4.7 Hazards, Hazardous Materials, and Wildfire

This section describes the existing hazards and hazardous materials conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential project and cumulative impacts, and identifies mitigation measures for any significant or potentially significant impacts related to implementation of the of the Santa Cruz Water Rights Project (Proposed Project). This analysis is based on a review of online hazardous material site databases and fire hazard severity zone (FHSZ) maps.

A summary of the comments received during the scoping period for this environmental impact report (EIR) is provided in Table 2-1 in Chapter 2, Introduction, and a complete list of comments is provided in Appendix A. There were no comments related to hazards and hazardous materials.

4.7.1 Existing Conditions

4.7.1.1 Study Area

The Proposed Project involves the water system and the areas served of the City of Santa Cruz (City) and the water service areas of San Lorenzo Valley Water District (SLVWD), Scotts Valley Water District (SVWD), Soquel Creek Water District (SqCWD), and Central Water District (CWD). The Proposed Project is located within Santa Cruz County and is generally bounded by the unincorporated communities of Aptos and Le Selva Beach on the east, Bonny Doon Road on the west, Boulder Creek on the north, and the Pacific Ocean on the south (see Figure 3-1 in Chapter 3, Project Description). While the project area is much broader, the study area for hazards and hazardous materials is focused on the proposed infrastructure component sites where construction and ground disturbance could occur and where new or upgraded facilities would be located (see Figure 3-4 in Chapter 3, Project Description). These sites include the following: aquifer storage and recovery (ASR) sites where known, intertie improvement sites, the Felton Diversion fish passage improvement site, and the Tait Diversion and Coast Pump Station improvement site. ASR would include new ASR facilities at unidentified locations (referred to as "new ASR facilities" in this EIR) and Beltz ASR facilities at the existing Beltz well facilities (referred to as "Beltz ASR facilities" in this EIR). As there are no definitive sites identified to date for new ASR facilities, site-specific conditions are not available. The regulatory records review was conducted on the defined infrastructure component sites. The results of this review is discussed in Section 4.7.1.2, Hazardous Materials. For wildfire hazards, a broader study area encompassing the Santa Cruz Mid-County and Santa Margarita Groundwater Basins, where up to four new ASR facilities would be constructed is discussed in Section 4.7.1.4, Wildfire Hazards and Emergency Response.

4.7.1.2 Hazardous Materials

Definition and Overview

As defined in the California Health and Safety Code Section 25501, "hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant 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 that a handler or the administering agency has a reasonable basis for believing 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 hazardous

substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated, or is being stored prior to proper disposal.

California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, Section 66261.10 provides the following definition for hazardous waste:

> [A] waste that exhibits the characteristics may: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to CCR Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (levels depend on the substance involved). Carcinogens, substances known to cause cancer, are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances, such as gasoline, hexane, and natural gas, are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric battery acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which react violently with water) may cause explosions or generate gases or fumes.

Regulatory Records Review

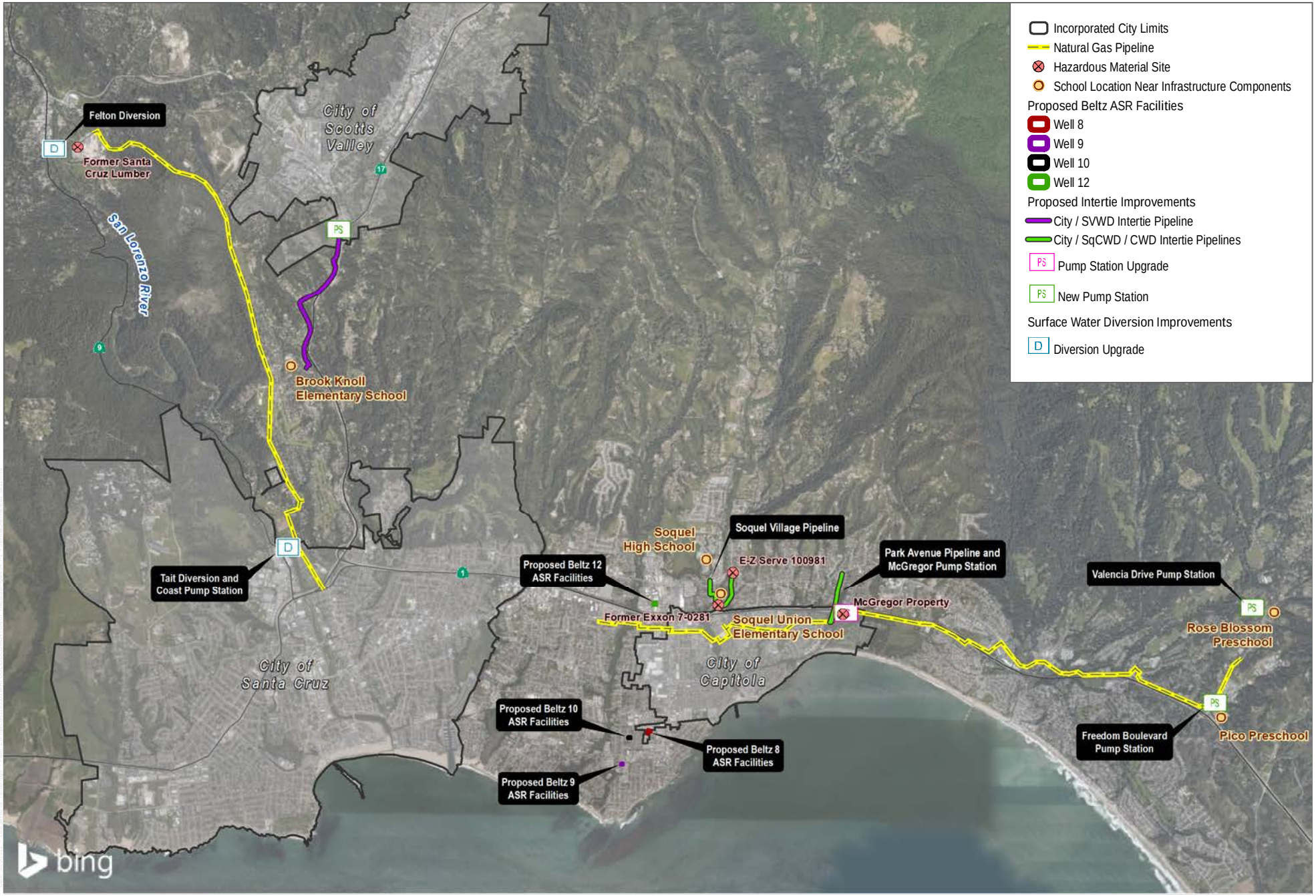
Site History

Historical aerial photographs and topographic maps were reviewed as available for each of the proposed infrastructure component sites (NETR 2020). Online historical aerial photographs were generally available from 1952, 1968, 1981, 1982, 1991, 1993, 2005, 2009, 2010, 2012, 2014, and 2016. Online historical topographic maps were generally available from 1961, 1969, 1975, 1986, 1995, 2002, 2012, 2015, and 2018. The site history, based on this review, is discussed further in Infrastructure Component Site Conditions below.

Pipelines and Oil Drilling Features

A search was conducted for oil drilling features within the study area that could affect the infrastructure component sites. The search included the National Pipeline Mapping System (NPMS 2020) and the California Geologic Energy Management Division (CalGEM) Well Mapping database (CalGEM 2020). Approximate locations of pipeline features are shown on Figure 4.7-1, and are discussed in Infrastructure Component Site Conditions.

According to the CalGEM database, there are no active oil and gas wells located in the study area. Multiple plugged core holes are sparsely located throughout the study area; however, none are located within 1 mile of any of the infrastructure component sites. These core holes were completed between the 1930s and 1960s as exploratory borings for oil and gas. The holes were subsequently plugged when no oil nor gas were produced. Therefore, oil and gas wells are not considered a potential hazard to the Proposed Project.



SOURCE: Bing Maps 2020, Santa Cruz County 2020

DUDEK

0 3,250 6,500 Feet

FIGURE 4.7-1

Potential Site Hazards

Santa Cruz Water Rights Project

Hazardous Material Sites

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of hazardous waste and substance sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395).
- List of leaking underground storage tank (LUST) sites from the State Water Resources Control Board (SWRCB) GeoTracker database (Health and Safety Code 25295).
- List of solid waste disposal sites identified by SWRCB with waste constituents higher than hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision [e] and 14 CCR Section 18051).
- List of active cease and desist orders and cleanup and abatement orders from SWRCB (Water Code Sections 13301 and 13304).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code, as identified by DTSC.

A search of these Cortese List databases was conducted on May 27, 28, and 29, 2020, to identify any sites within 1 mile of the infrastructure component sites, except LUST sites, which were searched within 0.50 miles of each site. In addition to Cortese List databases, a search of other environmental databases was conducted for non-Cortese hazardous materials sites within 0.50 miles of the study area. The database search included DTSC EnviroStor (EnviroStor 2020), SWRCB GeoTracker (GeoTracker 2020a), and CalRecycle Solid Waste Information System (SWIS) (CalRecycle 2020). While these non-Cortese hazardous materials sites do not meet the definition of a Cortese List site, they may have records indicating environmental contamination that could affect construction of the infrastructure components. For example, a site may be undergoing cleanup under a Voluntary Cleanup Program, which is not defined as a Cortese List site under Government Code Section 65962.5.

A search of these databases found multiple Cortese List sites within 1 mile of the proposed infrastructure component sites, and multiple non-Cortese hazardous materials sites within 0.50 miles of these sites. Upon review, most of these sites, given the distance from the proposed infrastructure improvement site, regulatory status of the site, and/or extent of contamination, would not likely affect conditions at the infrastructure component sites. However, the database search identified four hazardous material sites that are within close proximity to the infrastructure component sites. These sites are further evaluated in the Infrastructure Component Site Conditions section below.

