main facility for disposal at Site 4G. Additional soil and debris removal occurred later and surface soils were subject to in-situ bioremediation. However, data gaps exist associated with the levels and spread of groundwater, soil, soil vapor, surface water and ambient air contaminants. Therefore, the Regional Water Quality Control Board (RWQCB) requested preparation of a Field Sampling Plan (FSP) and Remedial Investigation (RI). According RWQCB, until the results of the RI are complete, the extent of contamination will not be completely defined or known.

There are no other known RECs on or near the site (Apex 2015).

TRANSPORT OF HAZARDOUS MATERIALS

Hazardous materials, hazardous wastes, and petroleum products are a subset of the goods routinely shipped along the transportation corridors in the Plan area. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by the DTSC. DTSC maintains a list of active registered hazardous waste transporters throughout California, and the California Department of Public Health regulates the haulers of hazardous waste. Three agencies maintain searchable databases that track hazardous material releases in reportable quantities: EPA maintains the Hazardous Materials Incident Report System that contains data on hazardous material spill incidents reported to the U.S. Department of Transportation (USDOT); the California Office of Emergency Services (OES) maintains the California Hazardous Materials Incident Report System that contains information on reported hazardous material accidental releases or spills; and SWRCB's Site Cleanup Program maintains information on reported hazardous material accidental releases or spills. USDOT also provides grants to local agencies for preparation and training for hazardous materials incidents through its Hazardous Materials Emergency Preparedness Program administered by OES.

Hazardous materials are transported on area roadways, including U.S. Highway 50 and White Rock Road. The only roadway and transportation route approved for the transportation of explosives, poisonous inhalation hazards, and radioactive materials in the general vicinity of the project site is U.S. Highway 50, located about 1.5 miles north of the SOIA/annexation area (FMCSA 2018). Smaller quantities of hazardous materials, such as medical supplies, pool chemicals, cleansing agents, paint, and household chemicals, may be transported on all roadways.

SCHOOLS

Children are particularly susceptible to long-term effects from emissions of hazardous materials. Therefore, locations where children spend extended periods of time, such as schools, are particularly sensitive to

hazardous air emissions and accidental release associated with the handling of extremely hazardous materials, substances, or wastes.

There are no schools nearby within 0.25 miles of the project site. The closest school is The Goddard School located 2.51 miles from the project site (Bing Maps 2017). There is a proposed school site within the FPASP area, just northeast of the site, but farther than 0.25 miles from the project site.

AIRPORTS AND AIRSTRIPS

No active public airports or private airstrips exist within 2 miles of the SOIA/annexation area. The closest airport is Mather Airport, located approximately 7.5 miles southwest of the SOIA/annexation area.

WILDLAND FIRE HAZARDS

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code [PRC] 4201-4204 and Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. When development spreads into less densely populated, often hilly areas, it increases the number of people living in areas that are prone to wildfire.

State responsibility areas (SRAs) are areas where the State has financial responsibility for wildland fire protection. Incorporated cities and federal ownership are not included. The prevention and suppression of fires in all areas that are not state responsibility areas are primarily the responsibility of local or federal agencies. There are more than 31 million acres in state responsibility area with an estimated 1.7 million people and 750,000 existing homes. The SOIA/annexation area is within an SRA and CAL FIRE identifies the SOIA/annexation area as a non-very high fire hazard severity zone (CAL FIRE 2008). The Sacramento Metropolitan Fire District is responsible for providing fire protection services to the SOIA/annexation area (Sacramento County 2007).

3.8.2 Regulatory Framework

FEDERAL

Hazardous Materials Management

EPA has primary responsibility for enforcing and implementing federal laws and regulations pertaining to hazardous materials. Applicable regulations are contained mainly in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR). Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the laws summarized below.

- ▲ **Resource Conservation and Recovery Act of 1976 (RCRA):** The RCRA (42 U.S. Code [USC] 6901 et seq.) established a federal regulatory program for the generation, transport, and disposal of hazardous substances. Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which banned the disposal of hazardous waste on land and strengthened EPA's reporting requirements. EPA has delegated authority for many RCRA requirements to DTSC.
- ▲ **Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA):** CERCLA, also called the Superfund Act (42 USC 9601 et seq.), provided broad federal authority and created a trust fund for addressing releases and threatened releases of hazardous substances that could endanger public health or the environment.

