

## 18 HAZARDS AND HAZARDOUS MATERIALS

This chapter evaluates the risk of upset associated with the routine use, storage, and transport of hazardous materials and the potential health consequences. The potential for wildland fire and conflicts with public airports that could result from implementation of the proposed Martis Valley West Parcel Specific Plan (MVWPSP) are also evaluated. The following discussion addresses potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the Specific Plan area. The information provided in this section is derived, in part, from the *Phase I Environmental Site Assessment, Martis Valley Opportunity, Multiple Undeveloped Parcels, Placer County California*, prepared by Holdrege and Kull and dated August 14, 2013.

### 18.1 ENVIRONMENTAL SETTING

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

“Hazardous material” means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

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

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

#### 18.1.1 Regional Setting

##### RECORD SEARCH RESULTS FOR EXISTING HAZARDOUS MATERIAL SITES

Holdrege and Kull (2013) conducted searches of environmental databases, including Environmental Data Resources, Inc. (EDR) and the GeoTracker website maintained by the State Water Resources Control Board. No record of hazardous materials releases were found within a 0.5-mile radius of the entire West Parcel and the portion of the East Parcel designated for development in the Martis Valley Community Plan (MVCP), on the GeoTracker website. In addition, the West Parcel was not identified in any regulatory databases. Appendix A of the *Phase I Environmental Site Assessment* prepared by Holdrege and Kull contains the *EDR DataMap Area Study* and *EDR Historical Topographical Map Report*.

File reviews were conducted through the Placer County Health and Human Services, Environmental Health Department (PCEHD), the Placer County Assessor’s and Recorder’s Offices, the Placer County Planning Department, and the Placer County Building Department. The PCEHD staff indicated that no files are on record for the MVWPSP project site parcels and no information was found on the PCEHD website of the

online public documents database under Environmental Health for any of the MVWPSP project sites' parcels. The title history on record at the Assessor's and Recorder's office show records dating back to 1960.

## WILDLAND FIRE HAZARDS

The Truckee - North Lake Tahoe region, including the Martis Valley, is considered a "fire environment" because of the climate, steep topography, and high level of available fuel. The threat of catastrophic fire is a public concern. Prior to fire suppression policies and extensive logging in the region, natural fire regimes would have included frequent, low-intensity burns occurring at intervals of approximately five to 18 years, which would typically have thinned forest stands and removed hazardous ladder fuels. Fire suppression policies have allowed the development of vegetation complexes that are more susceptible to high-intensity burning (e.g., crown fires).

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped Fire Hazard Severity Zones (FHSZs) for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High.

According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, the West Parcel is located within a Very High FHSZ and the East Parcel is within Very High and High FHSZs (see Exhibit 18-1). The Fire Hazard Severity Zones are defined as follows:

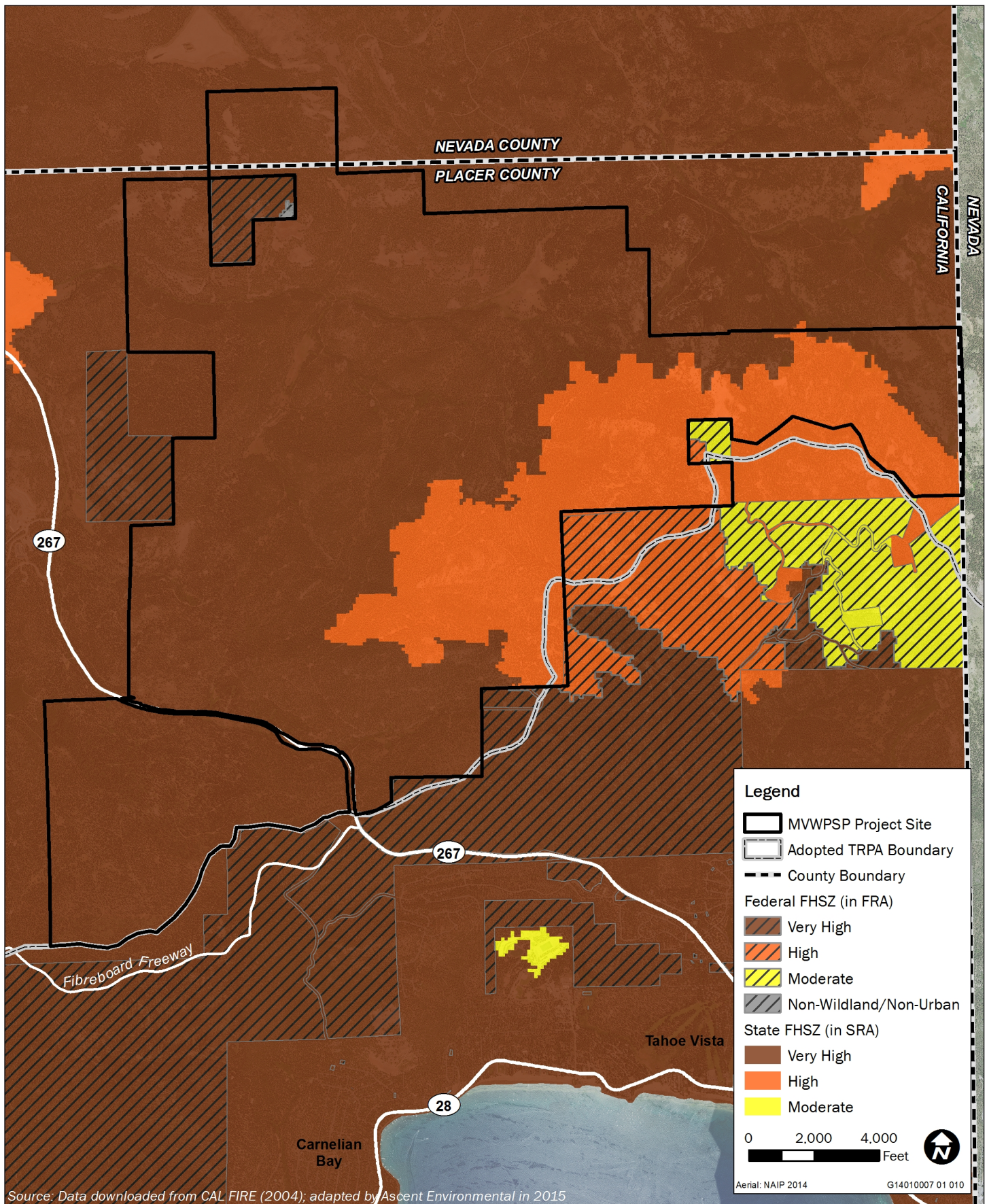
- ▲ Moderate: Wildland areas that support areas with low fire frequency and relatively modest fire behavior or developed/urbanized areas with a very high density of non-burnable surfaces including roadways, irrigated lawn/parks, and low total vegetation cover that is highly fragmented and low in flammability (e.g., irrigated, manicured, managed vegetation).
- ▲ High: Wildland areas that support medium to high hazard fire behavior and roughly average burn probabilities or developed/urbanized areas with moderate vegetation cover and more limited non-burnable cover.
- ▲ Very High: Wildland areas that support high to extreme fire behavior or developed/urban areas typically with at least 70 percent vegetation density.

## FIRE PROTECTION DISTRICTS

The entire MVWPSP project site, as illustrated on Exhibit 18-1 is located within a State Responsibility Area (SRA) served by CAL FIRE. (Lands located to the south of the project site and some areas northwest of the East Parcel are located within Federal Responsibility Areas [FRA] and are served by the U.S. Forest Service.) If the proposed project is approved, the 662-acre West Parcel development area would be annexed into the Northstar Community Services District (NCSD), which would provide fire protection services to the new development. NCSD operates the Northstar Fire Department (NFD), which protects five square miles and provides fire prevention and suppression, and rescue services. The North Tahoe Fire Protection District (NTFPD) provides emergency medical services.

The proposed West Parcel development area is located within five miles of the Northstar Fire Station (Station 31), Northstar Highlands Fire Station (Station 32), and the North Tahoe Fire District Station 52 (see Exhibit 3-12). The Northstar Fire Station and Northstar Highlands Fire Station are operated and maintained by the NFD under the NCSD. The NFD responds to both structural and wildland fires, and provides hazardous materials, vehicle accident and medical aid services. The NFD has sixteen full-time shift personnel, one full-time Fire Chief, one Fire Prevention Officer and a Forester. There are three total shift platoons to provide 24/7 staffing every day of the year. NFD implements a Community Wildfire Protection Plan (CWPP) and a Fuels Reduction Program to minimize wildfire risks to life, property and resources within the NCSD boundary by reducing excess fuels, reducing potential for insect and disease infestations, and restoring forest health to historic levels (NFD 2015).





