

5. Environmental Analysis

5.8 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of implementation of the proposed La Puerta School Site Specific Plan (Specific Plan) on human health and the environment due to exposure to hazardous materials or conditions associated with the Project Area, project construction, and project operations. The analysis in this section is based, in part, upon the following technical reports:

- *Phase I Environmental Site Assessment*, Environmental Geoscience Services, August 2002
- *Revised Work Plan, Preliminary Endangerment Assessment*, Environmental Geoscience Services, January 21, 2003
- *Removal Action Closure Report*, Department of Toxic Substances Control, November 12, 2004
- *Limited Phase II Environmental Site Assessment*, ENGEO, February 4, 2020
- *Stockpile Sampling Results*, ENGEO, June 5, 2020

Complete copies of these technical reports are included as Appendices F1 to F5, respectively, to this DEIR.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

Hazardous materials and wastes can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, regional, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent these unwanted consequences; those applicable to the Specific Plan are summarized below. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

Resource Conservation and Recovery Act (RCRA) of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under RCRA. These laws provide for the “cradle to grave” regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The California Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program as well as California’s own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, the California Environmental Protection Agency (Cal/EPA) has in turn delegated enforcement authority to the County of Los Angeles (County) for state law regulating hazardous waste producers or generators.

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Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA) of 1986

Congress enacted CERCLA, commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and 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. SARA amended the CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased state involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to \$8.5 billion.

Emergency Planning Community Right-to-Know Act (EPCRA)

The EPCRA, also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by EPA's Office of Emergency Management. EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through CalARP.

Hazardous Materials Transportation Act

The United States Department of Transportation (DOT) regulates hazardous materials transportation under Title 49 (Transportation) of the Code of Federal Regulations (CFR). State agencies that have 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. CFR Title 49 reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 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, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency.

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State

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) and California Code of Regulations, Title 19, Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

California Education Code (CEC)

The CEC establishes the law for California public education. CEC requires that DTSC be involved in the environmental review process for the proposed acquisition and/or construction of school properties that will use state funding. The CEC requires a Phase I Environmental Site Assessment (ESA) be completed prior to acquiring a school site or engaging in a construction project. Depending on the outcome of the Phase I ESA, a Preliminary Environmental Assessment and remediation may be required. The CEC also requires potential, future school sites that are proposed within two miles of an airport to be reviewed by Caltrans Division of Aeronautics. If Caltrans does not support the proposed site, no state or local funds can be used to acquire the site or construct the school.

California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The most recent (2022) CBC, which is adopted by reference (with some amendments) in Chapter 15.04 (Building Code) of the Claremont Municipal Code, is based on the 2021 International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9 of that title. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The CFC is adopted by reference in Chapter 1520 (Fire Prevention) of the Claremont Municipal Code. The Los Angeles

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County Fire Department (LACFD) provides fire protection services for the City of Claremont and enforces the CFC throughout the City, including the Project Area.

Asbestos-Containing Materials (ACM) Regulations

State-level agencies, in conjunction with the USEPA and California Occupational Safety and Health Administration (Cal/OSHA), regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. For example, Title 8 of the California Code of Regulations, Section 1529 (Asbestos), provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Regional

South Coast Air Quality Management District Rule 1403

South Coast Air Quality Management District (SCAQMD) Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing material (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, storage, and disposal requirements for asbestos-containing waste materials. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos.

Local

Cable Airport Land Use Compatibility Plan

The Cable Airport Land Use Compatibility Plan was adopted by Upland City Council on September 14, 2015. The basic function of the Cable Airport Land Use Compatibility Plan (Compatibility Plan) is to promote compatibility between Cable Airport and the land uses that surround it. As required by state law, the plan provides overarching guidance to affected local land use jurisdictions (including the City of Claremont) with regard to airport land use compatibility matters involving Cable Airport (Mead & Hunt 2015).

City of Claremont Local Hazard Mitigation Plan

The City's current Federal Emergency Management Agency-approved Local Hazard Mitigation Plan (LHMP) is an update to the City's 2015 Hazard Mitigation Plan. The LHMP was prepared to guide hazard mitigation planning to better protect the people and property of the City from the effects of natural disasters and hazard events. This LHMP demonstrates the community's commitment to reducing risks from hazards and serves as

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a tool to help decision makers direct mitigation activities and resources. The LHMP presents updated information regarding hazards being faced by Claremont and presents mitigation measures introduced and/or continued since 2015 to help reduce consequences from hazards, and outreach/education efforts within the community. The LHMP works in conjunction with other City plans, including the General Plan, Emergency Operations Plan, and Capital Improvement Plan. (City of Claremont 2022).

