

## 4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Phase I Environmental Site Assessment (ESA) that was prepared for the project by Hillmann Consulting and is incorporated by reference herein. The Phase I ESA is included as Appendix G to this EIR.

### 4.8.1 Existing Conditions

#### Hazardous Materials Definition

The term “hazardous materials” refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term “hazardous material” is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past activities may have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, that are higher than specific acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, during demolition activities that could potentially disturb existing building materials.

#### Historic Property Uses

According to a review of historic aerial photographs, the project site consisted of vacant land prior to the mid-1970s, with an artificial pond/reservoir present between the 1940s and 1960s. The reservoir appears to have been filled around 1967. According to school district records, the project site was acquired by the Oceanside Unified School District in 1971, and Pacifica Elementary School was subsequently constructed on site in 1972 and opened in 1980. School buildings first appear in historic aerial photographs in 1978. No drastic changes were observed in the historic aerial photographs until 2004, when the former school structure was demolished. Oceanside Unified School District added modular structures between 2003 and 2005, and the school closed in 2007. The district continued to use the site until the mid-2010s. The project site has remained unoccupied since. A review of the historic aeriels demonstrates that the project site has been entirely disturbed due to the development of a pond/reservoir and the grading and development of a public elementary school.

As described in the Phase I ESA for the project site (Appendix G), no recognized environmental conditions associated with historical resources reviewed were noted. In addition, historical resources related to the adjoining properties

and properties in the vicinity of the project site do not represent recognized environmental conditions that are of direct environmental concern to the project site. The site has never been previously used for agricultural purposes. Based on the regulatory and historical research completed during the preparation of the Phase I ESA, no information has been revealed regarding the potential for a previous accidental spill or release of pesticide products at the project site.

### Site Reconnaissance

On October 12, 2021, a representative of Hillmann Consulting LLC., conducted a reconnaissance-level assessment of the project site to assess the potential of identifying any recognized environmental conditions (RECs) in connection to the project site. No RECs associated with the current use of the project were identified during the site reconnaissance. Additionally, no RECs that could impact the project site were observed at adjacent properties.

### Sensitive Receptors

Preschools, schools, daycare centers, nursing homes, and hospitals are considered sensitive receptors for hazardous material issues because children and the elderly are more susceptible than adults to the effects of many hazardous materials. There are no sensitive receptors within a 0.25-mile radius of the project site. The closest preschool to the project site is Libby Lake Child Development Center, located approximately 1 mile southwest of the project site; and the closest school is Libby Elementary School, located approximately 0.5 miles south of the project site. There are no nursing homes or hospitals in the immediate vicinity of the project site.

### Airports

The closest airport to the project site is the Oceanside Municipal Airport, located approximately 5 miles southwest of the project site. According to the Airport Land Use Compatibility Plan (ALUCP), the project site is not located within an aviation noise exposure range of 60 decibels Community Noise Equivalent Level, nor is the project site located within the Airport Overflight Notification Area. The project site is also not located within Review Area 1 or 2 of the ALUCP Airport Influence Area (ALUC 2010).

### Wildfires

Both the State of California and County of San Diego (County) map the Fire Hazard Severity Zones within the County. According to the California Department of Forestry and Fire Protection, the Fire Hazard Severity Zones are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The project site is within a Local Responsibility Area unzoned Fire Hazard Severity Zone (CAL FIRE 2022). Therefore, the project site is not within a mapped Fire Hazard Severity Zone and is considered to have a low potential for risk of wildfire hazards.

### Evacuation Routes

The City's General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the City would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002a). Oceanside Boulevard and College Boulevard are the nearest evacuation routes to the project site.

## 4.8.2 Regulatory Setting

### Federal

#### Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code (USC). State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

#### Federal Toxic Substances Control Act and Resources Conservation and Recovery Act

The Federal Toxic Substances Control Act of 1976 (15 USC 2601-2697) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901-6992) established a program administered by the U.S. Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (PL 98-616), which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste is found in 40 CFR, Parts 260-299.

#### Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA; USC 9601-9675), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

#### International Fire Code

The International Fire Code ([IFC] ICC 2020), 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 protective measures are required to protect life safety in relation to fire. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years, with 2021 as the most recent edition.

## Federal Response Plan

The Federal Response Plan of 1999 (FEMA 1999) 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 and 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.

## State

### California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. The California Occupational Safety and Health Administration 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 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

### California Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. While the Hazardous Waste Control Act is generally more stringent than RCRA, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws still apply in California. The Hazardous Waste Control Act 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.

According to 22 CCR 66001 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or is being stored prior to proper disposal.

## Cortese List

Government Code Section 65962.5, commonly referred to as the Cortese List, was originally enacted in 1985. Provisions set forth in Section 65962.5 require that the Department of Toxic Substances Control compile and update a list of the following:

- All hazardous waste facilities subject to corrective action
- All land designated as hazardous waste property or border zone property

- All information received by the Department of Toxic Substances Control on hazardous wastes disposals on public lands
- All sites listed pursuant to Section 25356 of the Health and Safety Code (hazardous substance release sites)
- All sites included in the Abandoned Site Assessment Program

### California Accidental Release Prevention Program

Similar to the EPA Risk Management Program, the California Accidental Release Prevention (CalARP) Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of the CalARP Program is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act amendments.