Source: Data downloaded from CAL FIRE (2004); adapted by Ascent Environmental in 2015

**Exhibit 18-1**

**Fire Hazard Severity Zones**





## HAZARDOUS WASTE DISPOSAL

Tahoe Truckee Sierra Disposal (TTSD) provides safe disposal of household hazardous wastes at the Eastern Regional Landfill (ERL) (TTSD 2014). Residential customers of TTSD must make an appointment with TTSD to bring in household hazardous wastes on selected dates. Examples of accepted items include paint, motor oil, solvents, pesticides, and cleaners. Hazardous materials that are not accepted include explosives, asbestos, radioactive materials, gas cylinders, and biohazards. Universal waste and batteries can also be dropped off at the ERL Transfer Station.

### 18.1.2 Existing Site Conditions

The *Phase I Environmental Site Assessment* identified existing site conditions and recognized environmental conditions (RECs) based on a site reconnaissance and records review for a majority of the MVWPSP project site, which included the entire West Parcel and the portion of the East Parcel previously proposed for development in the MVCP. (REC is a term used to identify environmental liability in the context of a Phase I Environmental Site Assessment.) The West and East Parcels have historically been used for timber harvest purposes. There are numerous unpaved access roads and logging landings throughout. Portions of the West Parcel are leased to CNL/Vail Resorts for cross-country skiing, and, since January 2015, for mountain biking and hiking. Both the West and East parcels have also been used for unauthorized recreation such as cross country skiing, snowshoeing, hiking, and mountain biking. A site reconnaissance on accessible portions of the West and East Parcels conducted for the *Phase I Environmental Site Assessment* confirmed evidence of these types of uses on both parcels as well as an old cabin near the north-central portion of the West Parcel near SR 267. An access road traverses the northern portions of the West Parcel in a general east-west direction and appears to have previously been paved. Pieces of asphalt were observed along portions of the access road as well as remnants of a wooden fence, gate, and watering trough. Miscellaneous household garbage and construction debris was also observed on the ground surface at random areas along the partially paved access road. In general, no obvious signs of surface soil staining were observed on the ground surface below the debris or on the surface of the partially paved access road (Holdrege and Kull 2013).

## RECOGNIZED ENVIRONMENTAL CONDITIONS

RECs are defined as the presence or likely presence of any hazardous materials or petroleum products that indicate an existing release, a past release, or a material threat of a release. The term includes properties on which hazardous substances or petroleum products are stored, handled, and disposed of under conditions in compliance with applicable laws. The *Phase I Environmental Site Assessment* prepared for the proposed project identified the following RECs.

### Mining

The historically-recorded former mining activity within Monte Carlo Meadows adjacent to Monte Carlo Creek in the northwestern portion of the East Parcel (see Exhibit 15-1) and within Middle Martis Creek in the northern portion of the West Parcel is considered an REC. However, the actual location of former mining is unknown and it appears that previous mining in the project area was brief.

### Timber Harvesting

Historical research identified RECs associated with past timber harvesting activity on the project site. A former logging railroad was reportedly located near Monte Carlo Meadow, near the northeast corner of the East Parcel, and within Middle Martis Creek in the northern portion of the West Parcel. Logging chutes, which were greased to reduce friction, were reportedly located on a portion of the West Parcel. The site reconnaissance did not encounter evidence of the historically recorded logging railroad or logging chutes. However, portions of the project site were not accessible during the site reconnaissance due to steep terrain and vegetation coverage.

## Motor Vehicle Use

Remnants of an off-road vehicle were observed near the southwestern portion of the East Parcel. Miscellaneous household and construction debris were also observed adjacent to a partially paved access road located near the northeast corner of the West Parcel. No obvious staining or petroleum hydrocarbon odors were observed on the ground surface immediately below the off-road vehicle or debris during the site reconnaissance. The project site is also used by snowmobiles during the winter season.

## Radon

Radon is a colorless, tasteless radioactive gas that can move from underlying soil and rock into houses and other inhabited structures and become concentrated in the indoor air, cause lung cancer and other health problems (California Geological Survey [CGS] 2009). The EPA classifies Placer County as Zone 2, indicating that predicted average indoor radon levels are between 2 and 4 picocuries per liter of air (pCi/L), and there is a moderate potential hazard (EPA 2012). EPA has established an action threshold of 4 pCi/L for indoor air, above which it is recommended that radon gas in homes is mitigated. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is associated with its rate of accumulation within confined areas, particularly confined areas near to the ground, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure.

## Aerially Deposited Lead

The East and West Parcels are located immediately adjacent to SR 267. Soil within highway shoulders that existed prior to 1986 has the potential to contain aerially deposited lead (ADL) associated with historical large volumes of traffic and past leaded fuel vehicle emissions. ADL is generally limited to the upper two feet in shoulders. Therefore, near-surface soil immediately adjacent to SR 267 has the potential to contain ADL and may be considered a REC associated with SR 267.

## 18.2 REGULATORY SETTING

### 18.2.1 Federal

#### MANAGEMENT OF HAZARDOUS MATERIALS

Federal laws require planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. The U.S. Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in CFR Titles 29, 40, and 49. Hazardous materials, as defined in the Code, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws.

- ▲ The Toxic Substances Control Act of 1976 (15 United States Code [USC] Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- ▲ The Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal (“cradle to grave”).
- ▲ The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.

- The Superfund Amendments and Reauthorization Act (SARA) of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.
- The Spill Prevention, Control, and Countermeasure (SPCC) rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.

## TRANSPORT OF HAZARDOUS MATERIALS

The U.S. Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United States. Hazardous materials regulations are enforced by the Federal Highway Administration, the U.S. Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

## EXPLOSIVES

Regulation of explosives comes under the jurisdiction of the Department of Justice Bureau of Alcohol, Tobacco, Firearms and Explosives. Regulation of licenses or permits that are required for the manufacture, import, storage, and use of explosives takes place according to Title 27 CFR, Part 555, under Title XI, Regulation of Explosives (18 USC Chapter 40).

## WORKER SAFETY

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

## FUEL REDUCTION AND WILDFIRE PREVENTION

### Tahoe National Forest

Lands adjacent to the northwest and southeast portions of the East Parcel are under the jurisdiction of the Tahoe National Forest (see Exhibit 3-3) and are outside of the Lake Tahoe Basin (which is subject to a separate wildlife prevention strategy, discussed below). The Tahoe National Forest has an active fuels management program, treating thousands of acres of vegetation every year to reduce the fire hazard to woodlands and communities adjacent to National Forest lands (U.S. Forest Service [USFS] Tahoe National Forest 2014). Fuels management in the Tahoe National Forest follows recommendations in the Tahoe National Forest Plan and the Sierra Nevada Forest Plan. The Sierra Nevada Forest Plan was amended in 2003 and incorporated changes to implement fuels reduction strategies while also protecting critical wildlife habitat and to benefit local communities through better wildfire protection (USFS 2003).

### Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy for the Lake Tahoe Region

The Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy for the Lake Tahoe Region (Fuel Reduction Strategy) provides land management, fire, and regulatory agencies with strategies to reduce the probability of a catastrophic fire in the region. The USFS, Lake Tahoe Basin Management (LTBMU) is the agency with primary responsibility for implementation of the Fuel Reduction Strategy; however, individual

land owners and various agencies are responsible for aspects of its implementation. A small portion of the East Parcel is within the Tahoe Basin, and the entire West Parcel is just outside of, and immediately adjacent to, the Lake Tahoe Basin.

## 18.2.2 State

### MANAGEMENT OF HAZARDOUS MATERIALS

In California, both federal and state community right-to-know laws are coordinated through the Governor's Office of Emergency Services (Cal OES). The federal law, SARA Title III or EPCRA, described above, encourages and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities. The provisions of EPCRA apply to four major categories:

- ▲ emergency planning,
- ▲ emergency release notification,
- ▲ reporting of hazardous chemical storage, and
- ▲ inventory of toxic chemical releases.

Information gathered in these four categories helps federal, state, and local agencies and communities understand the chemical hazards in a particular location or area and what chemicals individual facilities are using, storing, or producing onsite.