5.8.1.2 EXISTING CONDITIONS

Environmental Database Listings

An environmental database search was conducted for the Project Area by Environmental Data Resources, Inc. on June 3, 2002. The search area extended up to one mile outward surrounding the Project Area. Table 5.8-1 summarizes database listings within the Project Area and the remainder of the search area. The full database search report is included as Appendix F1 to this DEIR. In addition, an online environmental database search of GeoTracker, EnviroStor, EJScreen, EnviroMapper, and SWIS was conducted by PlaceWorks on June 27, 2022.

Table 5.8-1 Hazardous Materials Listings

| Database | Type of Sites Listed | Agency Maintaining Database | Number of Sites | | |
|------------|--|--|-----------------|---------|-------|
| | | | Onsite | Offsite | Total |
| CERCLIS | Potentially hazardous waste sites that have been reported to the USEPA. | US Environmental Protection Agency (EPA) | 0 | 0 | 0 |
| CERC-NFRAP | Hazardous materials release sites (or suspected release sites) removed from CERCLIS sites list; No Further Remedial Action Planned. | EPA | 0 | 0 | 0 |
| CORRACTS | Hazardous waste handlers with Corrective Action activity. | EPA | 0 | 0 | 0 |
| RCRA-TSDF | Sites that treat, store, or dispose of hazardous wastes. | EPA | 0 | 0 | 0 |
| RCRA-LQG | Large quantity generators of hazardous wastes (generate over 1,000 kilograms [kg] of hazardous waste, or over 1 kg of acutely hazardous waste per month. | EPA | 0 | 0 | 0 |
| RCRA-SQG | Small quantity generators of hazardous wastes (generate between 100 kg and 1,000 kg of hazardous waste per month) | EPA | 0 | 1 | 1 |
| ERNS | Reported hazardous materials releases. | US Coast Guard | 0 | 0 | 0 |
| US Mines | | US Department of Labor | 0 | 0 | 0 |
| FTTS | Administrative cases and pesticide enforcement actions and compliance activities related to FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act), TSCA (Toxic Substances Control Act), and EPCRA (Emergency Planning and Community Right-to-Know Act) | EPA | 0 | 0 | 0 |

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Table 5.8-1 Hazardous Materials Listings

| Database | Type of Sites Listed | Agency Maintaining Database | Number of Sites | | |
|-----------------------------|--|--|-----------------|----------|----------|
| | | | Onsite | Offsite | Total |
| PADS: PCB Activity Database | Generators, transporters, commercial storers and/or brokers and disposers of PCBs | EPA | 0 | 0 | 0 |
| SWF/LF | Solid waste facilities/Landfill Sites. | Department of Resources Recycling and Recovery | 0 | 0 | 0 |
| Hist Cortese | Historical UST sites. | DTSC | 0 | 2 | 2 |
| LUST | Leaking Underground Storage Tank. | SWRCB | 0 | 0 | 0 |
| Hist UST | Historical Underground Storage Tank. | | 0 | 0 | 0 |
| CA FID UST | Historical USTs. | SWRCB | 0 | 0 | 0 |
| SLIC | Spills, Leaks, Investigation, and Cleanup. | SWRCB | 0 | 0 | 0 |
| UST | Underground Storage Tanks. | SWRCB | 0 | 0 | 0 |
| CHMIRS | California Hazardous Material Incident Reporting System. | California Emergency Management Agency (Cal/EMA) | 0 | 0 | 0 |
| AST | Aboveground Storage Tanks. | Cal/EPA | 0 | 0 | 0 |
| Notify 65 | Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. | SWRCB and Los Angeles Regional Water Quality Control Board | 0 | 0 | 0 |
| DEED | Recorded land use restrictions. | DTSC | 0 | 0 | 0 |
| Drycleaners | Registered drycleaners. | EPA | 0 | 0 | 0 |
| Haznet | Hazardous Materials Shipment Manifests. | California Environmental Protection Agency (Cal/EPA) | 1 | 0 | 1 |
| EnviroStor | Known or suspected contamination. | DTSC | 1 | 0 | 1 |
| WMUDS/SWAT | Waste Management Unit Database System | SWRCB | 0 | 0 | 0 |
| Historical gas stations | Historical gas stations and dry cleaners. | EDR- Proprietary | 0 | 0 | 0 |
| Historical coal gas | Historical gas manufacturing plants. | EDR- Proprietary | 0 | 0 | 0 |
| TOTAL | | | 2 | 3 | 5 |