Infrastructure Component Site Conditions

This section provides the hazards and hazardous materials conditions at each of the infrastructure component sites for which improvements and new facilities are proposed. Site history sections are based on a review of historical aerial photographs and topographic maps (NETR 2020), as well as the Cultural Resources Inventory, Evaluation, and Finding of Effect Report (Dudek 2020 [Appendix G]).

Aquifer Storage and Recovery Sites

New ASR Sites

The Proposed Project could potentially result in new ASR facilities in the Santa Cruz Mid-County Groundwater Basin, inside or outside the areas served by the City, and in the Santa Margarita Groundwater Basin outside the areas served by the City. No definitive sites have been identified to date, so the hazardous materials setting of such facility sites is unknown.

Beltz ASR Sites

Site History. The Beltz ASR sites have the following site history:

- The Beltz 8 site was undeveloped with a creek running adjacent to the west side of the site until 1971. Development of the site began in 1971, with two small structures along the eastern side. The site was modified in 1985 and 1991. The surrounding residential development began in the 1980s.
- The Beltz 9 site was a grass-covered site with an elevated water tank from at least 1952 until approximately 1981. The site remained a grass-covered lot until approximately 1998 when it was paved with a production well located in the center of the site. The surrounding area was mainly undeveloped until residential development began in the 1960s.
- The Beltz 10 site was a grass-covered site with a single structure along the southern side from at least 1952 until approximately 1981. In 1981, a second structure and concrete pad were observed in historical aerial photos at the location of the current monitoring well. The water supply well was developed in 2004. Surrounding residential development began in the 1960s.
- The Beltz 12 site was occupied by a large warehouse building in 1952, which covered the entire site and extended southward offsite. In the 1980s, the northern portion of the building was removed, and the site was used for outdoor material storage. In 1993 the site was graded, and the surrounding sites redeveloped for commercial/industrial use. The well and tanks were installed in 2012. The surrounding area has been industrially developed since the 1950s.

Pipelines

One natural gas pipeline was identified approximately 0.21 mile south of the Beltz 12 site. The pipeline is owned by Pacific Gas & Electric and runs east west south of State Route 1. No other pipelines were identified within 0.50 miles of the Beltz sites.

Hazardous Material Sites

No hazardous materials sites were identified on or adjacent to the Beltz sites. Multiple LUST and cleanup program sites were identified within 0.50 miles of the Beltz sites. However, these sites have all received regulatory closure, and residual contamination, if any, is not likely to affect the environmental conditions at the Beltz sites.

Hazardous Materials Use

Beltz 12 site includes a chemical storage building and storage area for the generation of sodium hypochlorite (typically 350 gallons or less) (Chambers Group, Inc. 2011). Sodium hypochlorite is used as a disinfectant for the

finished water and for pretreatment in the removal of iron and manganese. Sodium hypochlorite and other treatment chemicals are stored and used on site.

Intertie Improvement Sites

Site History

City/SVWD Intertie Site. The proposed intertie pipeline would be located within existing public rights-of-way. The City/SVWD intertie pipeline site runs along La Madrona Drive from Sims Road to a new pump station site just south of Altenitas Drive. La Madrona Drive was constructed in the 1960s. Prior to development it was primarily undeveloped land adjacent to sparse residential housing. The City/SVWD intertie pump station site has been undeveloped land since at least 1953.

City/SqCWD/CWD Intertie Site. The Soquel Village pipeline site runs along Daubenbiss Avenue, Porter Street, and Main Street south of Soquel Drive, and the Park Avenue pipeline site runs along Park Avenue and McGregor Drive south of Soquel Drive. The McGregor Drive pump station upgrade site is located southeast of the intersection of Park Avenue and State Route 1 on McGregor Drive. The existing pipeline is likely over 45 years old (Dudek 2020 [Appendix G]). Daubenbiss Avenue and Porter Street have been paved roads since at least the 1950s; Main Street was orchards prior to being developed as a road in the 1960s. Park Avenue and State Route 1 have been paved since the 1950s; Park Avenue has been a public road since at least 1914. The location of the pump station upgrade site was apparent orchards in the 1950s, followed by undeveloped land adjacent to a park, which was then developed as a pump station by SqCWD in approximately 2015.

The Freedom Boulevard pump station site is located on or near Freedom Boulevard, northwest of State Route 1. This site, at the west intersection of Freedom Boulevard and Soquel Drive, was within the public right-of-way from at least 1914 until the intersection was redesigned and repaved in the 1970s. This site is currently vacant land, which has been undeveloped since the road improvements occurred. The Valencia Road pump station site is located at the intersection of Huntington Drive and Valencia Road. Valencia Road has been in place since at least 1914, while Huntington Drive was constructed in approximately 1968. The surrounding area was orchards in the 1950s and 1960s, changing to undeveloped land over time until present day.

Pipelines

One natural gas pipeline was identified running north-south along Graham Hill Road, approximately 0.37 miles west of the City/SVWD intertie site at its nearest point. A second natural gas pipeline was identified running east-west just south of State Route 1, approximately 0.23 miles south of the Soquel Village pipeline site. The same pipeline runs along a portion of the same route as the Park Avenue pipeline site and pump station upgrade site, along McGregor Drive. The same pipeline also crosses the Freedom Boulevard pump station site, at the intersection of Soquel Drive and Freedom Boulevard. The pipelines are owned by Pacific Gas & Electric.

Hazardous Material Sites

The McGregor Drive pump station upgrade site is located on a portion of an active cleanup site called the “McGregor Property,” discussed below. In addition, three adjacent LUST sites are located at the intersection of Porter Street and S Main Street, two adjacent LUST sites are located at the intersection of S Main Street and Soquel Drive, and one adjacent LUST site is located at the southwest corner of Soquel Drive and Park Avenue. All six LUST sites have received regulatory closure.

Two of the LUST sites received low-threat closure with contamination remaining in place which, along with the McGregor Property, could affect environmental conditions at the Soquel Village pipeline site and the McGregor Drive pump station upgrade site, as described below. Figure 4.7-1 shows the location of these three sites. The remaining closed LUST sites do not appear to have residual contamination that would affect environmental conditions at these sites.

McGregor Property, 1560 McGregor Drive, Capitola, CA is located south of McGregor Drive and State Route 1, east of Park Avenue. The existing McGregor Drive pump station, owned and operated by SqCWD, is located on the west side of the larger McGregor Property; the east side of the McGregor Property is a public park (the Monte Family Skateboard Park). According to GeoTracker (GeoTracker 2020), the site is currently undergoing site assessment under the SWRCB Cleanup Program; however, the last regulatory documents and activities posted on GeoTracker were in 2016, and the site is now developed with the park and pump station. According to a 2016 Remedial Action Plan (RAP; WHA 2016), soils along the eastern side of the McGregor Drive pump station site (APN 03634104) were sampled in 2012 by SqCWD, and were found to contain elevated concentrations of lead above risk-based environmental screening levels (ESLs) (SFBRWQCB 2019) and arsenic above naturally-occurring background concentrations. The contamination was attributed to previous fill activities conducted on the larger McGregor Property. Two of the soil samples were found to also contain lead above California hazardous waste levels (soluble threshold limit concentration [STLC] greater than 5.0 mg/L) (SCWD 2012). Samples were also collected in native soils beneath what is now the paved pump station; no contaminants of concern (pesticides, herbicides, metals, or polyaromatic hydrocarbons) were identified in these native soils above environmental screening levels or background concentrations. Additional sampling was conducted on the Monte Family Skateboard Park, east of the McGregor Drive pump station, which also revealed isolated areas of soil with concentrations of lead and arsenic above applicable screening levels. Mitigation measures are in place at Monte Family Skateboard Park to limit public exposure to remaining contaminated soils, such as asphalt capping and fencing. The eastern portion of the SqCWD parcel remains bare dirt, where the elevated concentrations of lead and arsenic were identified; the McGregor Drive pump station was placed on native soils and is asphalt-paved and surrounded by fencing.

Former Exxon 7-0281, 2501 Main Street S, Soquel, CA, is located adjacent to the Soquel Village pipeline site. The site had a former LUST case that is now closed. The site closure report (CCRWQCB 2011) states remaining concentrations of methyl tert-butyl ether (MTBE) (6.6 micrograms per liter [µg/L]) and tert-butyl alcohol (TBA) (6.8 µg/L) are present in groundwater. The remaining MTBE concentrations are above the maximum contaminant level (MCL) (SWRCB 2019) for tap water, but below the ESLs for MTBE. The remaining TBA concentrations are below the MCL and ESLs. Detected concentrations were observed south of the gas station, within the S Main Street right-of-way. Groundwater depths were reported as shallow as 17 feet below ground surface (bgs). The site received low-risk closure in 2011, stating that remaining contamination was not migrating, and remaining contamination would meet water quality objectives through natural attenuation. Additionally, there is residual soil contamination on the site that could impact future development activities that disturb onsite soils. Notifications to the Central Coast Regional Water Quality Control Board (CCRWQCB), Santa Cruz County Environmental Health Services, and the local planning and building departments must be conducted prior to ground-disturbance activities at the Soquel Village pipeline site (GeoTracker 2020b).

E-Z Serve #100981, 4901 Soquel Drive, Soquel, CA is located adjacent to the Soquel Village pipeline site. The site had a former LUST case that is now closed. The most recent available groundwater monitoring report (Delta 2005) states that there are remaining concentrations of benzene, MTBE, and gasoline-range hydrocarbons (TPHg) on both sides of Soquel Drive, adjacent to the Soquel Village pipeline site. Maximum reported concentrations were 2.7 µg/L, 2.8 µg/L and 14,000 µg/L, respectively. These maximum reported concentrations of benzene and TPHg are above the ESLs for direct exposure.

Hazardous Materials Use

The existing McGregor Drive pump station uses small quantities of diesel fuel and other motor lubricants during operation (URS 2013).