### California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500-25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

### California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the CCR. It was created by the California Building Standards Commission, and it is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect life safety with regard to fire. These measures may include construction standards, separations from property lines, and specialized equipment.

To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

### California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

## Local

### San Diego County Operational Area Emergency Plan

The San Diego County Operational Area Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector (County of San Diego 2018b).

### City of Oceanside Emergency Operations Plan

The City of Oceanside Emergency Operations Plan provides guidance for the City's response to emergencies associated with natural, manmade, and technological disasters. The plan is flexible enough to use in all emergencies and will facilitate response and short-term recovery activities. The City's Emergency Operations Plan was developed in accordance with the Standardized Emergency Management System and the National Incident Management System. The plan is a management document intended to be read, understood, and exercised before an emergency occurs. Additionally, it is designed to integrate into and support the County of San Diego's Operational Area Emergency Plan (City of Oceanside 2016).

### San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared to meet federal and state requirements for disaster preparedness to make the County eligible for funding and technical assistance from state and federal hazard mitigation programs. The plan includes a risk assessment to enable local jurisdictions to identify and prioritize appropriate mitigation actions that will reduce losses from potential hazards, including flooding, earthquakes, fires, and human-made hazards. To address potential hazards, the plan then incorporates mitigation goals and objectives, mitigation actions and priorities, an implementation plan, and documentation of the mitigation planning process for each of the 21 participating jurisdictions, including the City of Oceanside (County of San Diego 2018a).

### California Disaster and Civil Defense Master Mutual Aid Agreement

As provided for in the California Emergency Services Act, this agreement was developed in 1950 and adopted by all 58 California counties. This statewide mutual aid system is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. The County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties (California Governor's Office of Emergency Services 1950).

### Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise,

overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration-approved Airport Layout Plan. The project site is located within Review Area 2 of the ALUCP Airport Influence Area. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2 (ALUC 2010).

### City of Oceanside General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the city's future. General Plans are also required to contain specific elements regarding different areas of planning. Relevant elements of the Oceanside General Plan are as follows:

#### Hazardous Waste Management Element

The Hazardous Waste Management Element serves as primary guidelines for policies as they relate to effective management of hazardous materials within the City's influence. This element emphasizes policies that minimize hazardous waste within the City and contains siting criteria for specified hazardous waste facilities. There are no formal policies within this element that are applicable to the proposed project (City of Oceanside 2002b).

#### Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long-range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps indicating areas that have increased susceptibility to these hazards and relocation routes to be used during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project (City of Oceanside 2002a).

## 4.8.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards would occur if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. 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.

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

## 4.8.4 Impacts Analysis

***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

### Construction

Construction activities would entail routine transport of materials potentially hazardous to humans, wildlife, and sensitive environments. These materials include gasoline oil, solvents, cleaners, paint, and various other liquids and materials required for the operation of construction equipment. Direct impacts to human health and biological resources from transport, use, or disposal of these materials could occur as a result of project construction. However, existing federal and state standards are in place for the use, handling, storage, and transport of these materials and would be implemented during construction of the project. These regulations include the Federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the IFC; the Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; the CFC; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; the California Integrated Waste Management Act; regulations developed by California Occupations Safety and Health Administration; and the state Hazardous Waste Control Act.

Additionally, standard best management practices included in the stormwater pollution prevention plan required of the project by the Construction General Permit (see Chapter 4.9, Hydrology and Water Quality) and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Therefore, potential impacts related to the routine transport, use, or disposal of hazardous materials during project construction is determined to be **less than significant**.

### Operations

Residential uses are not typically associated with the transport, use, or disposal of hazardous materials. Household goods used by residential homes that contain toxic substances are usually low in concentration and small in amount. Therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed of in the trash. The transport, use, and disposal of hazardous materials are fully regulated by the EPA, State of California, the County,

and/or the City. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the project would be **less than significant**.

***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

### Construction

Construction activities would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Spill or upset of these materials could have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces City, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation and containment and securing of hazardous materials containers to prevent spills. Compliance with these requirements is mandatory as standard permitting conditions and would minimize the potential for the accidental release or upset of hazardous materials, thus ensuring public safety. Therefore, compliance with the previously discussed requirements, such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code, would ensure potential impacts related to the release of hazardous materials would be **less than significant**.

### Operations

As stated above, operation of the project's proposed residential uses would only require the transport, use, or disposal of typical household hazardous materials. Residents of the development would be required to dispose of household hazardous waste at a Household Hazardous Waste Collection Facility. In addition, operations would be required to comply with EPA, State of California, County, and/or City regulations pertaining to household wastes. With mandatory regulatory compliance, the potential for an accidental release of hazardous materials associated with long-term operation of the project would be **less than significant**.