- ▲ **Superfund Amendments and Reauthorization Act of 1986 (SARA):** The Superfund Hazardous Substance Cleanup Program (Public Law 96-510) was established on December 11, 1980. The program was expanded and reauthorized by the Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499), also known as SARA Title III. SARA created the Emergency Planning and Community Right-to-Know Act of 1986, also known as SARA Title III, a statute designed to improve community access to information about chemical hazards and to facilitate the development of chemical emergency response plans by state, tribal, and local governments.
- ▲ **Toxic Substances Control Act:** The Toxic Substances Control Act (15 USC 2601 et seq.) provides EPA with authority to require reporting, recordkeeping and testing, and restrictions related to chemical substances and/or mixtures. The Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.
- ▲ **Clean Air Act:** Regulations under the Clean Air Act (42 USC 7401 et seq., as amended) are designed to prevent accidental releases of hazardous materials. The regulations require facilities that store a threshold quantity or greater of listed regulated substances to develop a risk management plan that includes hazard assessments and response programs to prevent accidental releases of listed chemicals.

These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. EPA is responsible for compiling the National Priorities List for known or threatened release sites of hazardous substances, pollutants, or contaminants (commonly referred to as “Superfund sites”). EPA provides oversight of and supervision for Superfund investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

Occupational Safety and Health Administration Worker Safety Requirements

The Occupational Safety and Health Administration (OSHA) is responsible for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for handling hazardous substances and addressing other potential industrial hazards. OSHA also establishes criteria by which each state can implement its own health and safety program. The Hazard Communication Standard (CFR Title 29, Part 1910) requires that workers be informed of the hazards associated with the materials they handle. Workers must be trained in safe handling of hazardous materials, use of emergency response equipment, and building emergency response plans and procedures. Containers must be labeled appropriately, and material safety data sheets must be available in the workplace.

Hazardous Materials Transportation Act

The USDOT has developed regulations in Titles 10 and 49 of the CFR pertaining to the transport of hazardous substances and hazardous wastes. The Hazardous Materials Transportation Act is administered by the Research and Special Programs Administration of the USDOT. The act provides the USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property that is inherent in the commercial transportation of hazardous materials. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers.

Federal Insecticide, Fungicide, and Rodenticide Act

Pesticides are regulated under the Federal Insecticide, Fungicide and Rodenticide Act by EPA. This includes labeling and registration of pesticides as to how they may be used. EPA delegates pesticide enforcement activities in California to the California Department of Pesticide Regulation, under Title 3 of the California Code of Regulations and the California Food and Agriculture Code. The California Department of Pesticide Regulation registers pesticides for use in California, and licenses pesticide applicators and pilots, advisors, dealers, brokers, and businesses.

STATE

Hazardous Materials Management

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety. The California Environmental Protection Agency (Cal/EPA) and the Governor's Office of Emergency Services establish rules governing the use of hazardous substances in California. Within Cal/EPA, DTSC is primarily responsible for regulating the generation, transport, and disposal of hazardous substances under the authority of the Hazardous Waste Control Law; enforcement is delegated to local jurisdictions. Regulations implementing the Hazardous Waste Control Law list hazardous chemicals and common substances that may be hazardous; establish criteria for identifying, packaging, and labeling hazardous substances; prescribe hazardous-substances management; establish permit requirements for treatment, storage, disposal, and transportation of hazardous substances; and identify hazardous substances prohibited from landfills. These regulations apply to the protection of human health and the environment during construction.

State regulations applicable to hazardous materials are contained primarily in Title 22 of the California Code of Regulations (CCR). CCR Title 26 is a compilation of those CCR chapters or titles that are applicable to hazardous materials management. California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) standards are presented in CCR Title 8; these standards are more stringent than federal OSHA regulations and address workplace regulations involving the use, storage, and disposal of hazardous materials.

California Hazardous Materials Release Response Plans and Inventory Law of 1985

This law requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories. Such plans must include an inventory of hazardous materials handled, as well as facility floor plans showing where hazardous materials are stored, an emergency response plan, and emergency response procedures that provide for employee training (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). The business plan program is administered by the California Emergency Management Agency.