Felton Diversion Site

Site History

The Felton Diversion was constructed in 1976. Prior to construction, the site was undeveloped land.

Pipelines

The natural gas pipeline that runs north-south along Graham Hill Road, as discussed above, terminates at a large lumberyard approximately 0.40 miles east of the Felton Diversion site.

Hazardous Material Sites

No hazardous materials sites were identified on or adjacent to the Felton Diversion site. Three LUST and two cleanup program sites were identified within 0.5 miles of the Felton Diversion site. The LUST sites and one cleanup site have received regulatory closure, and residual contamination, if any, is not likely to affect the environmental condition at the Felton Diversion site. The open cleanup site, Former Santa Cruz Lumber, 5843 Graham Hill Road (Figure 4.7-1) is located on the east side of the San Lorenzo River. Data from 2011 to 2016 for a water supply well on the cleanup site (Author Unknown 2017) indicated that arsenic and iron concentrations in groundwater were above the MCL and secondary MCL, respectively (California 2018). Email comments from the CCRWQCB (Sellinger 2018) stated these elevated concentrations of iron and arsenic were not consistent with surrounding wells, and therefore the results should not be assumed to be due to naturally occurring background concentrations. Therefore, the elevated concentrations appeared to be connected to the releases at the site.

Hazardous Materials Use

The existing Felton Diversion uses and stores propane for the emergency generator locate at the site.

Tait Diversion and Coast Pump Station Site

Site History

The Tait Diversion was originally constructed in 1961, with modifications completed in 1984. Aerial photographs and topographic maps (NETR 2020) show a check dam at the river at this location as early as 1952. The Coast Pump Station was completed in 1929 (Dudek 2020 [Appendix G]).

Pipelines and Oil Drilling Features

The natural gas pipeline that runs north-south along Graham Hill Road, as discussed above, runs past the Tait Diversion site approximately 0.13 miles to the west.

Hazardous Material Sites

Hazardous materials sites were not identified on or adjacent to the Tait Diversion and Coast Pump Station site. Ten LUST sites and two cleanup program sites were identified within 0.50 miles of the Tait Diversion site. The LUST sites have all received regulatory closure and are not likely to affect the environmental conditions at the site. The open cleanup sites, Salz Leather at 1040 River Street (WHA 2014), and Plantronics at 345 Encinal Street (Ramboll 2019), are undergoing verification monitoring for remaining groundwater contamination. Neither site appears to have offsite contamination that has affected the environmental conditions at the Tait Diversion and Coast Pump Station site.

Hazardous Materials Use

The existing Tait Diversion and Coast Pump Station uses and stores nitrogen, oxygen, antifreeze, motor oil, and diesel fuel for the emergency generator on the site.

4.7.1.3 Airport Hazards

The study area is not located within an Airport Land Use Plan, nor is it located within 2 miles of a public use airport.

4.7.1.4 Wildfire Hazards and Emergency Response

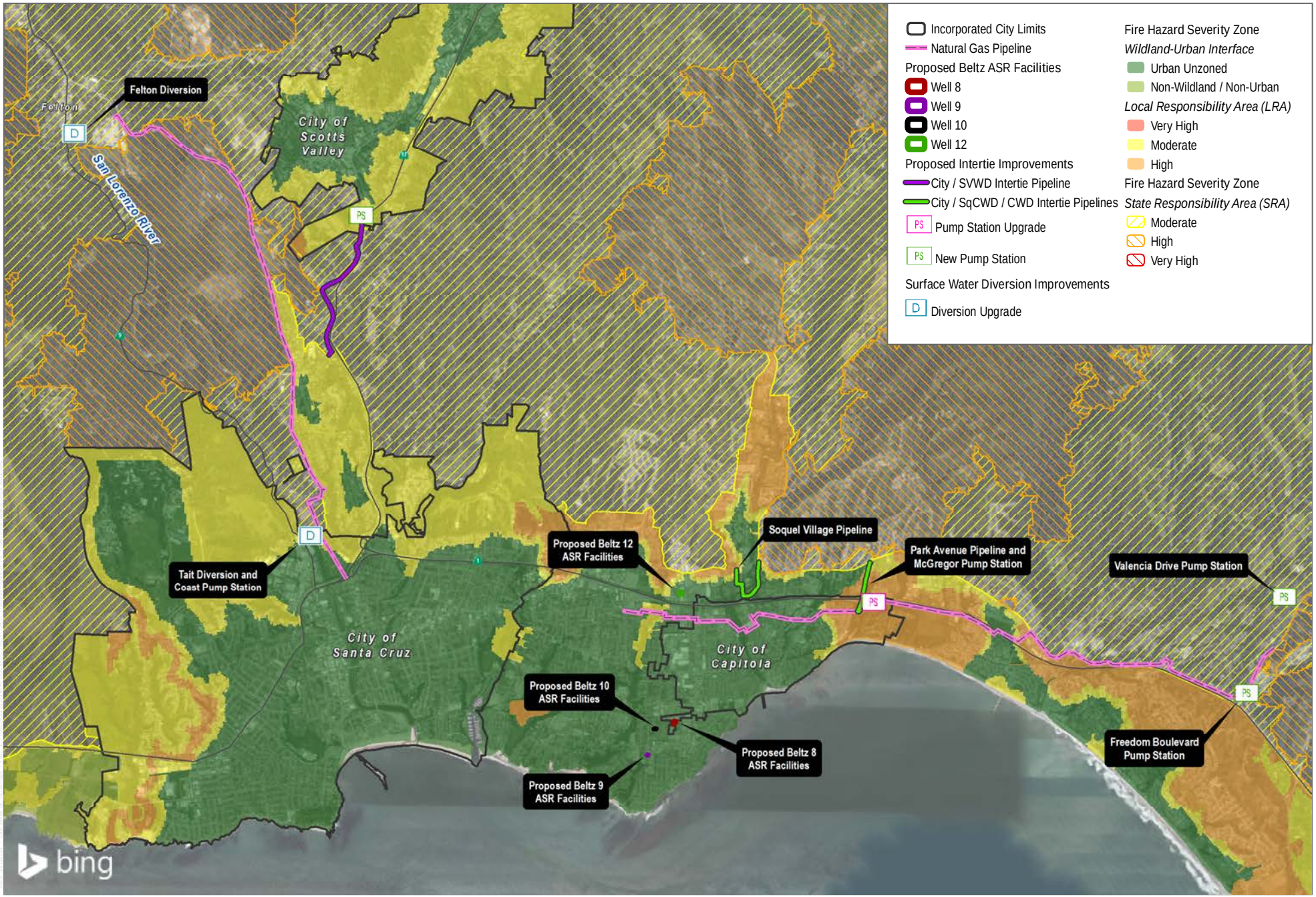
Wildfire Risk

The risk of significant wildfire exists in Santa Cruz County. Due to local topography, fuels (forest, chaparral, and grasslands) and certain weather conditions, Santa Cruz County is prone to periodic large wildfire events. The County experiences annual cycles of elevated fire danger, with the wildfire season typically extending from roughly May into late October or early November. The boundary between residential/commercial development and wildland in the County is not clearly demarcated, and the County has substantial area in the wildland-urban interface (WUI) where wildfire risks are elevated (CAL FIRE CZU 2018).

Mapped Fire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code 4201-4204 and Government Code 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., state responsibility areas, or SRAs), and areas where local governments have financial responsibility for wildland fire protection (i.e., local responsibility areas, or LRAs). CAL FIRE maps three FHSZs for SRAs (moderate, high, and very high), while only lands zoned as very high are identified in LRAs.

The study area for the proposed infrastructure component sites lies predominantly within the LRA for wildfire response designated by CAL FIRE. All proposed infrastructure component sites lie within urban unzoned or moderate FHSZs, except the Park Avenue pipeline site and McGregor Drive pump station upgrade site, which lie within a high FHSZ (CAL FIRE 2007). The FHSZs as they relate to the infrastructure component sites are shown on Figure 4.7-2. 3 shows CAL FIRE's mapped FHSZs for Santa Cruz County, encompassing the Santa Cruz Mid-County and Santa Margarita Groundwater Basins where some project and programmatic infrastructure components may be located.