Sources: EDR 2002; SWQCB 2022; DTSC 2022; USEPA 2022a and 2022b; CalRecycle 2022

Historic Uses of the Project Area

Based on the Phase I ESA prepared for the Project Area by Environmental Geoscience Services (Appendix F1), the Project Area was developed for agricultural purposes from at least 1928 until about 1967, and La Puerta Elementary School was constructed in 1968. In addition, an approximately 70-foot diameter aboveground storage tank was noted on the northeast corner of the site from at least 1949 to about 1952 and was presumed to contain irrigation water for the surrounding orchards. According to the Limited Phase II ESA prepared by ENGEO (Appendix F4), the school buildings were demolished around 2018. A Removal Action Completion Report (RACR) was prepared by Environmental Geoscience Services in 2004 to document the removal of 629 tons of arsenic and total petroleum hydrocarbons impacted soil. The RACR was certified by DTSC in 2004

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(Appendix F3). The Limited Phase II ESA concluded that the soil in the areas of the former aboveground storage tank and former structures do not exhibit significant residual impacts and is suitable for residential development. The stockpiles remaining on the site on December 30, 2019, were also reported to not exhibit significant residual impacts and are also suitable for residential development (ENGEO 2020a). An additional 300 cubic yards of soil was sampled later in 2020 and was also found to be environmentally suitable for residential use (ENGEO 2020b).

Proximity to Schools

No schools are near or within one-quarter mile of the Project Area.

Cable Airport Imaginary Surfaces

Several imaginary surfaces surrounding the runways at Cable Airport located about 1.8 miles southeast of the Project Area have been established by the Federal Aviation Administration (FAA); these include the Existing and Future Air Space Protection Surfaces, Allowable Object Heights, and Future Noise Impact Areas.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-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 or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.
- H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

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5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.8.1: Construction and/or operation activities associated with development accommodated by the Specific Plan would not involve the transport, use, and/or disposal of hazardous materials. [Thresholds H-1, H-2, and H-3]

Impact Analysis: Following is a discussion of the Specific Plan's development potential to create a significant hazard to the public or environment through the accidental release of hazardous materials during the operational and construction phases of future development that would be accommodated by the Specific Plan. No schools are within one-quarter mile of the Project Area.

Hazardous Materials Associated with Project Operation

The development of industrial uses or other land uses involving the storage, use, transport, and disposal of large amounts of hazardous wastes are not proposed and would not be permitted under the Specific Plan. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Project Area. Proposed and permitted land uses accommodated by the Specific Plan include solely residential uses.

Operation of the proposed residential uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. The use, storage, transport, and disposal of hazardous materials by residential land uses would be governed by existing regulations set forth by several agencies. Regulations that would be required of those uses that involve transporting, using or disposing of hazardous materials include RCRA, which provides the 'cradle to grave' regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; IFC, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; CCR Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; and CCR Title 27, which regulates the treatment, storage and disposal of solid wastes. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

The Los Angeles County Fire Department, Health Hazardous Materials Division (LACFD-HHMD) functions as the Certified Unified Program Agency (CUPA) for the City and is responsible for enforcing Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the Health and Safety Code. As the CUPA, LACFD-HHMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk-management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of

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hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency-response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the LACFD-HHMD. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. LACFD-HHMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials associated with future development accommodated by the Specific Plan are used and handled in an appropriate manner and would minimize the potential for safety impacts. Compliance with these laws and regulations is ensured through the City's development review and building plan check process. Therefore, hazards to the public or the environment arising from an accidental release of hazardous materials during project operation are not anticipated to occur.

Any future development accommodated by the Specific Plan would be subject to the City's development review process upon a formal request for a development permit. The City's development review process would include verification of land use compatibility compliance in accordance with the development standards of the Specific Plan and City's Zoning Regulations (Title 16 of the City's Municipal Code). Additionally, the Specific Plan provides a list of allowable uses that are customized for the Project Area, thereby minimizing the exposure of future residents to potential impacts. Therefore, impacts would be less than significant.