***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The project site is not located within 0.25 miles of an existing or proposed school. The nearest school is Libby Elementary School, located approximately 0.5 miles south of the project site. As stated above, operation of the project would not require the transport, use, or disposal of hazardous materials. Construction activities would comply with the previously listed requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code. Compliance with these requirements is mandatory and would minimize the potential for an accidental release of hazardous materials; therefore, impacts to schools as a result of project implementation are determined to be **less than significant**.

***Would the Project 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?***

The Phase I ESA (Appendix G) has revealed no evidence of REC, historical RECs, or controlled RECs in connection with the project site. Additionally, the project site was not identified on the Cortese Hazardous Waste and Substances Sites List/Historical Cortese databases (Appendix G). The Phase I ESA prepared for the project site

determined that the site does not warrant listing because there are no RECs present on the site. Therefore, impacts would be **less than significant**.

***For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

The nearest airport is the Oceanside Municipal Airport, located approximately 5 miles southwest of the project site. The project is located outside of the safety zone for the airport and is not within Review Area 1 or 2 (ALUC 2010). Because the project site is not within close proximity to the airport, noise associated with planes would not result in excessive noise for project residents. Impacts related to an airport safety hazard or excessive airport noise is determined to be **less than significant**.

***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a), the San Diego County Emergency Operations Plan (County of San Diego 2018b), and the City's Emergency Operations Plan (City of Oceanside 2016). In addition, the City has developed a tsunami evacuation map (City of Oceanside 2022).

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage from natural and human-made disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. This plan is not intended to apply specifically to any one development, neighborhood, or area within the County. It is a countywide plan that aims to reduce the amount of loss or damage in the event of a large-scale natural or human-made disaster. The proposed project by itself would not impair implementation of the Multi-Jurisdictional Hazard Mitigation Plan. In addition, the project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas.

The City's Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. As previously stated, the project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Future residences would be subject to evacuation procedures as outlined in the Emergency Operations Plan and may need to relocate to temporary shelters in the event a disaster impacted the project site. However, the proposed project by itself would not impair implementation of the City's Emergency Operations Plan.

As discussed in Chapter 4.9, Hydrology and Water Quality, the coastal portion of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation map

(City of Oceanside 2022). This City map shows the project site located outside of the tsunami evacuation area for the City. Evacuation routes shown on the tsunami evacuation map indicate that the project would not interfere with any evacuation routes identified on the map. As the project is not within the identified evacuation area and is not near any roads used for evacuation routes, the project would not impede implementation of this plan or the associated tsunami evacuation plan.

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. A secondary emergency vehicle-access-only driveway would be provided via an extension of Malaga Drive on the eastern boundary of the project site. The proposed residential buildings would be connected by a private loop road within the project site with two internal drive aisles that connect the northern and southern portions of the loop road. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths, with designated truck turnarounds and key staging areas throughout the project site. The project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Chapter 4.13, Public Services, and Chapter 4.15, Transportation.

Overall, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are determined to be **less than significant**.

***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones map, the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (CAL FIRE 2022). The project site is located within an urbanized and developed area of the City. Furthermore, the project site is not located near any undeveloped wildland areas. Therefore, impacts are determined to be **less than significant**. Please refer to Chapter 4.13, Public Services and Chapter 4.18, Wildfire, of this EIR, for a detailed discussion of fire services and wildfire risk.

## 4.8.5 Cumulative Analysis

Past, current, and reasonably foreseeable projects in the region will result in the use and transport of incrementally more oils, greases, and petroleum products for operational purposes. Although these could be subject to accidental spillage, there is no quantifiable cumulative effect, because accidents are discrete events, not related or contributory to one another. Provided that individual projects adhere to current laws governing storage, transportation, and handling of hazardous materials, no significant cumulative hazards or threats to human health and safety are anticipated. In addition, any cumulative project would be required to identify existing hazardous materials on site and comply with existing regulations related to use, transport, and disposal of hazardous materials. Similarly, all cumulative projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan if impacts are identified.

As stated above, during construction, the proposed project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration requirements, Hazardous Waste Control Act, California Accidental Release Prevention, and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. Once constructed, project-related impacts would be less than significant because residential developments are not typically considered a source of substantial hazardous materials.

Similar to the proposed project, cumulative projects would be required to analyze specific impacts related to hazards and hazardous materials and to remediate any hazardous conditions that could occur. Project impacts related to hazards and hazardous materials were determined to be less than significant, and therefore the project would not combine within any cumulative projects in a manner that would increase potential exposure to hazards.

With regard to wildfire hazards, any of the cumulative projects proposed within a Fire Hazard Severity Zone as designed by the California Department of Forestry and Fire would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting the standards of the various fire codes in effect at the time of building permit issuance. For projects within the City, these requirements are implemented through preparation of and compliance with a fire protection plan, which is reviewed and approved by the fire marshal. Overall, cumulatively considerable impacts related to hazards and hazardous materials would be **less than significant**.

#### 4.8.6 Mitigation Measures

No impacts to hazards and hazardous materials were identified; thus, no mitigation measures are required.

#### 4.8.7 Level of Significance After Mitigation

No substantial impacts related to hazards and hazardous materials were identified; therefore, no mitigation measures are required. Impacts related to hazards and hazardous materials would be **less than significant**.

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