Cal/OSHA Worker Safety Requirements

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations for the use of hazardous materials in the workplace (CCR Title 8) require safety training, available safety equipment, accident and illness prevention programs, hazardous-substance exposure warnings, and preparation of emergency action and fire prevention plans. Cal/OSHA enforces regulations on hazard communication programs and mandates specific training and information requirements. These requirements include procedures for identifying and labeling hazardous substances, providing hazard information about hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous-waste sites. Employers must make material safety data sheets available to employees and document employee information and training programs.

California Accidental Release Prevention Program

The goal of the California Accidental Release Prevention Program (CCR Title 19, Division 2, Chapter 4.5) is to reduce the likelihood and severity of consequences of any releases of extremely hazardous materials. Any business that handles regulated substances (chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable, or explosive, including ammonia, chlorine gas, hydrogen, nitric acid, and propane) must prepare a risk management plan. The risk management plan is a detailed engineering analysis of the potential accident factors present at a business and the measures that can be implemented to reduce this accident potential. The plan must provide safety information, hazard data, operating procedures, and training and maintenance requirements. The list of regulated substances is found in Article 8, Section 2770.5 of the program regulations.

Emergency Response to Hazardous Materials Incidents

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, which coordinates the responses of other agencies, including Cal/EPA, the California Highway Patrol, the California Department of Fish and Wildlife, and Regional Water Quality Control Boards (RWQCBs).

Unified Program

Cal/EPA has adopted regulations implementing the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are hazardous-waste generation and onsite treatment, underground storage tanks, aboveground storage tanks, hazardous-material release response plans and inventories, risk management and prevention programs, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency, referred to as the Certified Unified Program Agency (CUPA), which is responsible for consolidating the administration of the six program elements within its jurisdiction. The Sacramento County Environmental Management Department (EMD) is the CUPA for Sacramento County and its incorporated cities, including Elk Grove.

California Government Code Section 65962.5 (Cortese List)

The provisions of California Government Code Section 65962.5 are commonly referred to as the “Cortese List” (after the legislator who authored the law). The Cortese List is a planning document used by State and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Section 65962.5 requires Cal/EPA to develop an updated Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies in California, such as the State Water Resources Control Board, also must provide additional release information. As of June 2017, the SOIA/annexation area is not on the Cortese list (DTSC 2017).

Asbestos Abatement

Asbestos abatement efforts must be completed in compliance with 7 CCR Section 5208, 8 CCR Section 1529, and 8 CCR Sections 341.6 through 341.14. The regulations in 7 CCR Section 5208 implement worker exposure limits, require exposure monitoring, implement compliance programs, require employee protection and hazard communication, and require employee medical surveillance and reporting. Asbestos exposure for construction work is regulated by 8 CCR Section 1529, which includes exposure limits and procedures for handling and removal. Requirements for transport and disposal are included in 8 CCR Sections 341.6 through 341.14.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, prohibits local agencies from issuing demolition or alteration permits until the applicant has demonstrated compliance with applicable regulations. If there is 100 square feet or more of asbestos-containing material, renovation or demolition of buildings containing asbestos must be conducted by a licensed contractor and the work must comply with requirements included in 8 CCR Sections 1529 and 341.6 through 341.14. Cal/OSHA must be notified 10 days before the start of construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported and disposed of at an appropriate facility. The contractor and hauler of the material must file a hazardous-waste manifest that provides disposal details.

Lead and Lead-Based Paint Abatement

Regulation of lead and lead-based paint is described in 29 CFR 1926.62 and 8 CCR Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, and monitoring. Cal/OSHA's Lead in Construction Standard requires notification and a lead compliance plan with safe work practices and a detailed plan to protect workers from lead exposure.