Hazardous Materials Associated with Project Construction

Construction Activities

Construction of development projects accommodated by the Specific Plan would involve the use of larger amounts of hazardous materials than would project operation, such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature.

Additionally, as with operation of development accommodated by the Specific Plan, the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

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Strict adherence to all emergency response plan requirements set forth by LACFD-HHMD would be required throughout the duration of the construction of each individual development project. Therefore, substantial hazards to the public or the environment arising from the routine use of hazardous materials during project construction would not occur, and impacts would be less than significant.

Grading Activities

Grading activities of the development accommodated by the Specific Plan would involve the disturbance of onsite soils. Based on DTSC certification of the Removal Action Completion Plan for the Project Area in 2004 and subsequent testing by ENGEO in 2020 (ENGEO 2020a and 2020b), the soils on the Project Area are environmentally suitable for residential use.

Additionally, with adherence to existing regulations, impacts arising from the potential of encountering contaminated soils onsite during project grading activities would not occur. Compliance with existing regulations would be ensured through the City's development review and building plan check process. Therefore, impacts would be less than significant.

IMPACT 5.8-2: The Project Area is on a list of hazardous materials sites. [Threshold H-4]

Impact Analysis: Development accommodated by the Specific Plan would involve ground disturbance in the Project Area. The environmental database search conducted for the Project Area (see Appendix F1) identified two listings within the Project Area and an additional three listings within approximately one mile of the Project Area, for a total of five listings (see Table 5.8-1, *Hazardous Materials Listings*). The majority of the listings do not identify hazardous materials releases but identify current or historic uses of hazardous materials where there is or was some potential for a release—including hazardous waste generators and existing or historic underground storage tanks.

Documented hazardous materials releases within the Project Area include one HAZNET site and one EnviroStor site. The HAZNET entry was for the Project Area having hazardous waste manifests for the generation of 0.69 tons of asbestos-containing waste in 2018, which is connected to demolition of the former school site building. The EnviroStor case is for the Preliminary Endangerment Assessment and Removal Action that was conducted for the Project Area from 2002 to 2004; DTSC has certified the cleanup of the Project Area as discussed in Section 5.8.1.2 *Existing Conditions*. All of the hazardous materials releases documented in the database search are known to regulatory agencies.

Therefore, with compliance of all applicable laws and regulations, which would be ensured through the City's development review and building plan check process, impacts related to hazardous materials site listings would not be significant.

Impact 5.8-3: The Project Area is not in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

Impact Analysis: The nearest airport to the Project Area is the private Cable Airport in Upland, an airstrip located approximately 1.85 miles southeast of the Project Area. Several imaginary surfaces surrounding the

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runways at Cable Airport have been established by the Federal Aviation Administration (FAA); these include the Existing and Future Air Space Protection Surfaces, Allowable Object Heights, and Future Noise Impact Areas. The Project Area is located just outside of these imaginary surfaces; it is approximately 250 feet northeast of the closest imaginary surfaces boundary, which terminates just southeast of the southern boundary of the Project Area. Additionally, the Project Area is not within Airport Influence Area or within one of the compatibility zones of the Cable Airport Compatibility Policy Map (Mead & Hunt 2015). Therefore, implementation of the Specific Plan would not create a hazard to air navigation of the Cable Airport nor result in a safety hazard or excessive noise for people residing in the Project Area. No impact would occur.

Impact 5.8-4: Development accommodated by the Specific Plan would not affect implementation of the City's Local Hazard Mitigation Plan. [Threshold H-6]

Impact Analysis: During the construction and operation phases, development accommodated by the Specific Plan would not affect continued implementation of the City's LHMP or interfere with any of the daily operations of the City of Claremont Police Department or Los Angeles County Fire Department (LACFD). All construction activities would occur within the boundaries of the Project Area and be required to be performed per the City's and LACFD's standards and regulations. Development accommodated by the Specific Plan would be required to provide the necessary on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases. Development accommodated by the Specific Plan would also be required to go through the City's and LACFD's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations, as set forth in the CFC and the City's municipal code, to ensure that they do not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Residential development that would be accommodated by the Specific Plan is not considered a "critical facility" as defined by the Essential Services Building Seismic Safety Act, that is, a building that provides essential services after a disaster; the act includes requirements that such buildings shall be "designed and constructed to minimize fire hazards and to resist the forces of earthquakes, gravity and winds."