The corresponding state law is Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory). Under this law, businesses within the project site would be required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. At such time as the applicant begins to use hazardous materials at levels that reach applicable state and/or federal thresholds, the plan is submitted to the administering agency, in this case the Placer County Environmental Health Division (Certified Unified Program Agency [CUPA]), to implement and enforce. The plan is to be updated annually.

The California Department of Toxic Substances Control (DTSC), a division of the California Environmental Protection Agency (Cal EPA), has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations. As required by Section 65962.5 of the California Government Code, DTSC maintains a hazardous waste and substances site list for the State, known as the Cortese List. There are no Cortese list sites within either the West or East parcels.

### TRANSPORT OF HAZARDOUS MATERIALS AND HAZARDOUS MATERIALS EMERGENCY RESPONSE PLAN

The State of California has adopted U.S. Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in 26 California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the Governor's Office of Emergency Services, which coordinates the responses of other agencies in the project area.

## MANAGEMENT OF CONSTRUCTION ACTIVITIES

Through the Porter-Cologne Water Quality Act and the National Pollution Discharge Elimination System (NPDES) program, the Lahontan Regional Water Quality Control Board (RWQCB) has authority to require proper management of hazardous materials during project construction. For a detailed description of the Porter-Cologne Water Quality Act, the NPDES program, and the role of the Lahontan RWQCB, see Chapter 15, "Hydrology and Water Quality."

The proposed project falls within the jurisdiction of the state Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The Construction General Permit covers areas that drain to the Truckee River and establishes a risk-based approach with monitoring. The NPDES Permit and Construction General Permit require that construction projects with greater than 1 acre of disturbance file permit registration documents, including a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) that includes proposed best management practices (BMPs) and a site-specific Construction Site Monitoring and Reporting Plan developed by a Qualified SWPPP Developer. Although a major focus of the SWPPP is management of stormwater on the construction site, it must also address proper use and storage of hazardous materials, spill prevention and containment, and cleanup and reporting of any hazardous materials releases, if they do occur.

## WORKER SAFETY

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts onsite evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

Title 8 of the CCR also includes regulations that provide for worker safety when blasting and explosives are utilized during construction activities. These regulations identify licensing, safety, storage, and transportation requirements related to the use of explosives in construction.

## WILDFIRE RESPONSIBILITY AREAS/STATE RESPONSIBILITY AREAS

CAL FIRE implements statewide laws aimed at reducing wildfire hazards, including in wildland-urban interface areas. The laws are based in large part on hazard assessment and zoning. The laws apply to SRAs, which are defined as areas of the state in which the state has primary financial responsibility for preventing and suppressing fires, as determined by the State Board of Forestry pursuant to Sections 4125 and 4102 of the California Public Resources Code. As illustrated on Exhibit 18-1, the MVWPSP project site is mapped as a high and very high FHSZ, which is located within the SRA served by CAL FIRE. The applicable California Public Resources Code provisions address fire prevention and minimum fire safety standards related to defensible space for industrial operations and other land uses in SRAs (California Public Resources Code Part 2, Chapters 1 and 2). Fire safe regulations address road standards for fire equipment access, standards for signage, minimum water supply requirements for emergency fire use, and fuel breaks and greenbelts, among others. Fire protection outside SRAs is the responsibility of federal or local jurisdictions. These areas are referred to by CAL FIRE as Federal Responsibility Areas (FRAs) and Local Responsibility Areas (LRAs).

As of July 2014, owners of habitable structures that can be used as residential space must pay an SRA Fire Prevention Fee to the State. This fee funds State efforts at fire prevention, including defensible space



inspections, fire prevention engineering, emergency evacuation planning, and fire hazard severity mapping (CAL FIRE 2015).

## **2010 STRATEGIC FIRE PLAN FOR CALIFORNIA**

The 2010 Strategic California Fire Plan (Fire Plan) is the state's road map for reducing the risk of wildfire. The Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By emphasizing fire prevention, the Fire Plan seeks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health.

## **CALIFORNIA BUILDING STANDARDS CODE**

The State of California provides minimum standards for building design through the California Building Standards Code (California Code of Regulations, Title 24). The California Building Code (CBC) applies to building design and construction in the state and is based on the federal International Building Code used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions with more detailed and/or more stringent regulations. Chapter 7A of the California Building Code specifies building materials and construction standards to be used in urban interface and wildland areas where there is an elevated threat of fire.

## **GOVERNMENT CODE SECTION 66474.02**

Before approving a tentative map (or a parcel map where a tentative map is not required) for an area located in a SRA or a very high fire hazard severity zone, the legislative body of the County must find that: the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by CAL FIRE pursuant to PRC Sections 4290 and 4291; structural fire protection and suppression services will be developed; and ingress and egress meets the road standards for fire equipment access adopted pursuant to PRC Section 4290 and any applicable local ordinance.

### **18.2.3 Local**

#### **PLACER COUNTY**

This section includes a summary of and references to relevant policies from the Placer County General Plan and the MVCP. The full text of these goals and policies, and discussion of project consistency, are included in Appendix D, "Consistency with Relevant Land Use Plans and Policies." Many of the policies in the General Plan are the same or similar to those included in the MVCP; consequently, only relevant policies in the General Plan that are not included in the MVCP are discussed in this EIR.

##### **Placer County General Plan**

The Health and Safety Element of the Placer County General Plan includes a number of goals and policies intended to minimize injury to people and damage to property from hazardous materials use, transport, treatment, and disposal. Specific policies require the county to ensure that projects use, transport, store, and dispose of hazardous materials in compliance with local, state, and federal safety standards (Policies 8.G.1, 8.G.3, 8.G.5, and 8.G.6). The General Plan also includes policies to provide the county with information regarding how the project will reduce hazardous waste production, recycling of hazardous wastes, and a plan for emergency response in the event that hazardous materials are accidentally released (Policies 8.G.9 and 8.G.10).

##### **Martis Valley Community Plan**

The MVCP, in combination with the Placer County General Plan, is the official statement of Placer County setting forth goals, policies, assumptions, guidelines, standards, and implementation measures that will

guide the development of the Martis Valley area to at least the year 2020. The public facilities and services section of the MVCP addresses development of timely coordinated response procedures by Truckee FPD and Northstar CSD to all hazard and disasters, including hazardous materials releases and wildfires (Goals 6.A and 6.H and Policies 6.A.1, 6.A.2, 6.H.1, 6.H.2, and 6.H.14). The MVCP also includes policies that identify procedures with which new development must comply to ensure proper fire hazard reduction and meet established fire protection standards (Policies 6.H.9, 6.H.11, 6.H.12, and 6.H.13). The MVCP also addresses limiting residential development and maintaining open space uses near the airport and in areas with extreme and high fire risk (Goal 1.I and Policy 1.I.1).

## **Placer County Codes and Regulations**

In Placer County, hazards and hazardous materials are addressed under various county codes and regulations, as described below.

### **Certified Unified Program Agency**

Placer County's Environmental Health Division is the designated CUPA authorized pursuant to Section 25502 of Chapter 6.95 of the California Health and Safety Code for all areas of the county except the City of Roseville. The Unified Program is a consolidation of state environmental programs into one program under the authority of a CUPA. A CUPA can be a county, city, or Joint Powers Authority. This program was established by amendments to the California Health and Safety Code made in Senate Bill (SB) 1082 in 1994.

The Environmental Health Division's Hazardous Materials Section inspects hazardous materials facilities, hazardous waste facilities, underground storage tank facilities, groundwater monitoring wells, waste tires, and solid waste. Agencies participating with the county in the program include Cal EPA, DTSC, Cal OES, Office of State Fire Marshal, and the State Water Resources Control Board.

The Placer County Environmental Health Division is responsible for inspecting all hazardous materials facilities, hazardous waste facilities, underground storage tank facilities, groundwater monitoring wells, waste tire facilities, and solid waste facilities. Programs under the Environmental Health Division include review of Hazardous Materials Business Plans, underground and aboveground storage tank permitting and inspections, the accidental release prevention program, and the hazardous waste generation program.

### **Placer County Fire and Life Safety Regulations**

Placer County Code Chapter 9, Article 9.32 identifies specific fire hazard regulations that apply to properties within the county. These regulations define the standards for building setbacks, maintenance of defensible space, storage of explosives and hydrocarbon liquids, and overall fire protection. The Placer County Fire Code has adopted provisions that are included in the California Building Code and Uniform Fire Code, in addition to requirements from PRC 4290, which include road standards for fire equipment access.