California Education Code

Sections 17071.13, 17072.13, 17210, 17210.1, 17213.1-3, and 17268 of the California Education Code became effective January 1, 2000. Together, they establish requirements for assessments and approvals regarding toxic and hazardous materials that school districts must follow before receiving final site approval from the Department of Education and funds under the School Facilities Program. For example, the site approval package must include written determinations regarding the presence of hazardous wastes or pipelines carrying hazardous substances on the site (the adopted CEQA document is often used for these purposes). In addition, Section 17213(b) requires the local education agency to consult with the applicable air district to identify facilities within 0.25 mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes and prepare written findings that either there are not such facilities, the facilities do not pose a health risk, or corrective measures will be taken (consistent PRC Section 21151.8). The code also requires that a Phase I Environmental Site Assessment (ESA) is conducted according to the American Society of Testing and Materials standards (ASTM E-1527-2000) and transmitted to DTSC. If the Phase I ESA concludes that further investigation is needed or DTSC requires it, a PEA must be completed under DTSC oversight and review.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- ▲ **Policy HM-4:** The handling, storage, and transport of hazardous materials shall be conducted in a manner so as not to compromise public health and safety standards.
- ▲ **Policy HM-7:** Encourage the implementation of workplace safety programs and to the best extent possible ensure that residents who live adjacent to industrial or commercial facilities are protected from accidents and the mishandling of hazardous materials.
- ▲ **Policy HM-8:** Continue the effort to prevent ground water and soil contamination.
- ▲ **Policy HM-9:** Continue the effort to prevent surface water contamination.
- ▲ **Policy HM-10:** Reduce the occurrences of hazardous material accidents and the subsequent need for incident response by developing and implementing effective prevention strategies.
- ▲ **Policy HM-11:** Protect residents and sensitive facilities from incidents which may occur during the transport of hazardous materials in the County.

City of Folsom General Plan

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- ▲ **Policy 41.5:** The City shall encourage the effective implementation of workplace safety regulations, and to assure that hazardous material information is available to users and employees.
- ▲ **Policy 41.9:** The City shall endeavor to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

Sacramento County Environmental Management Department, Hazardous Materials Division

The Hazardous Materials Division of the Sacramento County EMD is the designated CUPA for Sacramento County, including Folsom. The Sacramento County EMD has a 24-hour hazardous materials incident response team and responds to incidents involving chemical releases, as well as any other hazardous materials situations. As the CUPA, the Hazardous Materials Division is responsible for implementing six statewide environmental programs for Sacramento County:

- ▲ Underground storage of hazardous substances (underground storage tanks)
- ▲ Hazardous materials business plan requirements
- ▲ Hazardous waste generator requirements
- ▲ California Accidental Release Prevention Program
- ▲ Uniform Fire Code hazardous materials management plan
- ▲ Aboveground storage tanks (spill prevention control and countermeasures plan)

Sacramento County Emergency Operations Plan

The Sacramento County Emergency Operations Plan (EOP) establishes an Emergency Management Organization and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts of multiple jurisdictions within Sacramento County (Sacramento County 2012).

Sacramento County Local Hazard Mitigation Plan

The Sacramento County *Local Hazard Mitigation Plan* (Sacramento County 2017), as amended, to which the City of Folsom is a signatory, includes a risk assessment of existing hazards such as severe weather, dam failure, flooding, earthquakes, wildfire, drought, health hazards, landslides, and volcanoes, and a mitigation strategy. The plan includes countywide recommended action items to reduce the economic effects and the loss of life and property.

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The following reports and data sources document potential hazardous conditions at the project site and were reviewed for this analysis:

- ▲ available literature, including documents published by federal, State, County, and City agencies;

- ▲ review of applicable elements from the City of Folsom General Plan and County of Sacramento General Plan; and
- ▲ Phase I Environmental Site Assessment for the Folsom Corporation Yard SOIA, prepared by Apex Envirotech, Inc. (2015); see Appendix C of this EIR

Future construction and operation were evaluated against the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts could occur.

THRESHOLDS OF SIGNIFICANCE

An impact related to hazardous materials and public health is considered significant if implementation of the Folsom Corporation Yard SOIA/annexation would do any of the following:

- ▲ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ▲ create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ▲ emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- ▲ be located on a site that is included on a list of hazardous-materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- ▲ for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project site;
- ▲ for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project site;
- ▲ impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; and
- ▲ 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.

ISSUES NOT DISCUSSED FURTHER

The proposed project is not within 0.25 miles of a school; therefore, implementation of the project would not affect schools and this topic is not discussed further.

Although the project site has not been identified as part of the Aerojet Superfund Site, it is in close proximity to other land used by Aerojet General Corporation in the 1960s and 1970s to open burn waste materials. As such, a Phase 1 site assessment and visual reconnaissance study was performed. This study did not reveal any findings that would indicate the presence of hazardous materials at the site. Therefore, since the site is not part of a list of hazardous materials sites nor were any hazardous material sites found within the project site, this topic is not discussed further. The SOIA/annexation area is located approximately 8 miles from the former Mather Air Force Base and is located outside the safety zones identified in the Mather Airport Comprehensive Land Use Plan. The SOIA/annexation is not located within 2 miles of a private airstrip.