Development of the Project Area under the Specific Plan would not require road closures or otherwise impact the functionality of Forbes Avenue or Miramar Avenue as public safety access routes, nor would development of the Project Area introduce any roadways or infrastructure that would bisect or transect surrounding uses. The permitted residential uses under the Specific Plan also do not have any characteristics that would physically impair or otherwise interfere with the City's designated emergency evacuation routes, including State Route 210 and Interstate 10.

Therefore, development accommodated by the Specific Plan would not impair implementation of or physically interfere with the City's LHMP, or any other emergency response plan. Impacts would be less than significant.

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Impact 5.8-5: Implementation of the Specific Plan would not expose people or structures directly to a significant risk of loss, injury, or death involving wildland fires; however, the Project Area's adjacency a High Fire Severity Zone could result in indirect impacts. [Threshold H-7]

Impact Analysis: A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. As shown in Figure 3, *Aerial Photograph*, the Project Area is in an urbanized area of Claremont and is surrounded by a sports park and residential development. The Project Area has good access and would be served by adequate water infrastructure for firefighting purposes. There is no combustible wildland vegetation on or abutting the Project Area. Wildland fire protection in California is the responsibility of either the local government, state, or federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by the California Department of Forestry and Fire Protection (CAL FIRE) under contract to local governments. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRAs. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. LACFD currently provides fire protection and emergency medical services to Claremont.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The Project Area is not in a FHSZ in the SRA; the nearest FHSZ in the SRA is a Very High FHSZ approximately 1.4 miles east of the Project Area (CAL FIRE 2022). The Project Area is also not in a FHSZ in the LRA; however, the northwestern boundary of the Project Area abuts a Very High FHSZ in the LRA (CAL FIRE 2007).

Development accommodated by the Specific Plan would comply with all City, CBC, and CFC requirements including the provision of adequate fire flows, on-site hydrants, and backflow assemblies. Other applicable regulations include the California Public Recourse Code (PRC), which requires and that internal combustion engines, like those used in construction, must be equipped with a spark arrester, which is a device used for removing and retaining carbon and other flammable particles from the exhaust flow for engines that use hydrocarbon fuels. These engines must be maintained in effective working order or be constructed, equipped, and maintained for the prevention of fire. The California PRC also requires that brush, flammable vegetation, or combustible growth be removed within 100 feet of buildings on or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land covered in flammable materials.

Implementation of the Specific Plan would not alter any existing roadways. Emergency vehicle access to the Project Area would be provided via a proposed residential roadway accessible from Forbes Avenue, which has been reviewed and approved as being adequate by LACFD. The development accommodated by the Specific Plan would not alter the existing area in a way that could result in emergency evacuation impairment, such as

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with altering traffic routes. Development accommodated by the Specific Plan would also adhere to fire protection-related regulations and emergency procedures applicable within the City and implement rigorous protocols for emergency response and emergency evacuation. Compliance with the applicable codes and regulations would ensure that implementation of the Specific Plan would not result in a fire hazard or exacerbate the fire risk in the Project Area or its surroundings. Adherence to existing local, state, and federal laws would ensure that this impact remains less than significant.

5.8.4 Cumulative Impacts

As explained in Section 5.8.1.1, *Regulatory Background*, there are numerous laws and regulations in place to ensure that hazardous materials and wastes are used, stored, transported, and disposed of appropriately. As with the Specific Plan, related cumulative projects would be required to adhere with all applicable laws and regulations regulating hazardous materials and waste. Moreover, the Specific Plan would not result in any safety hazards related to an adopted emergency response plan. As with the Specific Plan, related cumulative projects would be required to be analyzed individually for their potential impacts to an adopted emergency response plan. The Specific Plan would not combine with other projects to result in a cumulatively considerable impact with respect to these potential hazards. Therefore, the Specific Plan's contribution to cumulative impacts related to hazardous materials and waste or the creation of any health hazards would be less than significant and less than cumulatively considerable.

5.8.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.8-1, 5.8-2, 5.8-4, and 5.8-5. In addition, the above analysis determined that Impact 5.8-3 would have no impact.

5.8.6 Mitigation Measures

No significant adverse impacts related to hazards and hazardous materials were identified and no mitigation measures are necessary.

5.8.7 Level of Significance After Mitigation

No significant adverse impacts related to hazards and hazardous materials were identified.

5.8.8 References

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