The regulations for storage and use of explosives (e.g., for blasting) in the county are provided in the Placer County Code, Section 9.32.010, which requires a permit from the Placer County Sheriff, pursuant to Health and Safety Code Section 12105. Permits are issued upon presentation of licensing/permit approval by the Department of Justice Bureau of Alcohol, Tobacco, Firearms and Explosives (see Explosives under Section 18.2.1, "Federal," above).

### **Placer County Office of Emergency Preparedness**

The Placer County Office of Emergency Services (OES) implements the State's Right-to-Know Ordinance that gives the OES the authority to inventory hazardous materials used by businesses. The OES is responsible for administering the Placer County emergency management program on a day-to-day basis and during disasters. The office is charged with providing the necessary planning, coordination, response support, and communications with all agencies affected by large-scale emergencies or disasters. OES works in cooperation with other disciplines such as law enforcement, fire protection, emergency medical services, state and federal agencies, utilities, private industry, and volunteer groups to provide a coordinated response to disasters. The OES becomes the single focal point for centralized management and coordination

of emergency response and recovery operations during a disaster or emergency affecting the County. The OES will be activated when an emergency situation occurs that exceeds local and/or in-field capabilities to adequately respond to and mitigate the incident.

#### **Placer County Local Hazard Mitigation Plan**

The purpose of the Placer County Local Hazard Mitigation Plan is to reduce or eliminate long-term risk to people and property from natural hazards and their effects in Placer County (Placer County 2010). The plan includes strategies, in the form of policies and actions that the County and participating jurisdictions will use to decrease vulnerability and increase resiliency and sustainability. The plan was prepared to meet the requirements of the Disaster Mitigation Act of 2000 to maintain Placer County's eligibility for the Federal Emergency Management Agency (FEMA) Pre-Disaster Mitigation and Hazard Mitigation Grant Programs.

The county followed a planning process prescribed by FEMA, which began with the formation of a Hazard Mitigation Planning Committee (HMPC) consisting of key county, city, district and stakeholder representatives. The HMPC conducted a risk assessment that identified and profiled hazards that pose a risk to Placer County, assessed the county's vulnerability to these hazards, and examined the capabilities in place to mitigate them. Placer County is vulnerable to several natural hazards that are identified, profiled, and analyzed in the plan including wildfires, floods, severe weather, and drought. The plan is incorporated by reference into the Safety Element of the Placer County General Plan, has been formally adopted by each participating entity, and is required to be updated a minimum of every five years (Placer County 2010). Under the Local Hazard Mitigation Plan, the County is responsible for implementing actions and programs that would help reduce wildfire hazards including, among others, Firewise Communities/USA Education Outreach, Hazardous Vegetation Abatement Program, Biomass Removal Projects, and the Annual Defensible Space Inspections Program in the unincorporated County. The North Tahoe Fire Protection District is responsible for implementing a number of actions identified in the Local Hazard Mitigation Plan, including technology updates and equipment, Community Wildfire Protection Plan, and Regional Water System Fire Protection Upgrades and Interoperability.

#### **Placer Operational Area East Side Emergency Evacuation Plan**

OES implements the Placer Operational Area East Side Emergency Evacuation Plan (Placer County 2008). This plan was developed to help increase preparedness and facilitate the efficient and rapid evacuation of threatened communities in the far eastern end of the county in the event of an emergency, probably a forest fire or flood. The plan provides details regarding evacuation alerts, evacuation emergency medical services and public information, traffic control, transportation, communication, and animal services. Interstate 80 (I-80), SR 89, and SR 267 comprise the major evacuation routes in the Evacuation Plan area.

### **NCSD FIRE PROTECTION CODE AND DEFENSIBLE SPACE REQUIREMENTS**

Through adoption of Ordinance 28-13, NFD and NCSD have adopted the 2013 California Fire Code, which prescribes regulations for protecting life and property from fire, hazardous materials, or explosion. Included within the ordinance and fire code are requirements for number, spacing, and fire flows for fire hydrants. Section 4 of Ordinance 28-13 provides standards for emergency response to be used in evaluating the ability of the fire department to provide safety services and provides for the process in which the department assesses impacts of new development on existing emergency and fire response and services. The NCSD emergency response time goal is 4 minutes, which is based on National Fire Protection Association (NFPA) 1710, *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*, 2010 Edition. When evaluating response times, necessary equipment and station locations, the Fire Chief may confer with additional experts/consultants as to fire service practices.

Citygate Associates was commissioned by NCSD to review the proposed MVWPSP project and compare the fire and emergency medical services risks presented by the proposed project to the NCSD's current service levels. Per Section 4.1.4 of Ordinance 28-13, Citygate Associates recommended employing NFPA 1720,

which is typically used for combination and rural departments that serve less populated areas. Under NFPA 1720, the response time for a rural area is 14 minutes.

NCSD Ordinance 26-09 requires fire prevention measures for all improved and unimproved single family lots, improved commercial properties, and common areas maintained or owned by condominium or townhome developments, or homeowners or property owners associations. The ordinance requires a number of defensible space requirements including, but not limited to, the following:

- ▲ maintain 5 feet of clearance of all combustible round fuels around structures;
- ▲ maintain an average pine needle/forest duff depth of 1 inch up to 100 feet from structures;
- ▲ remove tree limbs within 10 feet of any structure;
- ▲ maintain minimum standards on varying slopes for horizontal spacing between shrubs;
- ▲ remove dead or dying trees on the property; and
- ▲ remove lower tree limbs to a minimum of 8 feet or remove limbs from the bottom third of the tree for shorter trees, as measured from the lowest hanging portion of the drip line to the ground.

The ordinance also identifies requirements for management activities in fuel reduction zones, which are those areas of land not defined as Residential or Commercial, but that are within 300 feet of Residential or Commercial parcels. New development and landscape plans are also required to comply with the ordinance.

In addition to reviewing the project for compliance with the above requirements, NFD would also review the project for width and grade of roadways, spacing of fire hydrants, available water to supply fire hydrants, response times to the project from existing fire stations, and the two points of site ingress and egress (Shadowens, pers. comm., 2015a).

## 18.3 IMPACTS

### 18.3.1 Significance Criteria

Based on the Placer County CEQA Checklist and Appendix G of the State CEQA Guidelines, the project would have a significant impact related to hazards and hazardous materials if it would:

- ▲ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ▲ create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ▲ emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- ▲ be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the Cortese List) and, as a result, would it create a significant hazard to the public or the environment;
- ▲ result in a safety hazard for people residing or working in the project area, where the project is 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;



- ▲ result in a safety hazard for people residing in the project area, where the project is located within the vicinity of a private airstrip;
- ▲ impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- ▲ expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; or
- ▲ create, or expose people to existing source of, health hazard or potential health hazard.

### 18.3.2 Methods and Assumptions

This impact analysis involved a review of applicable laws, permits, and legal requirements pertaining to hazards and hazardous materials, as discussed above. Within this framework, existing onsite hazardous materials, wildfire potential, and the potential for other safety or hazardous conditions were reviewed based on site reconnaissance, publicly available hazard and hazardous materials information, site/location and cleanup status information, and other available information (Holdrege and Kull 2013). The impact analysis considered potential for changes in the nature, extent, and presence of hazardous conditions to occur onsite as a result of project construction and operation, including increased potential for exposure to hazardous materials and hazardous conditions. Potential for hazards and hazardous conditions were reviewed in light of existing hazardous materials management plans and policies, emergency response plans, wildfire management plans, and applicable regulatory requirements.

### 18.3.3 Issues Dismissed from Further Consideration

The nearest schools, Kings Beach Elementary and Alder Creek Middle School, are both over two miles from the project site (TTUSD 2014). The project would therefore not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school and this issue is not discussed further in this Draft EIR. Please refer to Section 1.8(c) in the Initial Study in Appendix A.

The *Phase 1 Environmental Site Assessment* completed for the developable portions of the East and West parcels found no record of releases within a ½ to one mile radius of the subject property location on the GeoTracker website. The site assessment also researched specific environmental databases to identify recorded release sites within the immediate vicinity of the subject property. No sites were identified within a ½ mile radius and upslope direction of the subject property. Therefore, there are no Cortese list sites within either the West or East Parcels, and this issue is not discussed further in this Draft EIR. Please refer to Section 1.8(d) in the Initial Study in Appendix A.

The Truckee-Tahoe Airport is located approximately 1.5 miles from the northwest portion of the East Parcel (to the eastern edge of the Airport) and approximately 4 miles northwest of the northern portion of the West Parcel. The West Parcel (including the proposed development area) is not located within the Compatibility Map prepared for the Truckee Tahoe Airport Land Use Compatibility Plan (Foothill Airport Land Use Commission 2004:2-16).