SOURCE: Bing Maps 2020, CAL FIRE 2020, Santa Cruz County 2020

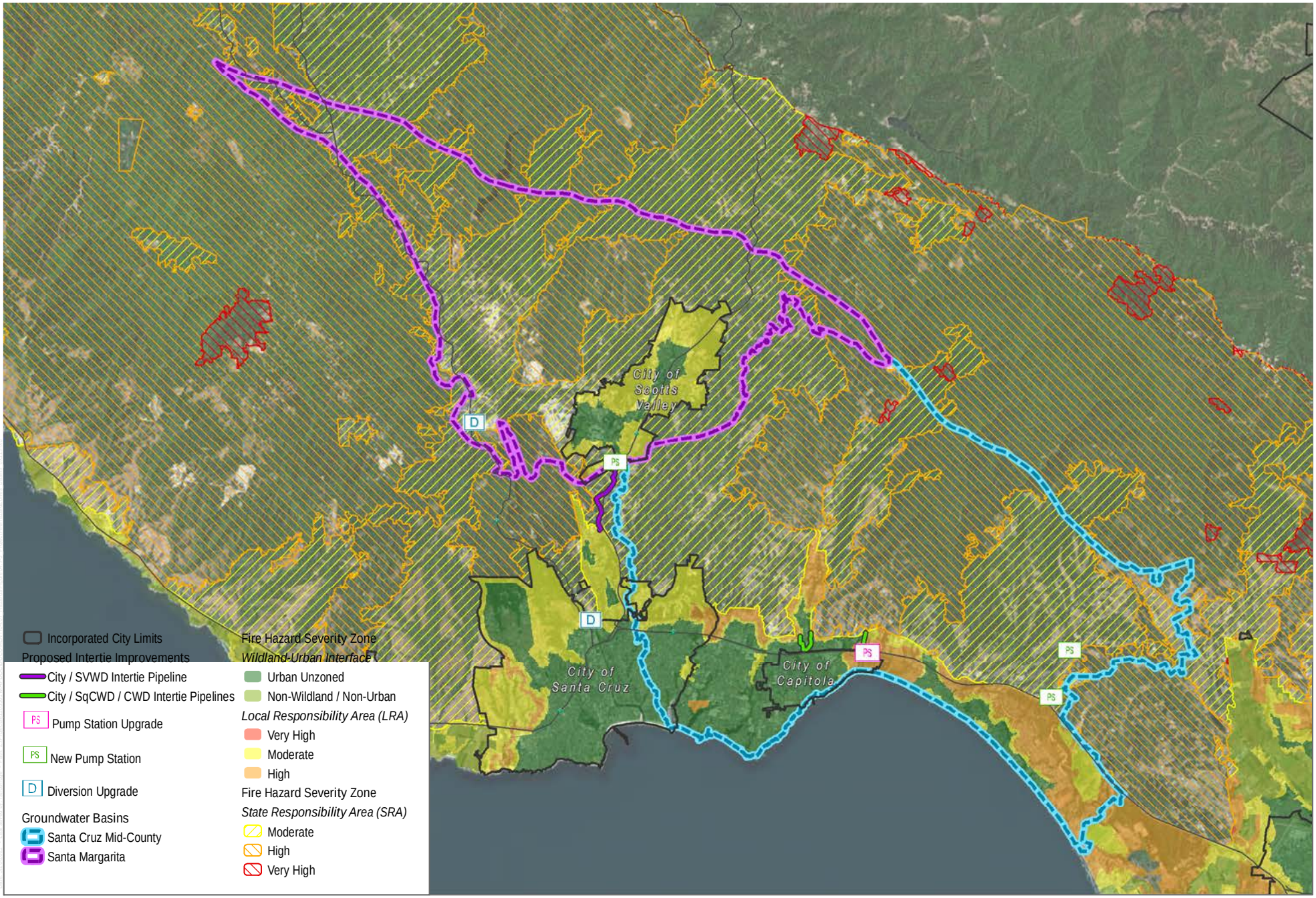
DUDEK

0 3,200 6,400 Feet

FIGURE 4.7-2

Project Fire Hazard Zones

Santa Cruz Water Rights Project



SOURCE: Bing Maps 2020, CAL FIRE 2020, Santa Cruz County 2020

DUDEK

0 6,500 13,000 Feet

FIGURE 4.7-3

Project Fire Hazard Zones and Proximity to Groundwater Basins

Santa Cruz Water Rights Project

As shown on 3, fire hazards are generally greatest in the North Coast and Mountain regions of the county, with more moderate fire hazard areas in the Urban and South County regions. According to CAL FIRE's FHSZ mapping, most of the County is designated as moderate to high fire hazard severity, while a small area of Bonny Doon, small areas in the hills above Soquel, and areas along the eastern boundary of the County are designated as being very high FHSZs. The majority of the land area overlying the two groundwater basins is located within the SRA. Both groundwater basins encompass areas designated as moderate and high FHSZs, with one small area within the Santa Cruz Mid-County Groundwater Basin designated as a very high FHSZ. Fire protection in LRAs is provided by the County, a city, or a designated fire protection district. Within SRAs, fire protection is provided by CAL FIRE. Emergency response, including wildfire response, would be under local jurisdiction for most infrastructure component sites. The infrastructure component sites fall within multiple jurisdictions, including Felton Fire District (Felton Diversion site), Scotts Valley Fire District (City/SVWD intertie site), City of Santa Cruz (Tait Diversion site), Central Fire District (Beltz sites, Park Avenue pipeline site and McGregor Drive pump station upgrade site), and Aptos/La Selva Fire District (Freedom Boulevard pump station site and the Valencia Road pump station site) (LAFCO 2020). Local regulations pertaining to these jurisdictions are discussed in Section 4.7.2, Regulatory Framework.

4.7.1.5 Sensitive Receptors

Three public schools are located within 0.25 miles of the infrastructure component sites (CSCD 2020). The schools are shown on Figure 4.7-1.

- Brook Knoll Elementary, 151 Brook Knoll Drive, located approximately 0.13 miles west of the proposed City/SVWD intertie.
- Soquel Union Elementary, 2700 Porter Street, is located in the center of the Soquel Village pipeline site.
- Soquel High School, 401 Soquel San Jose Road, is located approximately 0.08 miles northwest of the Soquel Village pipeline site.

Two private preschools are located within 0.25 miles of the infrastructure component sites. The schools are also shown on Figure 4.7-1.

- Rose Blossom Preschool, 6401 Freedom Blvd, is located approximately 0.20 miles east of the Valencia Road pump station site.
- Pico Preschool, 10707 Soquel Drive, is located approximately 0.17 miles southeast of the Freedom Boulevard pump station site.

4.7.2 Regulatory Framework

4.7.2.1 Federal

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides the U.S. Environmental Protection Agency (EPA) with authority to require reporting, record-keeping, and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from the Toxic Substances Control Act, including food, drugs, cosmetics, and pesticides.

Hazardous Materials Transportation Act

Transportation of hazardous materials is regulated by the U.S. Department of Transportation's Office of Hazardous Materials Safety. The office formulates, issues, and revises hazardous materials regulations under the Federal Hazardous Materials Transportation Law. The hazardous materials regulations cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications. The hazardous materials transportation regulations are codified in 49 Code of Federal Regulations (CFR) Parts 100–185.

The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials. Training requirements include pre-trip safety inspections, use of vehicle controls and equipment including emergency equipment, procedures for safe operation of the transport vehicle, training on the properties of the hazardous material being transported, and loading and unloading procedures. All drivers must possess a commercial driver's license as required by 49 CFR Part 383. Vehicles transporting hazardous materials must be properly placarded. In addition, the carrier is responsible for the safe unloading of hazardous materials at the site, and operators must follow specific procedures during unloading to minimize the potential for an accidental release of hazardous materials.

Occupational and Safety Health Act

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

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. The Federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste, as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Regional Screening Levels

The federal EPA provides regional screening levels for chemical contaminants to provide comparison values for residential and commercial/industrial exposures to soil, air, and tap water (drinking water). Regional screening levels (RSLs) are available on the EPA's website and provide a screening level calculation tool to assist risk assessors, remediation project managers, and others involved with risk assessment and decision-making. RSLs are also used when a site is initially investigated to determine if potentially significant levels of contamination are present to warrant further investigation. In California, the DTSC Human and Ecological Risk Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. HERO created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels (DTSC-SLs)

based on review of the EPA RSLs. The DTSC-SL should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003 (FEMA 2003) is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, 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 IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

4.7.2.2 State

Certified Unified Program

The California Environmental Protection Agency (CalEPA) implements and enforces a statewide hazardous materials program known as the Certified Unified Program, established by Senate Bill 1802 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

CalEPA certifies local government agencies as Certified Unified Program Agencies (CUPA) to implement hazardous waste and materials standards. The Santa Cruz County Environmental Health Services is designated as the local CUPA in Santa Cruz County.

California Safe Drinking Water and Toxic Enforcement Act of 1986

California Health and Safety Code Division 20, Chapter 6.6 establishes regulation on the prohibition of contaminating drinking water. This includes discharges or release onto land which may pass into a drinking water source.

California Unified Agency Review of Hazardous Materials Release Sites

California Health and Safety Code Division 20 Chapter 6.65 establishes regulation on identification of hazardous material release sites and agency overview of remedial actions on these sites. The regulation also provides agency oversight on all aspects of site investigation and remedial action. Monitoring, testing, and site conditions, restrictions, and limitations can be required and enforced by the overseeing agency.

Petroleum Underground Storage Tank Cleanup

California Health and Safety Code Division 20. Chapter 6.75 establishes regulation that requires corrective action for petroleum releases from underground storage tanks.

California Hazardous Waste Control Law

California Health and Safety Code Division 20, Chapter 6.5 establishes regulations to protect the public health and the environment by assisting generators of hazardous waste in meeting the responsibility for the safe disposal of hazardous waste. The California Hazardous Waste Control Law is administered by CalEPA and pertains to administering a state hazardous waste program in lieu of the federal RCRA program, pursuant to Section 3006 of Public Law 94-580, as amended. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

California Accidental Release Prevention Program

Similar to the Federal Risk Management Program, the California Accidental Release Prevention Program includes additional state requirements and an additional list of regulated substances and thresholds. The regulations of the program are contained in CCR Title 19, Division 2, Chapter 4.5. The intent of the California Accidental Release Prevention Program is to provide first responders with basic information necessary to prevent or mitigate damage to public health, safety, and the environment from the release or threatened release of hazardous materials.

California Department of Toxic Substances Control and California Highway Patrol Hazard Transportation Program

The California DTSC administers the transportation of hazardous materials throughout the state. Regulations applicable to the transportation of hazardous waste include Title 22, Division 4.5, Chapter 13 and Chapter 29 of the CCR, as well as Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13 of the California Health and Safety Code. The DTSC requires that drivers transporting hazardous wastes obtain a certificate of driver training that shows the driver has met the minimum requirements concerning the transport of hazardous materials, including proper labeling and marking procedures, loading/handling processes, incident reporting and emergency procedures, and appropriate driving and parking rules. The California Highway Patrol also requires shippers and carriers to complete hazardous materials employee training before transporting hazardous materials.

California Health and Safety Code

The handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan (HMBP), which contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for HMBPs. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in quantities greater than or equal to 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less), or extremely hazardous substances in threshold planning quantities. In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a Risk Management Plan and California Accidental Release Plan.