Therefore, implementation of the project would not affect any public airports or private airstrips. These topics are not discussed further.

Implementation of the SOIA/annexation and a future corporation yard would not result in substantial adverse effects on existing roadways and would not interfere with an adopted emergency response plan or emergency access routes (see Section 3.11, *Transportation and Circulation*). This issue is not discussed further.

As described in Chapter 2, *Project Description*, the project has three potential access options. The evaluation of hazards and hazardous materials would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Create a significant hazard to the public or environment due to upset and accident conditions

Future development of the SOIA/annexation area would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through compliance with existing regulations. This impact would be **less than significant**.

Construction of a future corporation yard could result in impacts related to use of hazardous materials and disturbance of potentially hazardous materials. The most likely incidents involving construction-related hazardous materials are generally associated with minor spills or drips. Small fuel or oil spills are possible but would have a negligible impact on public health. All hazardous materials would be stored, handled, and disposed of according to the manufacturers' recommendations, and spills would be cleaned up in accordance with applicable regulations. Hazardous materials spills or releases, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of quantity spilled, must be immediately reported if the spill has entered or threatens to enter a water of the State, including a stream, lake, wetland, or storm drain, or has caused injury to a person or threatens injury to public health. Immediate notification must be made to the local emergency response agency, or 911, and the Governor's Office of Emergency Services Warning Center. For non-petroleum products, additional reporting may be required if the release exceeds federal reportable quantity thresholds over a release period of 24 hours as detailed in HSC Section 25359.4 and Title 40, Section 302.4 of the CFR.

The disturbance of undocumented hazardous wastes could also result in hazards to the environment and human health. Grading and excavation activities may expose construction workers and the public to hazardous substances present in the soil or groundwater, but which may not have been anticipated based on information about existing conditions. Potential hazards to human health include ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces such as trenches, and skin contact with contaminated soil or water.

During operation, businesses that store hazardous materials could potentially experience accidents or upset conditions that result from their routine use. These businesses are required to prepare spill prevention, containment, and countermeasures plans (pursuant to 40 CFR 112) or, for smaller quantities, a spill prevention and response plan, that identify best management practices for spill and release prevention and provide procedures and responsibilities for rapidly, effectively, and safely cleaning up and disposing of any spills or releases. Oversight is provided by the CUPA. As discussed above, the severity of potential effects varies with the activity conducted and the concentration and type of hazardous materials involved; however, most minor spills associated with vehicle maintenance would be remediated immediately pursuant to the requirements and liabilities of applicable regulations and would not pose a substantial hazard to the public or the environment. The possible adverse effects on the public or environment from these and other activities would more likely be acute (immediate, or of short-term severity) because of short-term exposure.

Future development of a corporation yard could increase the potential for unintentional upset and accident conditions. However, existing regulations effectively reduce the potential for individual projects to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required

Impact 3.8-2: Create potential human hazards from exposure to existing onsite hazardous materials

Future development of the SOIA/annexation area could expose construction workers to hazardous materials present onsite during construction activities and hazardous materials onsite could create an environmental or health hazard for later residents or occupants, if left in place. This impact would be **potentially significant**.

A preliminary review of environmental risk databases was conducted. The SOIA/annexation area was not listed on any county, State, or federal government lists as a contaminated site. There were no known contaminated municipal groundwater wells, active or inactive landfills, producing California Division of Oil and Gas petroleum wells, or registered underground storage tanks located on the proposed site. As of January 2015, the SOIA/annexation area was not on the Cortese list (APEX 2015). This analysis did not include any sampling, site-specific review, laboratory analysis, or inspection of buildings or site surfaces. Site-specific investigation for future development would be required to address hazardous materials conditions.

As described previously, the project site is located close to the Aerojet Superfund Project, as well as Area 41. While the project site is not believed to be within either of these sites, there is potential for contamination from these, or other sites to be present onsite. In addition, construction activities that disturb subsurface materials could encounter previously unidentified contamination from past practices or placement of undocumented fill or even unauthorized disposal of hazardous wastes. Encountering these hazardous materials could expose workers, the public or the environment to adverse effects depending on the volume, materials involved, and concentrations.