The northwest boundary of the East Parcel falls within the southeastern edge of the Truckee-Tahoe Airport Land Use Compatibility (ALUC) Zone E, which is defined as “Other Airport Environs” (see Exhibit 3-3 in Chapter 3, Project Description). This zone has no maximum residential density limit, and development conditions include airspace review for objects greater than 100 feet tall, and major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight tracks. This portion of the East Parcel is designated Forest under the MVCP and would remain designated as Forest under the

MVWPSP, which is an allowable use within Zone E. The West Parcel would remain outside of the Compatibility Plan area. Therefore, the MVWPSP would not result in any hazards related to residents or workers being located within the ALUC boundary. This issue is not discussed further in this Draft EIR. Please refer to Section 1.8(e) in the Initial Study in Appendix A.

The MVWPSP is not located within the vicinity of a private airstrip. The Tahoe Forest Hospital Heliport is located over 5 miles west of the project site. The nearest private airstrip (Bailey Ranch) is located north of Carson City and over 9 miles east of the project site. The MVWPSP would therefore not result in a safety hazard related to people residing or working within the vicinity of a private air strip. This issue is not discussed further in this Draft EIR. Please refer to Section 1.8(f) in the Initial Study in Appendix A.

Naturally occurring asbestos (NOA) is considered a hazard because it is found at or near the ground surface and can result in human exposure to this substance. Asbestos is a carcinogen that can cause various severe health problems. The likelihood for the presence of NOA has been mapped for Placer County, including areas within the Lake Tahoe Basin (CGS 2006). The project site is mapped as an area “least likely to contain NOA.” Consequently, ground disturbance activities performed during project construction (e.g., grading, scraping, excavation, vehicle travel on unpaved surfaces) would not generate fugitive dust emissions that contain NOA. Additionally, there are no structures on the project site and therefore no potential for the presence of asbestos-containing materials on the project site. The proposed project would not result in the exposure of people to asbestos, and this issue is not discussed further in this Draft EIR.

As with any development project, construction and operation of the MVWPSP could potentially result in standing fresh water (e.g., from watering stockpiles of soil and materials) that could provide mosquito breeding habitat. However, the proposed development area is forested and devoid of meadows and surface waters, and the project does not propose water features, wetland restoration, or other elements that could result in substantial areas of mosquito breeding habitat. Plans for subsequent project-specific developments would be reviewed by the Placer Mosquito and Vector Control District as part of review by the Placer County Environmental Health Department (Buettner, pers. comm., 2015). The project would not create a vector-control health hazard or expose people to health hazards, and this issue is not discussed further in this Draft EIR.

Geologic hazards, including natural hazards associated with landslides, faulting, and avalanches, are discussed in Chapter 14, “Geology and Soils.” Risks associated with flooding are discussed in Chapter 15, “Hydrology and Water Quality.” Impacts on fire protection services are addressed in Chapter 17, “Public Services and Recreation.”

## 18.3.4 Impacts and Mitigation Measures

### **Impact 18-1: Expose people or the environment to hazards due to the routine use, storage, or transport of hazardous materials or from accidental release or upset**

Construction and operation of residential and commercial facilities pursuant to the MVWPSP, as well as the continuance of timber harvest and fuels management activities, would involve the use, storage, and transport of hazardous materials. All such hazardous materials and activities would be typical for such uses, and would occur in compliance with local, state, and federal regulations, which would minimize the potential for upset or accident conditions. Therefore, impacts related to exposure of the public or environment to hazardous materials through routine use, storage, or transport or from accidental release or upset would be **less than significant**.

Construction activities would temporarily increase the regional transportation, use, storage, and disposal of hazardous materials and petroleum products commonly used at construction sites such as gasoline, diesel fuel, lubricants, paints and solvents, and cement products. This could result in accidents or upset of hazardous materials that could create hazards to people and the environment. Construction workers,

operational personnel, and the general public could be exposed to hazards and hazardous materials as a result of improper handling or use of these materials during construction, as a result of accidents during transport of these materials, or releases during a fire or other emergency. The extent of the hazard would depend in large part on type of material, the volume released, and the mechanism of release (e.g., spill on the ground at the project site vs. a spill on a road during transport).

Without proper safety precautions, blasting could generate significant risk of injury or death of construction personnel and other individuals in the surrounding area. Any blasting activities would comply with all federal, state, and local regulations for such activities (18 USC Chapter 40; Title 27 CFR, Part 555; Placer County Fire and Life Safety Regulations), including use of licensed operators, such that the safety of workers and the public during the storage, transport, and use of explosives is maintained. Noise and vibration impacts associated with potential blasting activities are addressed in Chapter 14, "Noise."

As part of construction, a SWPPP and Construction Site Monitoring and Reporting Plan would be prepared and implemented that would include BMPs and other measures to prevent releases of hazardous materials and contain and clean-up any accidental releases that might occur (e.g., rupture of a hydraulic line on a piece of equipment releasing hydraulic fluid or spill of transformer oil).

During project operation, the storage, use, and disposal of hazardous materials would be associated with household hazardous materials such as household cleaners, paint, pool maintenance chemicals, and landscape maintenance chemicals. Hazardous materials similar to those used during construction could also be used periodically as part of operation, maintenance, and repair of the utilities infrastructure and facilities. Additionally, timber harvesting and fuels reduction activities within the Forest areas of the East and West Parcels would continue, but would represent no change from existing conditions.

The project applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, as discussed above in Section 18.2, "Regulatory Setting," including Cal/OSHA and DTSC requirements and manufacturer's instructions. Transportation of hazardous materials on area roadways is also regulated by CHP and Caltrans. Facilities that would use hazardous materials onsite, including swimming pools and spas, would be required to obtain any required permits and comply with appropriate regulatory agency standards including 22 CCR Chapter 20, 24 CCR Chapter 31B, Placer County Health and Human Services Department Standards for Chemical Levels in Swimming Pool/Spa/Wading Pool/Spray Grounds, and Placer County Code Section 8.08.030, designed to ensure proper use and storage and avoid hazardous materials releases. Chemicals used for landscape maintenance, such as fertilizers and pesticides, would be used in limited quantities, in accordance with instructions provided by the manufacturer. Because the use of hazardous materials in project construction and operation would be typical for such residential and commercial land uses, and because the project would be required to implement and comply with existing hazardous materials regulations, the project would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials.

Pursuant to the State of California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act, California Health and Safety Code, Division 20, Chapter 6.95, Article 1), the project applicant or subsequent builder of commercial facilities would be required to prepare a Hazardous Materials Business Plan and inventory of hazardous materials, if inventory would exceed threshold quantities of 500 pounds or more of solids, 55 gallons or more of liquids, 200 cubic feet or more of compressed gases, or include extremely hazardous substances. The Hazardous Materials Business Plan would be prepared prior to occupancy of subject buildings and would include:

- ▲ an inventory of hazardous materials handled;
- ▲ facility floor plans showing where hazardous materials are stored;
- ▲ an emergency response plan; and
- ▲ provisions for employee training in safety and emergency response procedures.

The project applicant would pay fees in effect at the time of payment and would submit the business plan to Placer County EHS, Hazardous Materials Section, for review and approval. Hazardous materials would not be handled in regulated quantities without notification of Placer County EHS.

Use of hazardous materials would be typical of those used in construction and operation of residential and commercial development. Compliance with federal, state, and local regulations and implementation of BMPs would minimize the risk of a spill or accidental release of hazardous materials during construction and operation of development pursuant to the MVWPSP. In addition, compliance with federal, state, and local regulations would minimize risks associated with the use of explosives that could occur during project construction. The impact to the public and the environment from exposure to hazardous materials and other hazards, such as blasting, would be **less than significant**.

### Mitigation Measures

No mitigation is required.

### Impact 18-2: Exposure to recognized environmental conditions

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The MVWPSP project site is undeveloped forested lands and the potential to encounter hazardous materials contaminated soils associated with mining, logging, and motor vehicle use is low. However, the MVWPSP project site is located in an area with a moderate potential for naturally occurring radon gas, exposure to which has the potential to cause lung cancer. In addition, aerially deposited lead could be present on and near the shoulders of SR 267. Through construction of the proposed project, it is possible that previously unidentified contaminants could be disturbed or encountered. Although the MVWPSP incorporates best management practices, avoidance measures, and regulatory compliance to reduce the potential for adverse effects, the risk of exposure of residents to radon gas and workers to aerial deposited lead or other unknown contaminants is considered **potentially significant**.

