## 4.5 HAZARDS AND HAZARDOUS MATERIALS

This section provides a discussion of the existing hazards and hazardous materials on the proposed Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions ("Sustainable Santee Plan" or "proposed project") and in the surrounding area, as well as an analysis of potential impacts that could result from implementation of the proposed project with regard to proposed project being located within an airport land use plan.

### 4.5.1 Scoping Process

The Initial Study ("IS") prepared for the proposed project indicated that future development projects that would implement proposed project could be located within an airport land use plan and have potential safety hazards impacts from sources of glare. Therefore, this topic is analyzed further in this PEIR.

The IS, used to scope the analysis of the EIR, determined impacts from the proposed project are either less than significant or no impact on the following thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

The IS determined that adherence to federal, State, and local regulations regarding the use and disposal of hazardous materials and wastes would reduce to a less than significant level the potential for impacts to human health and safety and the environment in relation to (a) the handling, disposal, and transport of hazardous construction materials, (b) reasonably foreseeable upset and accident conditions, (c) the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and (d) the potential for the proposed project to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The IS also determined that the proposed project would not be located within the vicinity

of a private airstrip and therefore would have no impact with regard to safety hazards associated with private aviation. In addition, it was determined that the proposed project would have a less than significant impact related to the implementation of an adopted emergency response plan or emergency evacuation plan and wildland fires since any future development projects that would implement proposed project would be subject to review under CEQA and all applicable City regulations, reviews, and requirements. Therefore, these topics are not analyzed further in this EIR. Please refer to Appendix A, IS/NOP, for additional discussion.

The City distributed the NOP for the EIR from August 17 to October 2, 2017. Fifteen comment letters were received in response to the NOP (refer to Appendix A). No issues related to hazards and hazardous materials were raised in those comment letters.

### 4.5.2 Methodology

The analysis in this section focuses on the potential airport and aviation hazards resulting from the implementation of the proposed project. The potential risks were qualitatively evaluated by evaluating the project's location relative to Airport Influence Areas (AIA) established in the Airport Land Use Compatibility Plans (ALUCP) for the airports within 2 miles of the proposed project and applicable Federal Aviation Administration (FAA) regulations. In determining the level of significance, the analysis assumes that construction and operation of future development under the proposed project would comply with all applicable federal, State, and local laws and regulations.

### 4.5.3 Existing Environmental Setting

The City of Santee is located within two AIAs: Gillespie Field and Marine Corps Air Station (MCAS) Miramar. Gillespie Field is located along the southern border of the City and is a publicly-owned facility sited on approximately 750 acres. Gillespie Field is owned by the County of San Diego and operated by the County's Department of Public Works. It serves the aviation needs of the City of El Cajon and surrounding cities (San Diego County Regional Airport Authority 2010). The airport has over 180,000 annual operations that include aviation aircraft and helicopters (County of San Diego 2017a). Gillespie Field includes three runways, a tower, and a terminal, as well as additional airport-related businesses such as flight schools, repair and maintenance shops, aircraft storage, food and beverage services, fuel, instrument, and avionics shops, rental cars and aircraft sales, and rental services (County of San Diego 2017b).

MCAS Miramar is located along the western border of the City and provides aviation and other facilities and services in support of various United States Marine Corps and Navy operating units. MCAS Miramar encompasses 36 square miles situated within the northern part of the City of San Diego. Interstate 15 divides the base into two functionally distinct areas. The airfield and related aviation and industrial facilities occupy the western portion, while the eastern side is largely open land used for various training purposes. MCAS Miramar is designated as a master jet facility and serves both fixed and rotary-wing aircraft. It has three runways, one helicopter landing deck strip, and six helipads (San Diego County Regional Airport Authority 2011).

Both Gillespie Field and MCAS Miramar have adopted ALUCPs. The ALUCPs contain policies to minimize impacts to residents and employees within their identified AIAs. The ACLUPs have guidelines for land use compatibility and identify specific land use types and their compatibility

within the AIAs and airport safety zones. The ACLUPs address airport land use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. Airport safety zones and height restrictions are intended to protect the safety of the people that work or reside within AIAs. Figures 4.5.1 through 4.5.6 show the following for the two airports: the AIAs, airport safety zones, and Part 77 Airspace Protection.