California Occupational Safety and Health Administration Hazard Handling Procedures

The California Division of Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the work place. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Department of Transportation/California Highway Patrol

Under Title 13 CCR, Division 2, Chapter 6, California regulates the transportation of hazardous waste originating or passing through the state. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. CHP enforces materials and hazardous waste labeling and packing regulations that prevent leakage and spills of material in transit and provides detailed information to cleanup crews in the event of an incident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of CHP. CHP conducts regular inspections of licensed transporters to ensure regulatory compliance. Caltrans has emergency chemical spill identification teams at locations throughout the state. Hazardous waste must be regularly removed from generating sites by licensed hazardous waste transporters. Transported materials must be accompanied by hazardous waste manifests.

Environmental Screening Levels

ESLs provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. The ESLs were developed by San Francisco Bay Regional Water Quality Control Board; however, they are used throughout the state. While ESLs are not intended to establish policy or regulation, they can be used as a conservative screening level for sites with contamination. Other agencies in California currently use the ESLs (as opposed to RSLs). In general, the ESLs could be used at any site in the State of California, provided all stakeholders agree (SFBRWQCB 2019). In recent experience, regulatory agencies in various regions

use ESLs as regulatory cleanup levels. The ESLs are not generally used at sites where the contamination is solely related to a LUST; those sites are instead subject to the Low-Threat Underground Storage Tank Closure Policy.

California Fire Code

The California Fire Code (CFC), contained in Title 24, Part 9 of the California Code of Regulations, was created by the California Building Standards Commission and incorporates by adoption the International Fire Code of the International Code Council, with California amendments. The CFC establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The CFC is updated every 3 years. The 2019 CFC was published July 1, 2019 and became effective January 1, 2020.

California Forestry and Fire Protection

Public Resources Code Sections 4114 and 4130 authorize the State Board of Forestry to establish a fire plan (The 2018 Strategic Fire Plan for California) that establishes the levels of statewide fire protection services. These levels of service recognize other fire protection resources at the federal and local level that collectively provide a regional and statewide emergency response capability. In addition, California's integrated mutual aid fire protection system provides fire protection services through automatic and mutual aid agreements for fire incidents across all ownerships. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health.

4.7.2.3 Local

County of Santa Cruz Environmental Health

As previously discussed, Santa Cruz County Environmental Health Services is designated by CalEPA as the CUPA within the geographic boundaries of the County and is responsible for enforcing the local ordinance and state laws pertaining to use and storage of hazardous materials, including the issuance and administration of HMBPs and HMMPs. The various fire departments work in conjunction with County Environmental Health in responding to reports of hazardous materials spills and accidents, enforcing hazardous materials regulations, and enforcing the fire codes as it relates to the use and storage of hazardous materials.

Local General Plans and Local Coastal Programs

The study area for the Proposed Project includes the jurisdictions of the City of Santa Cruz, City of Capitola, City of Scotts Valley, and County of Santa Cruz. The general plans, and where relevant, the local coastal programs of these jurisdictions include policies and programs related to hazards and hazardous materials. Section 4.9, Land Use, Agriculture and Forestry, and Mineral Resources, discusses applicable general plan and local coastal program policies related to hazards and hazardous materials, as relevant to the Proposed Project.

Local Encroachment Permit Requirements

The County of Santa Cruz and the cities of Santa Cruz, Capitola and Scotts Valley require that projects that will conduct construction activities in the public right-of-way obtain encroachment permits, as further described below.

County of Santa Cruz

For any construction in the public right-of-way, the County requires an encroachment permit. The associated fee and permit process are described in the Santa Cruz County Code, Chapter 9.70, Streets and Roads. As part of the encroachment permit process, if pedestrian, bicycle, or vehicle traffic would be impacted, a traffic control plan must be provided. Several provisions are provided on the encroachment permit application (County of Santa Cruz 2021).

City of Santa Cruz

For any construction in the public right-of-way, the City requires an encroachment permit. The associated fee and permit process are described in the City's Municipal Code, Chapter 15.34, Encroachment Permits. Permits for construction in the public right of way require a City-approved traffic control plan showing the intended placement of all necessary signage and traffic control devices used to direct traffic around the site. The traffic control plan should accomplish the following (City of Santa Cruz 2021):

- Conform to the California Manual on Uniform Traffic Control Devices (see Part 6 - Temporary Traffic Control).
- Be designed by a responsible representative of the permit applicant knowledgeable in the principles of proper temporary traffic control.
- Clearly show the work area.
- Include traffic control provisions to accommodate pedestrian, bicycle, and vehicular traffic that may be affected.
- Show any "no parking" areas needed to accommodate traffic and work in the work zone.
- If construction requires multiple phased traffic control configurations, a traffic control plan for each phase should be submitted.

City of Capitola

For any person, firm or corporation encroaching into the public right-of-way, or water course to do work, store materials, erect or place any structure, the City of Capitola requires an encroachment permit. The associated fee and permit process are described in the City of Capitola Municipal Code, Section 12.56, Privately Installed Improvements on Public Property or Easements. As part of the encroachment permit process, the following are conditions of the permit (City of Capitola 2020):

- Notify the Public Works Department 24 hours prior to the start of work.
- Contractor shall implement traffic control plan.
- Full road closure is not permitted without prior authorization by the City Engineer.
- Restore all damaged curb, gutter, sidewalk, paving per city standard detail.
- Storage of materials in the public roadway is prohibited.
- Keep work site clear of debris and be aware of tracking mud, dirt, gravel into the street, cover all stockpiles and excavation spoils.
- Practice good housekeeping.

City of Scotts Valley

For any improvements located in the public right-of-way, the City of Scotts Valley requires an encroachment permit. The associated fee and permit process are described in the City of Scotts Valley Municipal Code, Chapter 12.08, Encroachments. As part of the encroachment permit process, all street improvements must abide by the City of Scotts Valley Standard Details and Specification (City of Scotts Valley 2017), including policies requiring that whenever lane closures or any form of traffic diversions are in place, a 6-foot-wide lane for pedestrian and bicycle traffic must be provided. During times of heavy pedestrian traffic (i.e., school children, etc.), the use of a flag person for public safety is necessary. A traffic control plan shall be submitted for review if required by the Public Works Director/City Engineer (City of Scotts Valley 2021).

4.7.3 Impacts and Mitigation Measures

This section contains the evaluation of potential environmental impacts associated with the Proposed Project related to hazards and hazardous materials. The section identifies the standards of significance used in evaluating the impacts, describes the methods used in conducting the analysis, and evaluates the Proposed Project's impacts and contribution to significant cumulative impacts, if any are identified.

4.7.3.1 Standards of Significance

The standards of significance used to evaluate the impacts of the Proposed Project related to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines and the City of Santa Cruz CEQA Guidelines, as listed below. A significant impact would occur if the Proposed Project would:

A. Create a significant hazard to the public or the environment through the routine transport, use, production, or disposal of hazardous materials.
B. 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.
C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.
D. Be located on a site that is included on a list of hazardous materials sites, compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
E. Result in a safety hazard or excessive noise for people residing or working in the project area, for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.
F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

H. If located in or near state responsibility areas or lands classified as very high fire hazards severity zones:
   - Substantially impair an adopted emergency response plan or emergency evacuation plan.
   - Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
   - Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
   - Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.7.3.2 Analytical Methods

This section evaluates the potential hazards and hazardous materials impacts associated with construction and operation of the Proposed Project. The analysis of potential impacts addresses the various project and programmatic components listed in Table 4.7-1, which are described in detail in Chapter 3, Project Description.

Table 4.7-1. Project and Programmatic Components

Proposed Project Components	Project Components	Programmatic Components
WATER RIGHTS MODIFICATIONS		
Place of Use	✓	
Points of Diversion	✓	
Underground Storage and Purpose of Use	✓	
Method of Diversion	✓	
Extension of Time	✓	
Bypass Requirement (Agreed Flows)	✓	
INFRASTRUCTURE COMPONENTS		
Water Supply Augmentation		
Aquifer Storage and Recovery (ASR)		✓
New ASR Facilities at Unidentified Locations		✓
Beltz ASR Facilities at Existing Beltz Well Facilities	✓	
Water Transfers and Exchanges and Intertie Improvements		✓
Surface Water Diversion Improvements		
Felton Diversion Fish Passage Improvements		✓
Tait Diversion and Coast Pump Station Improvements		✓

Construction-related impacts are considered for each component of the Proposed Project that would require construction. Specifically, the components of the Proposed Project that require construction include the proposed infrastructure components. Operational-related impacts of the proposed infrastructure components are considered in the context of long-term hazardous materials use and storage. The impact analysis assumes the Proposed Project would be constructed and operated in compliance with the most current regulations related to specified hazards and hazardous materials, as described in Section 4.7.2, Regulatory Framework. Impacts have been evaluated with

respect to the standards of significance, as described above. In the event adverse environmental impacts would occur subsequent to consideration of applicable regulations and Proposed Project standard operational and construction practices described in Chapter 3, Project Description, impacts would be potentially significant and mitigation measures would be provided to reduce impacts to less-than-significant levels.

Application of Relevant Standard Practices

The Proposed Project includes standard construction practices (see Section 3.4.5.2, Standard Construction Practices) that the City would implement to avoid or minimize effects related to hazards and hazardous materials. These practices and their effectiveness in avoiding and minimizing effects are described below.

Standard Construction Practice #5 requires stabilization of spoil disposal sites and other debris areas, as well as implementation of sediment control measures, so that sediment is not conveyed to waterways. This practice would minimize the potential for contaminated soils to enter waterways.

Standard Construction Practice #6 prohibits storing equipment or fueling within a minimum of 65 feet of any active stream channel or water body unless approved by permitting agencies, as well as implementation of additional spill prevention methods such as secondary containment and inspection. This practice would minimize the potential for hazardous materials to enter waterways in conjunction with other practices. To prevent hazardous substances from contaminating soils or waters, Standard Construction Practice #7 requires that gas, oil, and other hazardous substances be stored within an established containment area; that vehicles and equipment have spill kits that are available, checked daily for leaks, and properly maintained; that hazardous substances be stored in water-tight containers with secondary containment; and that emergency spill kits be on site at all times. These practices would minimize potential effects caused by unintended spills of hazardous materials by preventing any hazardous spills that might occur from contaminating soils or entering waterways.