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Five recognized environmental conditions (RECs) have been identified within the MVWPSP project site; the significance of each as potentially hazardous is described below. The potential exists for project construction activities to encounter unknown contaminants onsite, which is also further discussed below.

#### Recognized Environmental Conditions

The East and West Parcels are currently undeveloped, forested land that is currently used for timber harvesting and recreational purposes. Historically, the site has been used for mining, timber harvesting, and unauthorized off-road vehicle use, which has been characterized in the *Phase I Environmental Site Assessment* prepared for the project site (Holdrege and Kull 2013). Based on the *Phase I*, no soil contamination is known to have occurred and the potential for such contamination is low. The RECs summarized below are described in detail in the *Phase I Environmental Site Assessment*.

#### **Mining**

No signs of past mining activities, including the presence of hardrock shafts or tunnels, were observed during site reconnaissance. The location of former mining on the West or East Parcels is also unknown and was likely brief. The likelihood of hazards to the MVWPSP area from historic mining activity is considered low and construction and operation of the MVWPSP in the development area is not anticipated to encounter hardrock shafts or tunnels.

#### **Timber Harvesting**

No evidence of the historically recorded logging railroad or logging chutes were observed during site reconnaissance; however, portions of the West and East Parcels were not accessible due to steep terrain and vegetation coverage. The likelihood of significant residual hydrocarbon impact to soil associated with these historic activities is low.



### Motor Vehicle Use

The MVWPSP project site is currently used for snowmobiling during the winter. Remnants of an off-road vehicle near the southwestern portion of the East Parcel indicate past uses of motor vehicles on the site. No soil staining or petroleum hydrocarbon odors on the ground surface below the off-road vehicle on the East Parcel or near the debris observed on the West Parcel was observed. The potential for impacts to soil from past motor vehicle use is low. However, during the site reconnaissance, portions of the ground surface were not visible due to dense vegetation and steep slopes.

### Radon

The MVWPSP is located in an area with a moderate potential for naturally occurring radon gas (CGS 2009). Radon gas can be released from underlying soil and rock into houses and become concentrated in interior spaces without adequate ventilation, which has the potential to cause lung cancer. Therefore, the exposure of people to radon in MVWPSP structures is considered a potentially significant hazard.

### Aerially Deposited Lead

Aerially deposited lead (ADL) associated with leaded fuel emissions may be present on and near the shoulders of SR 267. ADL is generally limited to near surface soils adjacent to the highway, within the upper two feet in shoulders; the presence of significant ADL on the project site away from the SR 267 shoulders is not considered likely. Therefore, the potential for ADL to have a significant environmental impact to the West and East Parcels is considered to be low. Nonetheless, until soil testing is completed within the proposed disturbance areas, the risk for worker exposure to ADL is considered potentially significant.

The disturbance of undocumented hazardous wastes on the West Parcel could also result in hazards to the environment and human health. Adverse impacts could result if construction activities inadvertently disperse contaminated material into the environment. For example, if contaminated groundwater were present, dewatering activities during construction could cause contaminated groundwater to migrate farther in the groundwater table or cause contaminated groundwater to be released into Middle Martis Creek, which flows to Martis Creek and the Truckee River. If the project site contains soils containing petroleum hydrocarbons from equipment used in previous timber harvesting or from motor vehicle use or if ADL were present along SR 267, these hazardous materials could be disturbed during site grading and excavation activities, which could result in health hazards to workers.

The potential for MVWPSP construction and operation to encounter previously unidentified contaminants or contaminated soils associated with mining, logging, and motor vehicle use is low and would not constitute a potential hazard. However, construction of utility lines and access road intersection improvements along SR 267 could result in exposure of workers to ADL. Furthermore, due to the moderate potential for naturally occurring radon gas in the region, there is a risk of elevated radon levels inside proposed project residences or structures. Additionally, there is a potential to encounter previously unknown contaminants on the project site during construction of the proposed project. Therefore, this impact would be **potentially significant**.

## Mitigation Measures

### Mitigation Measure 18-2a: Conduct surveys for aerially deposited lead

Prior to Improvement Plan approval (or issuance of an Encroachment Permit from Caltrans for construction within the SR 267 right-of-way), surface and shallow soils (up to two feet below ground surface), shall be surveyed for lead contamination. All sampling shall be conducted consistent with applicable Caltrans requirements. If aerially deposited lead contaminated soil is discovered, with total lead measuring greater than 1,000 mg/kg or soluble lead measuring greater than 5.0 mg/l, survey recommendations on soil management shall follow Caltrans protocol and shall be incorporated into the construction hazardous materials management plan described in Mitigation Measure 18-2c.

## **Mitigation Measure 18-2b: Conduct investigation and implement radon resistant construction techniques**

Prior to the occupancy of residential units, the applicant or construction manager shall retain a licensed radon contractor to determine if radon is detected beyond the 4 pCi/L threshold. If the amount of radon exceeds the established threshold, the applicant shall retain a licensed radon contractor to reduce the radon in the affected residences to below the established threshold. Methods include, but are not limited to, the soil suction radon reduction system, which entails the installation of a vent pipe system and fan that pull radon from beneath the house and vent it to the outside. The radon contractor shall develop clear instructions for proper maintenance of the radon monitoring systems that would be installed in each residence, as well as the radon monitoring and reduction system, if required. The maintenance instructions shall be included in the proposed project's covenants, conditions, and restrictions (CC&Rs). The property disclosure statements shall indicate that the site is within an area with a moderate potential for indoor radon levels.

## **Mitigation Measure 18-2c: Prepare and implement a construction hazardous materials management plan**

Improvement plans shall include a construction hazardous materials management plan to be prepared, reviewed, and approved by Placer County Environmental Health and Protection Services. The management plan shall include measures to reduce potential hazards to workers, the public, and the environment associated with use of hazardous materials, exposure to potentially contaminated soil, and blasting activities during project construction. The management plan shall include provisions for agency notification, managing impacted materials, sampling and analytical requirements and disposal procedures. The Plan shall cover the following:

- ▲ A hazardous materials contingency plan that describes the necessary actions to be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan shall describe the types of evidence that could indicate potential hazardous materials contamination, such as soil discoloration, petroleum or chemical odors, or buried building materials. The plan shall include measures to protect worker safety if signs of contamination are encountered (e.g., stopping work in the vicinity of the potential contamination), identify sampling and analysis protocols for various substances that might be encountered (e.g., volatile organic compounds, hydrocarbons, heavy metals), and list required regulatory agency contacts if contamination is found. The contingency plan shall include recommendations on soil management in the event that ADL is discovered in the SR 267 right-of-way. The plan shall also identify legal and regulatory processes and thresholds for cleanup of contamination.
- ▲ The project applicant shall retain the services of a qualified environmental contractor to prepare the contingency plan.
- ▲ The plan, and obligations to abide by and implement the plan, shall be incorporated into the construction and contract specifications for the project.

### **Significance after Mitigation**

Implementation of Mitigation Measure 18-2a prior to construction would identify the presence or absence of ADL which, if found in quantities of total lead greater than 1,000 mg/kg or soluble lead measuring greater than 5.0 mg/l, shall be managed and removed in accordance with Mitigation Measure 18-2c. This would reduce exposure hazards for construction personnel installing utility infrastructure in the SR 267 right-of-way.

Implementation of Mitigation Measure 18-2b prior to occupancy of residential buildings would identify the potential hazard of exposure to radon that could occur and would require implementation of construction techniques that would minimize radon exposure to below 4 pCi/L for interior spaces.

Preparation of the a construction hazardous materials management plan per Mitigation Measure 18-2c prior to Placer County review of project-level development plans would establish procedures to address contaminated soil that may be encountered during project construction activities.

Implementation of Mitigation Measures 18-2a, 18-2b, and 18-2c would substantially reduce the potential hazards to construction personnel and the public from encountering documented or undocumented hazardous materials, including ADL and radon, to a **less-than-significant** level.