Concentration of people and facilities in the vicinity of airports raises concerns about safety and aircraft hazards. Section 4.5.4, Regulatory Setting, further describes the federal, State, and local regulations that impose land use and height restrictions in the vicinity of airports to ensure that no structures or activities adversely affect navigable airspace.

## 4.5.4 Regulatory Setting

### *4.5.4.1 Federal Policies and Regulations*

**Federal Regulation 49, CFR Title 14, Part 77.** Federal Regulation 49, Code of Federal Regulation (CFR) Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. In particular, CFR Title 14 Part 77.13 requires that any developer who intends to perform any construction or alterations to structures that exceed 200 feet in height above ground level must obtain project approval from the FAA. Height restrictions set forth by the FAA Federal

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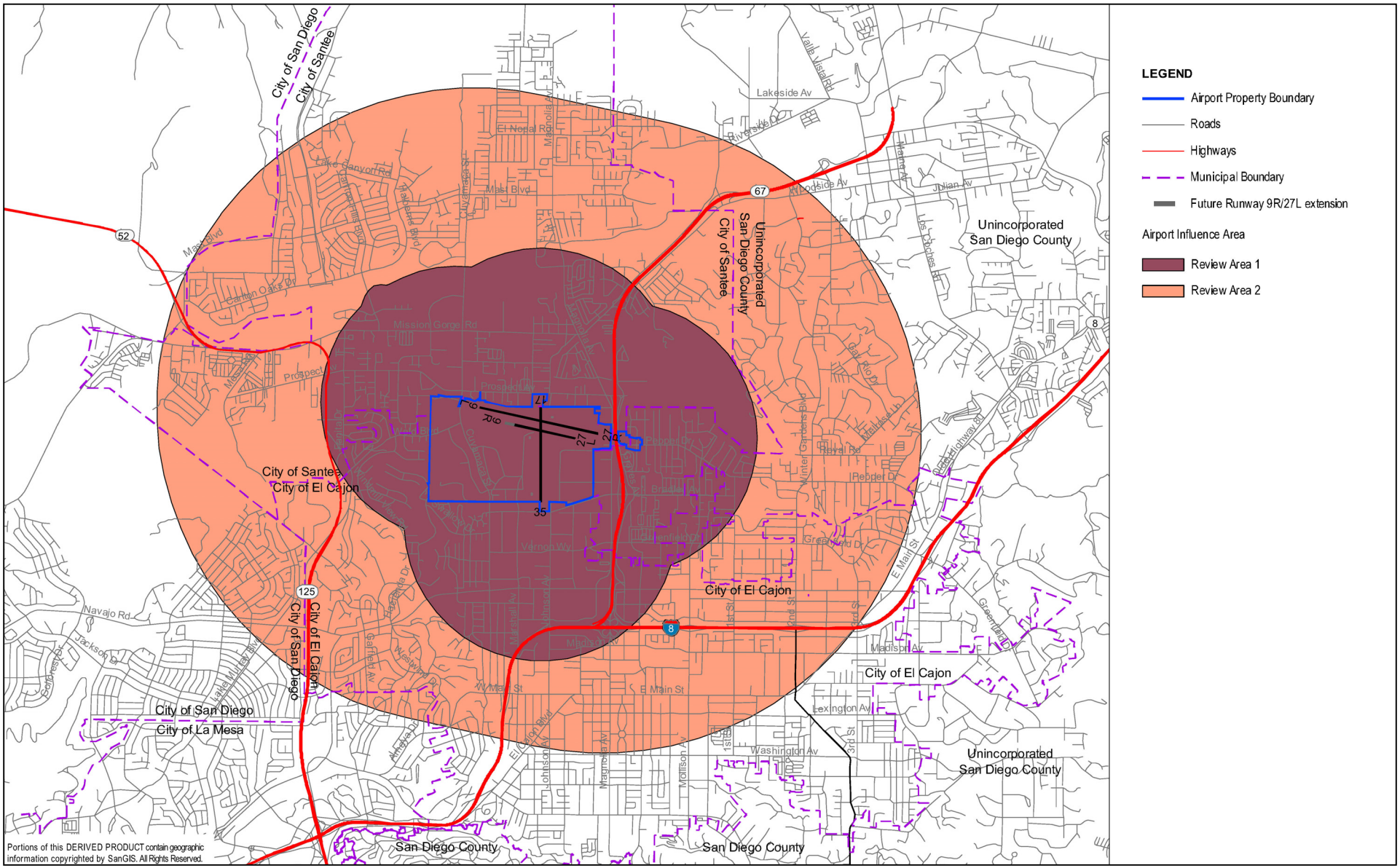