Standard Construction Practice #8 requires regular equipment inspections to prevent equipment fluid leaks. By ensuring that equipment is maintained in good working order, this practice would reduce the potential for impacts associated with equipment fluid leaks. Additionally, Standard Construction Practice #9 would ensure that waste and trash would be properly managed, which would further minimize the potential for contamination to enter waterways and the environment in general.

Standard Construction Practice #27 requires that, for construction on undeveloped sites or sites with surrounding trees and other vegetation, internal combustion engine equipment shall include spark arrestors; that fire suppression equipment (e.g., fire extinguishers and shovels) be stored on site during use of such mechanical equipment; and that construction activities may not be conducted during red flag warnings issued by CAL FIRE. This multi-part practice would reduce fire hazards during construction in areas of potential increased fire hazard severity.

If the Proposed Project would have potentially significant impacts even with the implementation of the above standard construction practices, the impact analysis identifies mitigation measures.

4.7.3.3 Project Impact Analysis

Areas of No Impact

The Proposed Project would not have impacts with respect to the following standards of significance as described below:

- **Cortese List Hazards (Significance Standard D).** The Proposed Project would not be located on a hazardous materials site that is included on a list compiled pursuant to Government Code Section 65962.5, as described in Section 4.7.1, Existing Conditions, and therefore would not create a significant hazard to the public or the environment related to such a site. Therefore, the Proposed Project would have no impact related to Cortese List hazards. Impacts associated with nearby hazardous materials sites are evaluated in Impact HAZ-2 below.
- **Airport Hazards (Significance Standard E).** The Proposed Project would not result in a safety hazard or excessive noise for people working or residing in the study area due to airports because the Proposed Project site is not located within 2 miles of a public use airport nor is it located within an airport land use plan. Therefore, the Proposed Project would have no impact related to airport hazards.

Impacts

This section provides a detailed evaluation of hazards and hazardous materials impacts associated with the Proposed Project.

Impact HAZ-1: Routine Transport, Use, Production, or Disposal of Hazardous Materials (Significance Standard A). Construction and operation of the Proposed Project would require use and transportation of petroleum products and small quantities of hazardous materials but would not result in a significant hazard to the public or environment. (***Less than Significant***)

Water Rights Modifications

The water rights modifications of the Proposed Project would not directly result in construction or operation of new facilities and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, this project component would have no direct impacts.

The following analysis evaluates the potential indirect impacts related to hazards associated with the routine transport, use, or disposal of hazardous materials as a result of the proposed water rights modifications that, once approved, could result in the implementation of the project and programmatic infrastructure components of the Proposed Project.

Infrastructure Components

Construction

The project and programmatic infrastructure components, including ASR (ASR facilities and Beltz ASR facilities), intertie improvements, and the surface water diversion improvements (Felton Diversion improvements and Tait Diversion and Coast Pump Station improvements) would result in hazardous materials use during construction of these facilities. Construction activities of these project and programmatic components would include the use of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, solvents, and architectural coatings. These materials are not considered extremely hazardous and are used routinely for both construction projects and structural improvements. These materials would be used and stored in designated construction staging areas within the boundaries of the component sites and would be used, transported, handled, and stored in accordance with all applicable federal, state, and local laws and regulations, which are intended to minimize health risk to the public associated with hazardous materials. The use of these materials for their intended purpose would not pose a significant risk to the public or environment. Wastes, both hazardous and non-hazardous, accumulated during demolition, rehabilitation, and construction activities would be

handled, documented, and disposed of in accordance with federal, state, and local laws regulating the management and use of hazardous materials. Additionally, Standard Construction Practices would further reduce the risk of use, transportation, and disposal of hazardous materials, as described in Section 4.7.3.2, Analytical Methods.

Consequently, use of these construction materials for their intended purpose would not pose a significant risk to the public or environment. Once construction has been completed, construction fuels and other hazardous materials would no longer remain within the work areas of the component sites. Therefore, the project and programmatic components would not create a significant hazard to the public or the environment during construction through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

Operation

The project and programmatic infrastructure components, including ASR (ASR facilities and Beltz ASR facilities), intertie improvements, and the surface water diversion improvements (Felton Diversion improvements and Tait Diversion and Coast Pump Station improvements) would also result in hazardous materials use during operation of these facilities. The facilities that would be upgraded with the Proposed Project, including Beltz ASR, McGregor Drive pump station, Felton Diversion improvements and the Tait Diversion and Coast Pump Station improvements, would involve similar use of hazardous materials, as under existing conditions. Any new ASR facility would include a new pump control and chemical storage building for the storage of chemicals, which are likely similar to those currently being used at the Beltz sites.

Hazardous materials used for the operation of all proposed project and programmatic infrastructure components would be in accordance with requirements and recommendations in the applicable Safety Data Sheet(s) and would be managed in accordance with federal, state, and local laws and regulations. Hazardous materials required for operation and maintenance of the proposed infrastructure components would be stored in secured, covered areas with secondary containment. The City submits HMBPs to the local CUPA (via the California Environmental Reporting System) as required by local state and law and will continue to update HMBPs as required. Hazardous wastes which are generated by proposed project and programmatic infrastructure components would be generated, stored, manifested, and transported in accordance with federal, state, and local regulations. Therefore, the project and programmatic components would not create a significant hazard to the public or the environment during operation through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

Impact HAZ-2: Upset and Release of Hazardous Materials (Significance Standards B). Construction of the Proposed Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (***Less than Significant with Mitigation***)

As discussed under Impact HAZ-1, relatively small amounts of commonly used hazardous materials would be used for construction and operation of the project and programmatic components, and these materials would be handled, stored, transported, and disposed of in accordance with manufacturer's recommendations and federal, state, and local laws and regulations and in accordance with the Standard Construction Practices, which reduce the risk of use, transportation, and disposal of hazardous materials and associated hazards from upset and accident conditions. Therefore, the analysis below considers the potential that construction of project or programmatic components could result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment from existing contaminated media that may exist on or adjacent to project and programmatic component sites. Contaminated media is generally related to hazardous materials sites.

Water Rights Modifications

The water rights modifications of the Proposed Project would not directly result in construction or operation of new infrastructure facilities and would not result in the potential for upset or accident conditions involving the release of hazardous materials into the environment. Therefore, this project component would have no direct impacts.

The following analysis evaluates the potential indirect impacts related to upset and release of hazardous materials as a result of the proposed water rights modifications that, once approved, could result in the implementation of the project and programmatic infrastructure components of the Proposed Project.

Infrastructure Components

Aquifer Storage and Recovery Facilities

New ASR Facilities. There are currently no proposed infrastructure site locations for new ASR facilities. Therefore, no hazardous materials assessment was conducted for such sites. If contamination is present at potential future ASR sites this programmatic component could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, this programmatic component of the Proposed Project would have a potentially significant impact.

The implementation of MM HAZ-1 and MM HAZ-2 would avoid the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials by requiring: that prior to construction-related ground disturbance on new ASR facility sites a review of hazardous materials site databases be conducted within 0.5 miles of such sites to identify any contamination that could affect conditions at the site; that the development and implementation of a Hazardous Materials Contingency Plan (HMCP) if soil, soil vapor, and/or groundwater contamination is identified in the review; and that management and disposal of contaminated soils and/or groundwater in accordance with local and state regulations, as specified in the HMCP. The HMCP shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, in accordance with all applicable state and local regulations. The HMCP shall include health and safety measures, which may include, but are not limited to, periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. Therefore, implementation of MM HAZ-1 and MM HAZ-2 would reduce potentially significant impacts of this programmatic component related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less-than-significant level.

Beltz ASR Facilities. As discussed in Section 4.7.1.2, Hazardous Materials, no hazardous materials sites were identified on or adjacent to the Beltz ASR facility sites. Multiple LUST and cleanup program sites were identified within 0.50 miles of the Beltz ASR facility sites. However, these sites have all received regulatory closure, and residual contamination, if any, is not likely to affect the environmental conditions at the Beltz ASR facility sites. Although Beltz 12 has a history of industrial use from the 1950s through the 1990s, the site has been redeveloped, graded, paved, and data from a groundwater supply well does not indicate any impacts due to historical industrial uses. Therefore, the potential for residual contamination to be present in site soils is low. With the lack of evidence of hazardous conditions on or within proximity of the Beltz ASR facility sites, impacts associated with potential upset or accident conditions associated with hazardous materials would be less than significant.

Water Transfers and Exchanges and Intertie Improvements

No hazardous materials sites were identified on or adjacent to the City/SVWD intertie. Three hazardous material sites were identified adjacent to portions of the City/SqCWD/CWD intertie near the currently proposed Soquel Village pipeline, Park Avenue pipeline and the McGregor Drive pump station upgrade sites: (1) McGregor Property, (2) Former Exxon 7-0281, and (3) E-Z Serve #100981. Contamination on these sites has impacted soils and shallow groundwater. Construction of these particular intertie improvement components may require ground disturbing activities, which could expose contaminated media, such as soil, soil vapor, and shallow groundwater, thereby exposing workers and the environment to hazardous materials associated with the site contamination. As discussed in Section 4.7.1.2, Hazardous Materials, based on sampling conducted in 2012 (SqCWD 2012; WHA 2016) the contaminated soils at the McGregor Drive pump station upgrade site are limited to the eastern bare dirt embankment, which is located outside of the fenced pump station site. Construction of the McGregor Drive pump station upgrades and associated connections to the Park Avenue pipeline would be limited to the existing pump station site, which was constructed on native soils that did not contain elevated levels of contamination. Construction would not be conducted on the bare soil hillside on the east side of the parcel; therefore, contaminated soils would not likely be encountered during construction. Impacts associated with the McGregor Drive pump station upgrade and associated connections to the Park Avenue pipeline would be less than significant.