### **Impact 18-3: Interfere with an emergency evacuation plan**

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Construction of the proposed project would occur in phases and would involve truck traffic and temporary lane/shoulder closures in work zones that could result in temporary and intermittent traffic congestion on SR 267 and local roadways. Although construction would result in additional vehicles, trucks, and equipment on local roadways, it would be temporary and not extensive enough at any one time to result in the obstruction of an evacuation route or impair implementation of an emergency response or evacuation plan. Construction of the whole project would occur in smaller increments over a buildout period of approximately 20 years. Any roadway constraint or construction-related congestion would be easily removed or cleared in the event of an emergency. As part of project operation, adequate emergency access routes to and from the West Parcel development area would be established. Under existing-plus-project conditions at buildout, operation-related trips would represent an incremental increase in existing traffic volumes, but would not be great enough to substantially affect emergency response plans (see Chapter 10, “Transportation and Circulation,” for further discussion of trip generation and traffic flow expected under buildout of the MVWPSP). Because the project would include two emergency access points in addition to the primary access road, adequate emergency ingress or egress would be provided. This impact is **less than significant**.

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Access to the MVWPSP West Parcel development area is from SR 267, which is identified as a major evacuation route in the Placer Operational Area East Side Emergency Evacuation Plan. Construction of residential, commercial and recreational buildings, infrastructure, and utility connections, which would occur over an estimated 20-year period, would temporarily increase traffic, potentially causing intermittent congestion on SR 267, Highlands View Road, and Northstar Drive. Nearby roads would generally remain open and unimpeded by project construction; however, temporary lane or shoulder closures could be required for the main entry road and SR 267 intersection improvements or installation of utility infrastructure. Additionally, slower moving construction trucks would periodically enter and exit the West Parcel development area traveling to and from SR 267. Such temporary construction-related increases in traffic congestion would not preclude the use of SR 267 as an emergency evacuation route, as traffic flow on SR 267 would be maintained through implementation of a Construction Traffic Management Plan, developed in coordination with the Placer County Department of Public Works and Caltrans (required as a mitigation measure to address transportation impacts). Any roadway constraint or construction-related congestion would be easily removed or cleared in the event of an emergency.

As described in Chapter 3, “Project Description,” access to the West Parcel development area would be via a main entrance road from SR 267. In addition, a primary emergency vehicle access (EVA) road would be constructed through the 325-acre Forest land in the southeastern portion of the West Parcel, connecting to SR 267 at Brockway Summit (see Exhibit 3-7). This primary EVA would be a paved road, maintained to be accessible in all seasons. A second, seasonal EVA would be provided through a connection with the Fibreboard Freeway, an existing paved, two-lane road south of the West Parcel that connects to SR 267. The secondary EVA would be unimproved, not maintained, and used only in non-winter months and for catastrophic events. Both EVAs would provide access for emergency vehicles only, unless needed to evacuate residents. A preliminary evacuation plan is provided in Appendix D of the Specific Plan, showing these connections and how they relate to project roads and nearby emergency routes.

Vehicle trips during project operation would represent an incremental increase over existing traffic volumes on nearby roadways, particularly during summer and winter peak times. This volume is consistent with, and lower than, traffic volumes considered by the County in its approval of the MVCP. The proposed project

would not cut off or otherwise modify any existing evacuation routes. In accordance with Policy PSU-25, a Fire Protection Plan (FPP) would be prepared for the project that would identify emergency evacuation routes, emergency access road standards, standards for signs identifying evacuation routes, and a program for disseminating public safety information. Because the project would develop an emergency evacuation plan as part of the FPP, provide adequate emergency vehicle access and points of ingress and egress in a manner that meets NFD requirements (Shadowens, pers. comm., 2015a), and result in operational traffic that, at buildout, would represent an incremental increase insufficient to interfere with the SR 267 Emergency Evacuation Plan, the project's impact relative to emergency evacuation is **less than significant**.

Therefore, the project's potential to interfere with emergency response and evacuation plans is considered **less than significant**.

## Mitigation Measures

No mitigation is required.

## Impact 18-4: Expose people or structures to wildland fire hazards

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Implementation of the MVWPSP would expose people and structures to an area with high to very high risk of wildfire. Adherence to International Building Code standards for fire prevention during construction, incorporation of fire resistant building materials, defensible space, and compliance with local regulations would reduce the wildland fire threat to workers and residents. Nonetheless, the introduction of people and structures to an area with a high to very high risk of wildfire is considered a **potentially significant** impact.

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The MVWPSP project site is located within high to very high fire hazard zones (see Exhibit 18-1). Currently, the East and West Parcels are undeveloped forested lands used for timber harvesting and unauthorized recreational uses, including hiking, biking, snowshoeing, and snowmobiling. The natural vegetation and steep slopes of the MVWPSP project site are conducive to the rapid spread of wildland fires. Fuels reduction treatments to reduce risk of wildland fire have been implemented onsite, on LTBMU lands to the south, and within NCSD lands to the east. Under the MVWPSP, the East Parcel would remain undeveloped and fuels management and timber harvest would continue to occur, which would help to reduce the threat of wildland fire.

Development of the West Parcel would introduce construction vehicles and equipment within a forested area with high to very high fire hazards. Heat or sparks from construction vehicles or equipment activity (e.g., chainsaws and chippers used for vegetation clearance) could ignite dry vegetation and cause a fire. However, construction activities would be required to adhere to International Building Code standards and Placer County Code for fire prevention during construction activities, which require that fire prevention practices be followed and that basic fire suppression equipment be maintained within the development area at all times.

Once constructed, the residences, recreational amenities, and commercial uses on the West Parcel would place people and structures in an area with high to very high risk of wildfire, possibly increasing the risk of ignition and increasing the number of people exposed to risk of wildfire. The West Parcel development area would be annexed into the NCSD boundary and would be served by the NFD and CAL FIRE (see Chapter 17, "Public Services and Recreation"). The MVWPSP includes policies to address wildland fire hazards, including requiring property owners to maintain defensible space around structures, as defined by NCSD (Policy PSU-22), designing and siting structures to minimize risk from fire hazards (Policy PSU-23), and practicing fuel reduction methods consistent with NCSD Defensible Space Ordinance (26-09) (Policy PSU-24). Policy PSU-25 requires that a FPP be prepared prior to recordation of the first small lot tentative map to the satisfaction of Placer County and NFD. The FPP shall comply with applicable state law and regulations and NFD ordinances, including PRC Sections 4290 and 4291 and NFD Ordinances 26-09 and 27-11. The FPP shall include at a minimum:

- identification of emergency evacuation routes and emergency access road standards;



- ▲ standards for signs identifying evacuation routes;
- ▲ compliance with NCSD fire flow requirements;
- ▲ defensible space measures;
- ▲ provisions for Fuel Reduction Zones;
- ▲ vegetation placement, maintenance, removal and disposal; and
- ▲ a program for disseminating public safety information.

Furthermore, Policy PSU-26 requires that the MVWPSP water system is adequate to provide reasonable protection from wildfire without disruption of domestic water use.

Development projects within the MVWPSP would be required to consult with the NFD and Placer County Sheriff's Department during project design and preparation of the FPP to ensure that access for emergency vehicles is adequate and that project design promotes fire and public safety. The CC&Rs for individual projects would mandate that property owners maintain adequate defensible space around structures and comply with other applicable measures contained in the FPP. A preliminary Evacuation Plan is included in Appendix F of the Specific Plan. Additional fire safety measures would be promoted through public outreach and education.

The MVWPSP would also be subject to the NCSD fire mitigation fee collection program to support adequate fire protection services within the NCSD boundary, which would be expanded to include the West Parcel development area. The fire mitigation fee collection program is used for infrastructure upgrades, which includes expansion of the Northstar Drive Station (Station 31) and one additional engine, that would be required to maintain adequate response times and accommodate projected new development through buildout of the NCSD service boundary (NFD n.d.). The NFD Capital Facilities Plan does not identify the need for expansion of facilities or acquisition of new equipment as a result of the MVWPSP, but development under the MVWPSP is considered in the Capital Facilities Plan as part of the future buildout projections along with other development in the NCSD service boundaries. The fire mitigation fee collection program may not be used for staffing (Shadowens, pers. comm., 2015b). Also, residents would be required to pay the SRA Fire Prevention Fee, would fund state wildfire suppression efforts.

Although the proposed MVWPSP construction and operation would adhere to the above-mentioned policies related to fire protection regulations to reduce the risk of wildfire, the MVWPSP would introduce people and structures to an area with a high to very high risk of wildfire. This impact would be **potentially significant**.