LSA

FIGURE 4.5-1

N

0 4000 6000

FEET

SOURCE: Airport Land Commission, San Diego County

*Sustainable Santee Plan*

Gillespie Field - Airport Influence Area

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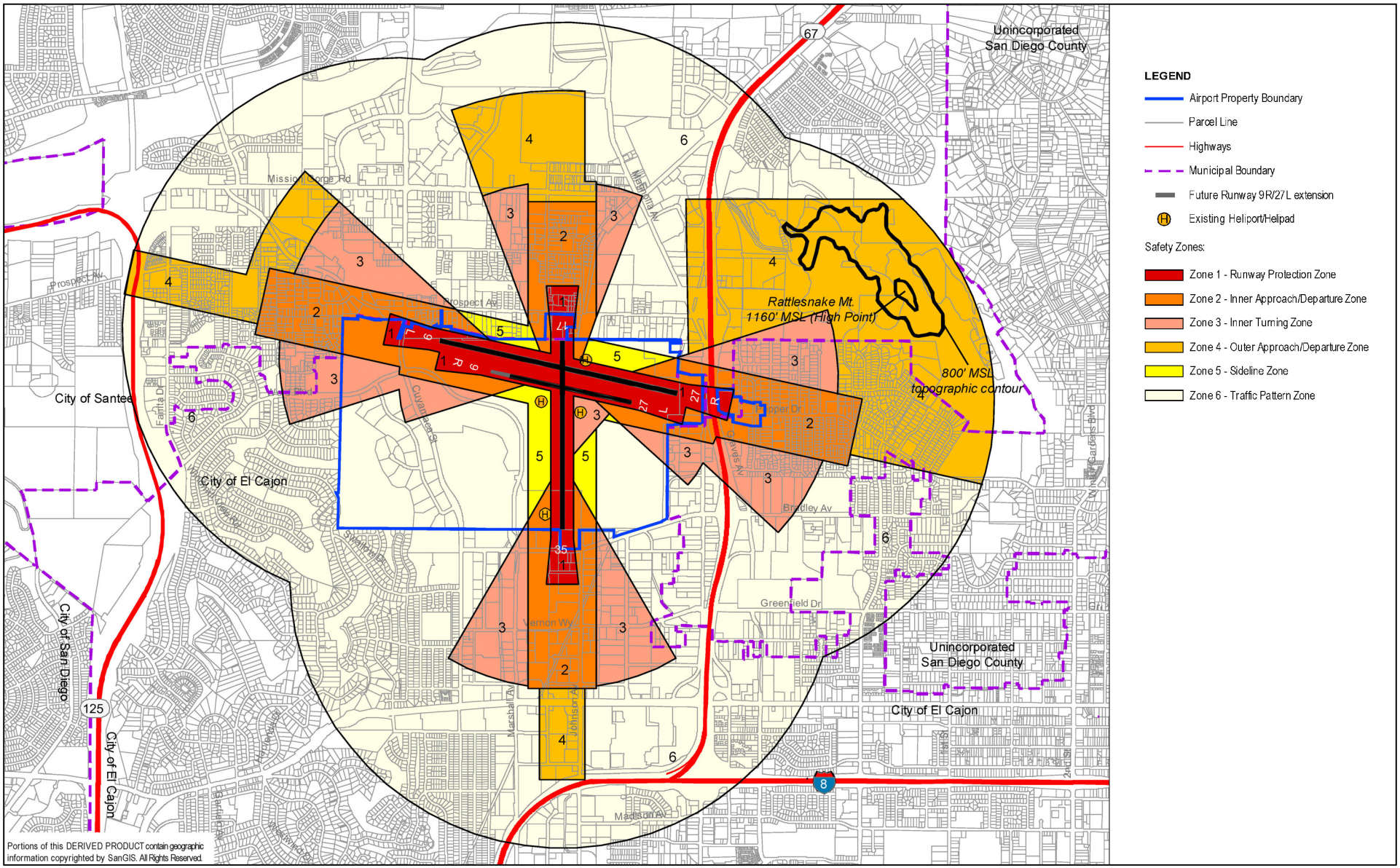


LSA

FIGURE 4.5-2

N

0 1500 3000

FEET

SOURCE: Airport Land Commission, San Diego County

I:\SNT1701\G\Gillespie_Airport_Safety_Zones.cdr (11/6/2017)