If contaminated soils and/or groundwater (i.e., identifiable by soil staining or odors) are encountered during construction activities, work would cease until appropriate worker health and safety precautions, as specified by CCR Title (Section 5194) promulgated by Cal/OSHA, are implemented. A qualified hazardous materials specialist would be notified for an evaluation and the appropriate regulatory agency would be contacted. If deemed necessary by the appropriate agency, remediation would be undertaken in accordance with existing federal, State, and local regulations/requirements and guideline established for the treatment of hazardous substances. Work would cease in the contaminated area until the nature and extent of contamination have been established, and proper disposal or remediation has occurred. Any contaminated soils and/or groundwater encountered during construction would require proper disposal. This would likely require removal from the site and transportation to an EPA-approved disposal facility by a USDOT-certified hazardous waste transporter. The designation of encountered contamination would be based on the chemicals present and chemical concentrations detected through laboratory analysis. Based on the analytical results, appropriate disposal of the material in accordance with EPA, DTSC, and RWQCB guidelines would be implemented.

To address the potential for documented and undocumented hazards on a site, the American Society for Testing and Materials has developed widely accepted practice standards for the preliminary evaluation of site hazards (E-1527-05). Phase I ESAs include a site visit to determine current conditions; an evaluation of possible risks posed by neighboring properties; interviews with persons knowledgeable about the site's history; an examination of local planning files to check prior land uses and permits granted; file searches with appropriate agencies having oversight authority relative to water quality and/or soil contamination; examination of historic aerial photography of the site and adjacent properties; a review of current topographic maps to determine drainage patterns; and an examination of chain-of-title for environmental lines and/or activity and land use limitations. A Phase 1 ESA was published in January 2015. While the Phase 1 ESA did not

find any evidence of onsite contamination, it revealed possible evidence of RECs close to the project site. Apex recommended performing a site investigation to collect soil and/or groundwater samples to determine if hazardous materials associated with the Aerojet Superfund Project are present in the SOIA/annexation area.

If a Phase I ESA indicates the presence, or potential presence of contamination, a site-specific Phase II ESA is generally conducted to test soil and/or groundwater. Based on the outcome of a Phase II ESA, remediation of contaminated sites under federal and State regulations may be required prior to development. Because it cannot be assumed these practices would occur, the impacts related to development of a future corporation yard are considered **potentially significant**.

Mitigation Measure 3.8-2a: Prepare environmental site assessments.

Prior to any earth-moving activities, the City of Folsom will conduct a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented prior to ground disturbance.

Mitigation Measure 3.8-2b: Prepare a hazardous materials contingency plan for construction activities.

The City of Folsom will prepare and submit a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan will identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

The plan will include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the City will immediately halt construction and contact Sacramento County EMD. Work will not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, will be incorporated into the construction and contract specifications of the project.

Significance after Mitigation

With enforcement Mitigation Measure 3.8-2a and 3.8-2b and adherence to existing hazardous materials regulations, impacts from any existing hazardous materials would be minimized. Preparation of, and compliance with, a Phase II ESA would avoid adverse impacts associated with the construction of a future corporation yard. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Mitigation Measure 3.8-2b would establish a hazardous materials contingency plan to address potential soil and groundwater contamination, if discovered during construction activities. This impact would be reduced to a **less-than-significant** level.

Impact 3.8-3: Create a significant risk from wildfires

Future development of the SOIA/annexation area would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be **less than significant**.

The SOIA/annexation area is currently grassland and surrounded by grassland. The nearby SVRA hosts off-highway vehicle recreation which could ignite a wildland fire as a result of sparks from OHVs, four-wheel-drive vehicles, and off-highway motorcycles, which then could spread to adjacent areas. In addition, activities taking place at Aerojet Rocketdyne north of White Rock Road could accidentally ignite a fire that could spread to the project site.

The SOIA/annexation area is within a State or federal response area where fire protection is provided by the nearby Sacramento Metropolitan Fire District. In the event of a nearby grass fire or a fire within pastureland that adjacent to the SOIA/annexation area, Sacramento Metropolitan Fire District would respond. CAL FIRE

has designated this area as a non-very high fire hazard severity zone (CAL FIRE 2008), which is defined as an area not prone to intense, damaging wildfires.

A future corporation yard would be designed appropriate to minimize the threat of fire. New construction is subject to the CFC, which includes safety measures to minimize the threat of fire. Title 14 of the CCR sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. Therefore, development within the SOIA/annexation area would not be exposed to significant risks of wildfire. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required

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