## Mitigation Measures

### Mitigation Measure 18-4: Provide additional fire protection staffing

Implement Mitigation Measure 17-3 (see Chapter 17, "Public Services and Recreation"), which requires the project proponent to develop a mitigation plan to provide funding to supplement the projected fire mitigation fees and property taxes generated by the MVWPSP. The additional funding would support the addition of staffing to properly handle a serious building fire occurring within five miles of NFD Station 31. The mitigation plan includes trigger points for the increased staffing. Alternatively, the mitigation measure states that if a mitigation plan is not developed then a small Assessment District would be necessary to achieve the same objective.

#### Significance after Mitigation

Implementation of Mitigation Measure 18-4 would reduce the potential exposure to wildfire hazard to a **less-than-significant** level because, in addition to compliance with fire protection regulations, the project proponent would provide funding to supplement the projected fire mitigation fees needed to secure adequate firefighting personnel, implementation of which would reduce the potential for loss of life, property, and resources caused by wildfire in the proposed MVWPSP West Parcel development area.

### 18.3.5 Cumulative Impacts

Projects considered in the cumulative analysis are identified in Chapter 4, “Approach to the Environmental Analysis,” and consist of approved and foreseeable projects that would occur in the Martis Valley and the surrounding Truckee-Tahoe region.

#### **Cumulative Impact 18-5: Cumulative exposure of people or the environment to hazards due to the routine use, storage, or transport of hazardous materials or from accidental release or upset**

Although some hazardous materials releases can cover a large area and interact with other releases (e.g., atmospheric contamination, contamination of groundwater aquifers), incidents of hazardous materials contamination are more typically isolated to a small geographic area. These relatively isolated areas of contamination typically do not combine in a cumulative manner with other sites of hazardous materials contamination. On the project site and in its vicinity, there are no identified incidents of widespread hazardous materials contamination with different sources of contamination interacting on a cumulative basis. Future projects that would include construction activities and add new residences, commercial uses, and infrastructure, similar to those identified for the proposed project (see Table 4-2), may use, store, and generate hazardous materials. However, these projects would be subject to existing federal, state, and local hazardous materials regulations, limiting the potential for releases and contamination and requiring clean-up when such events occurred. Given these conditions, there would not be a significant cumulative impact related to hazardous materials.

The proposed project would result in the transport, storage, and use of hazardous materials as part of the construction and operation of the proposed project. The proposed project would be required to comply with existing federal, state, and local hazardous materials regulations would apply, limiting the potential for releases and contamination and requiring clean-up when releases/contamination do occur. Also, as described above, interactions among multiple hazardous materials releases on a cumulative basis often require close proximity between the releases. In addition, the potential for the proposed project to expose people or the environment to hazardous materials would be reduced through proper safety precautions and compliance with applicable regulations as described in Impact 18-1. Therefore, the project **would not result in a considerable contribution** to a cumulative impact.

#### **Mitigation Measures**

No additional mitigation required.

#### **Cumulative Impact 18-6: Cumulative exposure to recognized environmental conditions**

The geographic area for cumulative impacts related to exposure to recognized environmental conditions would be limited to the West Parcel and areas immediately adjacent to the West Parcel. There are no identified incidents of widespread hazardous materials contamination with different sources of contamination on the project site or in its vicinity that would combine to create a cumulative impact.

While Impact 18-2 identifies a potentially significant impact related to exposure to RECs or encountering previously unknown contaminants onsite, the impact associated with encountering onsite RECs or unknown contaminants is site-specific and would be limited to the West Parcel. There are no nearby similar conditions that would interact with conditions on the West Parcel. Consequently, there would be no cumulative impact related to exposure to recognized environmental conditions. The proposed project’s potentially significant project-level impacts related to recognized environmental conditions would be reduced with implementation of Mitigation Measures 18-2a, 18-2b, and 18-2c. For these reasons, the MVWPSP **would not result in a considerable contribution** to a cumulative impact related to recognized environmental conditions.

#### **Mitigation Measures**

No additional mitigation required.

### **Cumulative Impact 18-7: Cumulative interference with an emergency evacuation plan**

The geographic area for cumulative impacts related to emergency evacuation would be the area between the North Shore of Lake Tahoe near Kings Beach to the southeastern portion of the Town of Truckee. Roadways identified in the Placer Operational Area East Side Emergency Evacuation Plan to be used as evacuation routes include SR 28, SR 267, and I-80. Evacuation centers are identified in the Town of Truckee and in Kings Beach. In the event of an emergency that would require evacuation from this area, evacuees could be directed to Truckee or Kings Beach.

Cumulative projects in Table 4-2 that would also be subject to emergency evacuation plans in the project vicinity include Northstar Highlands, Northstar Mountain Master Plan, Joerger Ranch Specific Plan, and Brockway Campground. In the event of an emergency, evacuation from these areas would occur via local roads to SR 267. From there, evacuees could be routed to evacuation centers located to the north or south ends of SR 267. While conditions on local roadways and SR 267 during an emergency evacuation could be congested, no known element of the proposed project or cumulative projects would prevent or impede evacuation, or result in physical interference with an evacuation plan such that evacuation could not occur. The cumulative impact with regard to emergency evacuation would be less than significant. The proposed project would include a primary access road, and a primary and secondary EVA, providing sufficient egress in the event of an emergency evacuation. The project **would not result in a considerable contribution** to a cumulative impact on implementation of an emergency evacuation plan.

### **Mitigation Measures**

No mitigation is required.

### **Cumulative Impact 18-8: Cumulative exposure of people or structures to wildland fire hazards**

The geographic area for cumulative impacts related to wildland fire hazards encompasses the southeastern portion of the Town of Truckee, the Martis Valley, and the area around the North Shore of Lake Tahoe. The MVWPSP project site is within a high to very high fire hazard area. Past fires in the region have resulted in loss of life, significant losses of property, and substantial damage to habitat and environmental resources. Historic fire suppression and other forest land management practices have allowed fuels to accumulate in many areas, contributing to the severity of wildfires when they do occur. Additionally, past development in the forested landscape has increased the risk to life and property when fires do occur, and increased the potential for ignition of wildland fires through increased human presence and activity.

Future related cumulative projects will continue this trend to varying degrees, including Joerger Ranch Specific Plan, Martis Camp, Martis Valley Trail, Northstar Mountain Master Plan, Northstar Highlands Phase II, and Caltrans' Highway Improvement Projects. Past and future fuels management projects serve to reduce wildland fire risk, including the fuels management activities on the MVWPSP project site and on adjacent LTBMU lands, NCS D lands, and the Carnelian and Incline Fuels Reduction and Healthy Forest Restoration Projects. Although developments have placed additional structures and people within a fire hazard zone, the projects have also extended water service, roadways, and fire clearance measures that allow for improved wildland fire response in the region. In addition, there are CWPPs on neighboring lands, including the Town of Truckee in Nevada County and Northstar, which direct the implementation of wildfire protection measures such as defensible space. All habitable structures that can be used as residential space are also assessed a SRA Fire Prevention Fee by the State, which funds State efforts at fire prevention. The combination of these cumulative projects, including projects that would manage fuels and reduce wildland fire risk, would result in a less-than-significant cumulative impact related to exposure of people and structures to wildland fires.

The proposed project would result in additional development in a high to very high fire hazard area, which could increase the risk to life and property where fires do occur and increase the potential for ignition of wildland fires through increased human presence and activity. However, similar to other nearby projects, the proposed project would also comply with fire protection regulations and practices, contribute to the NCS D fire mitigation fee program, develop and implement a FPP, pay the SRA Fire Prevention Fee, and implement Mitigation Measure 18-4, which provides for funding additional fire protection staffing to reduce the potential exposure to wildfire hazards. Therefore, with mitigation the cumulative condition related to wildland

fire hazard due to the combination of effects from the proposed project with past, present, and reasonably foreseeable future projects is less than significant.

As identified in Impact 18-4, the proposed project would result in a potentially significant impact related to wildland fire hazards by creating additional demand for fire protection services that could be limited when NFD has to respond to multiple emergencies. Longer response times could result in larger fires, which could require more fire fighting resources. The MVWPSP proposes construction of residences, commercial uses, and utilities infrastructure and facilities in accordance with fire protection regulations and practices including the fire mitigation fee collection program for new development, to minimize the opportunity for ignition, provide defensible space around structures, and help maintain adequate response times by the NFD through the project's contributions to the fire mitigation fee collection program. Additionally, the West Parcel development area would be subject to a FPP prepared for the proposed project and would be annexed into the NCSD service area, and would be served by the NFD and CAL FIRE. The MVWPSP **would not result in a considerable contribution** to a cumulative wildland fire hazards impact.

### Mitigation Measures

No additional mitigation required.