The construction of the Soquel Village pipeline would occur adjacent to the Former Exxon 7-0281 and E-Z Serve #100981 sites (see Figure 4.7-1). Given that, construction of this pipeline could expose contaminated media, such as soil, soil vapor, and shallow groundwater, thereby exposing workers and the environment to hazardous materials associated with the site contamination. Impacts associated with the Soquel Village pipeline would be potentially significant.

Implementation of MM HAZ-2 would avoid the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials by requiring the development and implementation of a HMCP, which would provide measures and training for identification, management, transportation, and proper disposal of contaminated media in accordance with all applicable state and local regulations, should such contamination be identified during construction. The HMCP would be implemented in these areas of known or suspected contamination, based on the findings of this EIR. Once operational, the Soquel Village pipeline would be subsurface, and contaminated media would remain subsurface and would not expose workers or the environment to elevated levels of contamination. Therefore, implementation of MM HAZ-2 would reduce potentially significant impacts of the Soquel Village pipeline related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less-than-significant level.

Felton Diversion Improvements

As discussed in Section 4.7.1.2, Hazardous Materials, no hazardous materials sites were identified on or adjacent to the Felton Diversion site. Three LUST and two cleanup program sites were identified within 0.5 miles of the Felton Diversion site. The LUST sites and one cleanup site have received regulatory closure, and residual contamination, if any, is not likely to affect the environmental condition at the Felton Diversion site. An open cleanup site, Former Santa Cruz Lumber, is located on the east side of the San Lorenzo River, opposite of the Felton Diversion site. While groundwater data from this cleanup site indicates there is contaminated groundwater at the cleanup site, construction of the Felton Diversion improvements would not encounter groundwater. Future operation of the Felton Diversion would not substantively change, and water would continue to be drawn from the San Lorenzo River. With the lack of evidence of hazardous conditions on or within proximity of the Felton Diversion site, impacts associated with potential upset or accident conditions associated with hazardous materials would be less than significant.

Tait Diversion and Coast Pump Station Improvements

As discussed in Section 4.7.1.2, Hazardous Materials, no hazardous materials sites were identified on or adjacent to the Tait Diversion and Coast Pump Station site. Ten LUST sites and two cleanup program sites were identified within 0.50 miles of the Tait Diversion site. The LUST sites have all received regulatory closure and are not likely to affect the environmental conditions at the site. The open cleanup sites, Salz Leather at 1040 River Street, and Plantronics at 345 Encinal Street, are undergoing verification monitoring for remaining groundwater contamination. Neither site appears to have offsite contamination that has affected the environmental conditions at the Tait Diversion and Coast Pump Station site. With the lack of evidence of hazardous conditions on or within proximity of the Tait Diversion and Coast Pump Station site, impacts associated with potential upset or accident conditions associated with hazardous materials would be less than significant.

Mitigation Measures

Implementation of the following mitigation measures would reduce potentially significant hazards and hazardous materials impacts of the Proposed Project related to potential upset or accident conditions involving the release of hazardous materials, as described in the sections above, to a less-than-significant level.

MM HAZ-1: **Review of Hazardous Materials Site Databases (Applies to New Aquifer Storage and Recovery Facilities).** Prior to construction where ground disturbance is required, a review of hazardous materials site databases will be conducted within 0.5 miles of the project site where the construction is proposed (project site). A search shall be conducted no more than six months prior to construction. In addition to sites identified in this environmental impact report, each new site identified within 0.5 miles of the project site will be reviewed for environmental contamination that could impact the project site, including soil, soil vapor, and groundwater contamination. If soil, soil vapor, and/or groundwater contamination is identified in the review, MM HAZ-2 will be implemented.

MM HAZ-2: **Hazardous Materials Contingency Plan (Applies to New Aquifer Storage and Recovery Facilities and City of Santa Cruz/Soquel Creek Water District/Central Water District Intertie – Soquel Village Pipeline).** Prior to commencement of any construction activities, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses known and suspected impacts in soil, soil vapor, and groundwater from releases on or near the project sites. The HMCP shall include training procedures for identification of contamination. The HMCP shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, in accordance with all applicable state and local regulations. Contaminated soils and/or groundwater shall be managed and disposed of in accordance with local and state regulations. These regulations, as further described in Section 4.7.2, Regulatory Framework, include hazardous material transportation (California Department of Transportation and Department of Toxic Substances Control [DTSC]), hazardous waste regulations (U.S. Environmental Protection Agency and DTSC), worker health and safety during excavation of contaminated materials (California Division of Occupational Safety and Health Administration), and local disposal requirements (DTSC and landfill-specific). The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities.

Impact HAZ-3: Hazardous Materials Near Schools (Significance Standard C). Construction and operation of the Proposed Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (***Less than Significant with Mitigation***)

Water Rights Modifications

The water rights modifications of the Proposed Project would not directly result in construction or operation of new facilities and would not result in the potential emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, this project component would have no direct impacts.

The following analysis evaluates the potential indirect impacts related to emission of hazardous emissions or handling of hazardous or acutely hazardous materials within 0.25 miles of schools as a result of the proposed water rights modifications that, once approved, could result in the implementation of the project and programmatic infrastructure components of the Proposed Project.

Infrastructure Components

Aquifer Storage and Recovery Facilities

New ASR Facilities. There are currently no proposed site locations for this programmatic component. Should new ASR facilities be developed as part of this Proposed Project, these components could be located within 0.25 miles of a school. As discussed in Impact HAZ-1, hazardous materials would be handled, transported, stored, and disposed of in accordance with federal, state, and local laws and regulations. Hazardous materials used during construction would be stored within construction site boundaries. Additionally, the Standard Construction Practices described in Section 4.7.3.2, Analytical Methods, would further reduce the risk of use, transportation, and disposal of hazardous materials. As required, HMBPs, spill prevention plans, and emergency response plans would be developed. These regulations and requirements provide protection from emissions and releases of hazardous materials to the environment, including nearby schools, during construction and operation of this programmatic component. However, as discussed in Impact HAZ-2, if contamination is present at potential future new ASR facility sites this programmatic component could create a significant hazard to the public or the environment, including nearby schools. Therefore, this programmatic component would have a potentially significant impact.

Implementation of MM HAZ-1 and MM HAZ-2 would avoid hazardous emissions near existing or proposed schools by requiring: that prior to construction-related ground disturbance on new ASR facility sites, a review of hazardous materials site databases be conducted within 0.5 miles of such sites to identify any contamination that could affect conditions at the site; that the development and implementation of a HMCP if soil, soil vapor, and/or groundwater contamination be identified in the review; and that management and disposal of contaminated soils and/or groundwater be conducted in accordance with local and state regulations, as specified in the HMCP. Therefore, the implementation of these mitigation measures would reduce potentially significant impacts of this programmatic component related to hazardous emissions near schools to a less-than-significant level.

Beltz ASR Facilities. There are no existing or proposed schools located within 0.25 miles of the Beltz ASR sites. Therefore, this project component would have no impacts.

Water Transfers and Exchanges and Intertie Improvements

There are five schools and pre-schools located within 0.25 miles of the City/SVWD intertie and the City/SqCWD/CWD intertie components of the Proposed Project. As discussed in Impact HAZ-1, hazardous materials would be handled, transported, stored, and disposed of in accordance with federal, state, and local laws and regulations. Hazardous materials used during construction and operation would be properly stored within site boundaries. Additionally, the Standard Construction Practices described in Section 4.7.3.2, Analytical Methods, would further reduce the risk of use, transportation, and disposal of hazardous materials. As required, HMBPs, spill prevention plans, and emergency response plans would be developed. These regulations and requirements provide protection from emissions and releases of hazardous materials to the environment, including nearby schools, during construction and operation in the intertie programmatic components.

Two of the five nearby schools, Soquel High School and Soquel Union Elementary, are located within 0.25 miles of noted hazardous material sites that are adjacent to the Soquel Village pipeline site, as discussed in Impact HAZ-2. Construction of this pipeline could expose contaminated media, such as soil, soil vapor, and shallow groundwater, thereby exposing workers and the environment, including nearby schools to hazardous materials associated with the site contamination. As indicated in Impact HAZ-2, impacts associated with the Soquel Village pipeline would be potentially significant.

Implementation of MM HAZ-2 would avoid hazardous emissions near existing or proposed schools by requiring the development and implementation of a HMCP, which would provide measures and training for identification, management, transportation, and proper disposal of contaminated media in accordance with all applicable state and local regulations, should such contamination be identified during construction. The HMCP would be implemented in these areas of known or suspected contamination, based on the findings of this EIR. Therefore, implementation of this mitigation measure would reduce potentially significant impacts of the Soquel Village pipeline related to hazardous emissions near schools to a less-than-significant level.

Felton Diversion and Tait Diversion and Coast Pump Station Improvements

There are no existing or proposed schools located within 0.25 miles of the Felton Diversion and Tait Diversion and Coast Pump Station improvement sites. Therefore, these programmatic components would have no impacts.

Mitigation Measures

Implementation of MM HAZ-2 discussed above would reduce potentially significant hazards and hazardous materials impacts of the Proposed Project related to use of hazardous materials near schools, as described in the sections above, to a less-than-significant level.

Impact HAZ-4: Impair Emergency Response (Significance Standard F). Construction of the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (***Less than Significant)***

As further explained in Section 4.13, Transportation, construction of some of the proposed project and programmatic infrastructure components could require partial road closures or access limitations in public rights-of-way on a temporary and periodic basis during the construction period. Where construction of proposed infrastructure components could take place in public roadways, encroachment permits would need to be obtained in most cases from the applicable local agency, as described in Section 4.7.2.3, Local. The issuance of

encroachment permits requires submission of traffic control plans in Santa Cruz County and the cities of Santa Cruz and Capitola. While the City of Scotts Valley specifies the need for a traffic control plan only if required by the Public Works Director/City Engineer, other requirements of encroachment permits include conducting all street improvements in accordance with the City of Scotts Valley Standard Details and Specification, which include policies for addressing lane closures or any form of traffic diversions. Therefore, construction impacts of the project and programmatic components would not physically interfere with an adopted emergency response plan or emergency evacuation plan and the impact would be less than significant.

Operation of the project and programmatic infrastructure components would be similar to current operations of water infrastructure in the study area. The upgrade of existing facilities would not impede emergency response. After construction, new or replacement intertie pipelines would be located subsurface such that existing rights-of-way would not be permanently impeded. New pump stations would not be in the public right-of-way and therefore would not permanently impede emergency response. Therefore, operational impacts of the project and programmatic components would be less than significant.

Impact HAZ-5: Wildfire Hazards (Significance Standards G and H). Construction and operation of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires; however, some programmatic components may be located in or near state responsibility areas. ***(Less than Significant)***

Construction and operation of the Proposed Project would not exacerbate wildfire risks or include habitable structures that could expose people or structures to wildfire. Construction of the project and programmatic components of the Proposed Project could include the use of welding equipment, torching, generators, chainsaws, and chippers, all of which could produce sparks. However, the City's standard construction practices, as described in Section 4.7.3.2, Analytical Methods, include fire safety measures that would be implemented during construction on undeveloped sites or sites with surrounding trees and other vegetation, specifically during use of such equipment (Standard Construction Practice #27). This practice could apply to new ASR facilities, depending on the ultimate sites selected, and would apply to the City/SqCWD/CWD Freedom Boulevard and Valencia Road pump stations and the Felton Diversion and Tait Diversion and Coast Pump Station improvements. Spark arrestors would be required for internal combustion engine equipment, fire suppression equipment would be required on site during use of such mechanical equipment, and construction activities would not be conducted during high fire hazard periods (i.e., red flag warnings).[1] Fire suppression equipment would include items such as fire extinguishers and shovels.

The known infrastructure component sites are not located within a SRA and are not in areas designated as a very high FHSZ, as described in Section 4.7.1.4, Wildfire Hazards and Emergency Response, and shown in Figure 4.7-2. However, up to four new ASR facilities may be constructed on lands overlying the Santa Margarita and Santa Cruz Mid-County Groundwater Basins on sites yet to be identified, which encompass lands within the SRA, including one isolated area designated as a very high FHSZ in the hills above Soquel (see). While the specific locations of future new ASR facilities are not known at this time, new ASR facilities are likely to be located in areas that are not difficult to access and do not have particularly challenging terrain or steep slopes, due to the logistics of facility construction and operation. Facilities would likely be sited near existing roadways, where connections to existing infrastructure could be readily installed. Therefore, it is unlikely that new ASR facilities would be located in an area designated as a very high FHSZ, but could be located in or near SRA lands.

[1] Red flag warnings and fire weather watches are issued by CAL FIRE based on weather patterns (low humidity, strong winds, dry fuels, etc.) and listed on its website (https://www.fire.ca.gov/programs/communications/red-flag-warnings-fire-weather-watches/).

However, new ASR facilities would not include modifications to the existing roadway system that could impair emergency access or evacuation during construction or operation, as described in Impact HAZ-4. In addition to the City's standard construction fire safety practices described above, facilities would be designed in accordance with the California Fire Code and would be required to comply with all applicable regulations for fire safety, as described in Section 4.7.2.2, State. The Proposed Project would not include drainage changes or other features that could exacerbate wildfire risk or wildfire-related hazards such as flooding or landslides. Additionally, as the new ASR facilities would not be habitable structures, they would not expose project occupants to wildfire risks. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and would not be located in or near lands classified as very high fire severity zones and impacts would be less than significant.

4.7.3.4 Cumulative Impacts Analysis

This section provides an evaluation of cumulative hazards and hazardous materials impacts associated with the Proposed Project and past, present, and reasonably foreseeable future projects, as identified in Table 4.0-2 in Section 4.0, Introduction to Analyses, and as relevant to this topic. The geographic area for the analysis of cumulative impacts is described below.

The Proposed Project would not contribute to cumulative impacts related to **Cortese List sites pursuant to Government Code 65962.5 (Significance Standard D)** or **aircraft hazards (Significance Standard E)** , because it would have no impacts related to these standards, as described above. Therefore, these significance standards are not further evaluated.

Impact HAZ-6: Cumulative Hazardous Materials and Emergency Response Impacts (Significance Standards A, B, C, F, and G). Construction and operation of the Proposed Project, in combination with past, present, and reasonably foreseeable future development, would not result in a significant cumulative impact related to routine transport, use, disposal, or accidental release of hazardous materials, or related to interference with an adopted emergency response plan or emergency evacuation plan. ***(Less than Significant)***

The geographic area for the analysis of cumulative impacts related to hazardous materials and emergency response consists of the proposed infrastructure component sites and areas immediately adjacent to these sites because impacts related to such hazards depend on the specific conditions on the particular project site and its immediate vicinity. Generally, these site-specific impacts would not combine with one another to create cumulative impacts, unless the cumulative development sites overlapped or were immediately adjacent to one another. The known cumulative projects planned within the geographic area of analysis for cumulative impacts related to hazardous materials and emergency response, which is the proposed infrastructure component sites and areas immediately adjacent to these sites, include the La Madrona Mixed-Use project; the Beltz 10 and 11 Rehabilitation and Development project; the Coastal Rail Trail Segment 12 project; Highway 1, Bay Avenue/Porter Street to State Park Drive Auxiliary Lanes project; the Felton Diversion Pump Station Assessment at the Felton Diversion; and the Riverbank Filtration Study (see Table 4.0-2 in Section 4.0, Introduction to Analyses). Additionally, other cumulative projects may be in proximity new ASR facilities, which would be located on sites yet to be identified.

It is not known for certain whether construction of the above cumulative projects would overlap with construction of the proposed infrastructure components identified above. However, as for the Proposed Project, the cumulative projects would be required to comply with all federal, state, and local laws and regulations regarding the use,

transport, handling, storage, disposal, and release of hazardous materials, and include project-specific BMPs or Stormwater Pollution Prevention Plans (as discussed in Section 4.8, Hydrology and Water Quality), as applicable. Such compliance would reduce the potential for a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or reasonably foreseeable upset or accident conditions. Cumulative projects may also be required to implement similar mitigation measures to those identified for the proposed infrastructure components to help further reduce potential impacts; however, some of those projects are under the jurisdiction of other agencies and therefore the identification and implementation of appropriate mitigation measures cannot be guaranteed. Therefore, it is possible that one or more cumulative projects could result in significant impacts related to release of hazardous materials to the environment. While that is the case, due to the site-specific nature of this type of impact, it is unlikely that such impacts would combine with the impacts of the Proposed Project or other cumulative projects. Additionally, as indicated in Impacts HAZ-2 and HAZ-3, with the implementation of MM HAZ-1 and MM HAZ-2 the Proposed Project would avoid hazardous materials impacts. Therefore, the Proposed Project, in combination with past, present, and reasonably foreseeable future development, would not result in a significant cumulative impact related to routine transport, use, disposal, or accidental release of hazardous materials and therefore the impact would be less than significant.

Cumulative projects located at or near the infrastructure component sites could be under construction during the same period of time. Table 4.0-2 displays the estimated construction schedule for cumulative projects, where known. Construction of the project and programmatic infrastructure components in combination with other cumulative projects would not be expected to result in inadequate emergency access or interference with such access given the temporary nature of construction and the implementation of traffic control plans and/or other requirements of encroachment permits, as described in Impact HAZ-4. As such, cumulative impacts related to emergency access would be less than significant.

Impact HAZ-7: Cumulative Wildfire Impacts (Significance Standard H). Construction and operation of the Proposed Project, in combination with past, present, and reasonably foreseeable future development, could result in a significant cumulative impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires, but the Proposed Project's contribution would be less than cumulatively considerable. ***(Less than Significant)***

The geographic area for the analysis of cumulative impacts related to wildfire consists of the known infrastructure component sites and areas adjacent to these sites, which are not located within SRA lands and are not in areas designated as a very high FHSZ. Additionally, new ASR facilities may be constructed on lands overlying the Santa Margarita and Santa Cruz Mid-County Groundwater Basins on sites yet to be identified, which encompass lands within the SRA and contain lands designated as high and very high FHSZ.

Some of the cumulative projects identified in Table 4.0-2, Section 4.0, Introduction to Analyses would be located in the SRA, but not on lands designated as very high FHSZ. Regardless, it is possible that one or more of these projects could expose people or structures to a significant risk of loss, injury, or death involving wildland fires. While it is expected that these projects would be reviewed during the discretionary review process and properly designed and mitigated to reduce impacts, some of those projects are under the jurisdiction of other agencies and therefore the identification and implementation of appropriate mitigation measures cannot be guaranteed. Therefore, it is possible that one or more cumulative projects could result in potentially significant cumulative impacts related to wildfire.

However, as described in Impact HAZ-5, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and would not be located in or near lands classified as very high FHSZs. As indicated above, known infrastructure component sites and areas adjacent to these sites

are not located within SRA lands and are not in areas designated as a very high FHSZ. While new ASR facilities could be located within SRA lands, such facilities would not include modifications to the existing roadway system that could impair emergency access or evacuation during construction or operation and would not include drainage changes or other features that could exacerbate wildfire risk or wildfire-related hazards such as flooding or landslides. Further, all infrastructure components, including new ASR facilities, would include the implementation of the City's standard construction fire safety practices described in Section 4.7.3.2, Analytical Methods, and would be designed in accordance with the California Fire Code to comply with all applicable regulations for fire safety. Therefore, the Proposed Project would not have a considerable contribution to the potentially significant cumulative impact. As such, the Proposed Project would result in a less-than-significant cumulative impact related to wildfire.

4.7.4 References

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