*Sustainable Santee Plan*

Gillespie Field - Airport Safety Zones

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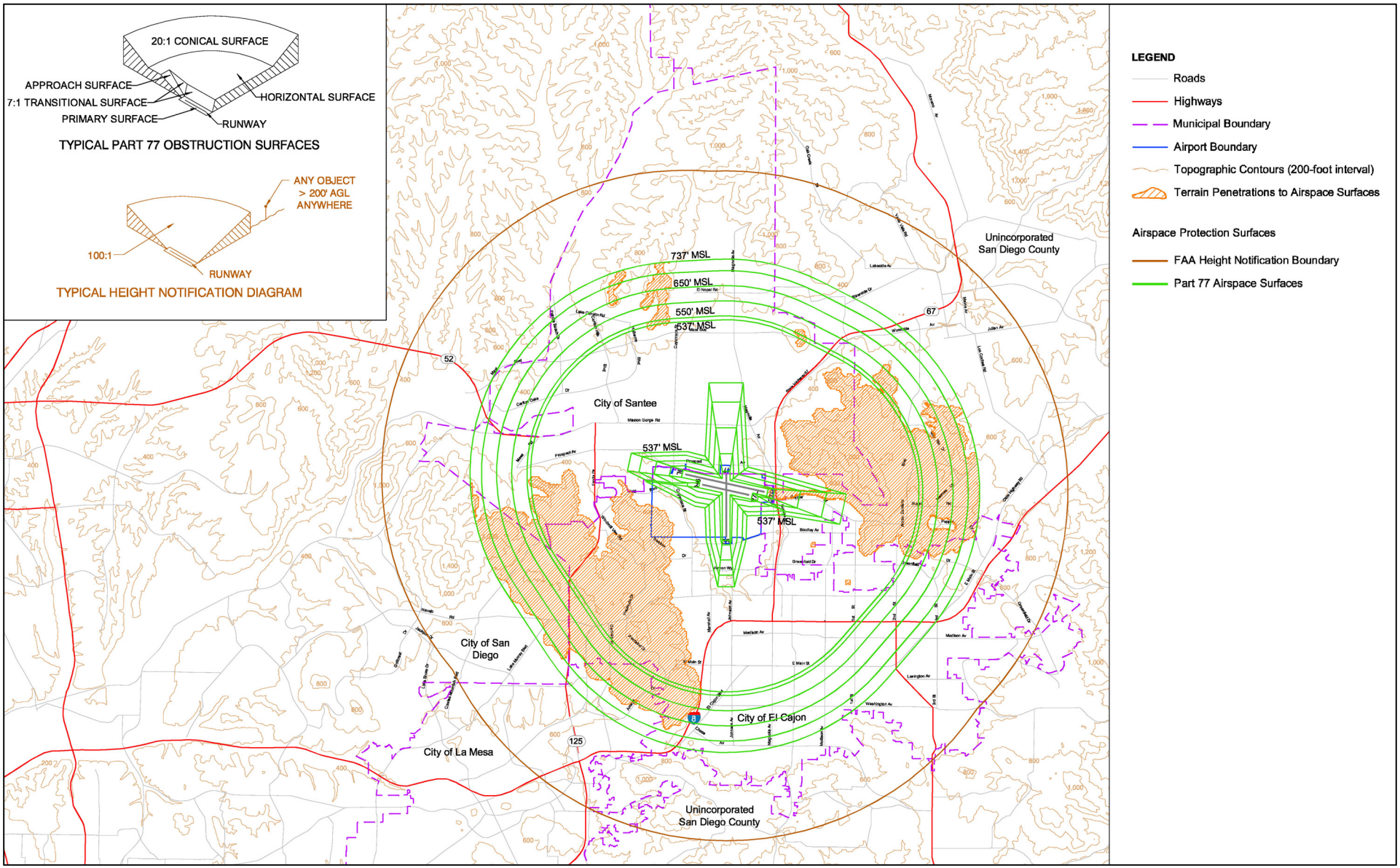


LSA

FIGURE 4.5-3

N

0 4500 9000

FEET

SOURCE: Airport Land Commission, San Diego County

I:\SNT1701\G\Gillespie_Airport_P77_Airspace_Protection.cdr (11/6/2017)

*Sustainable Santee Plan*

Gillespie Field - Part 77 Airspace Protection

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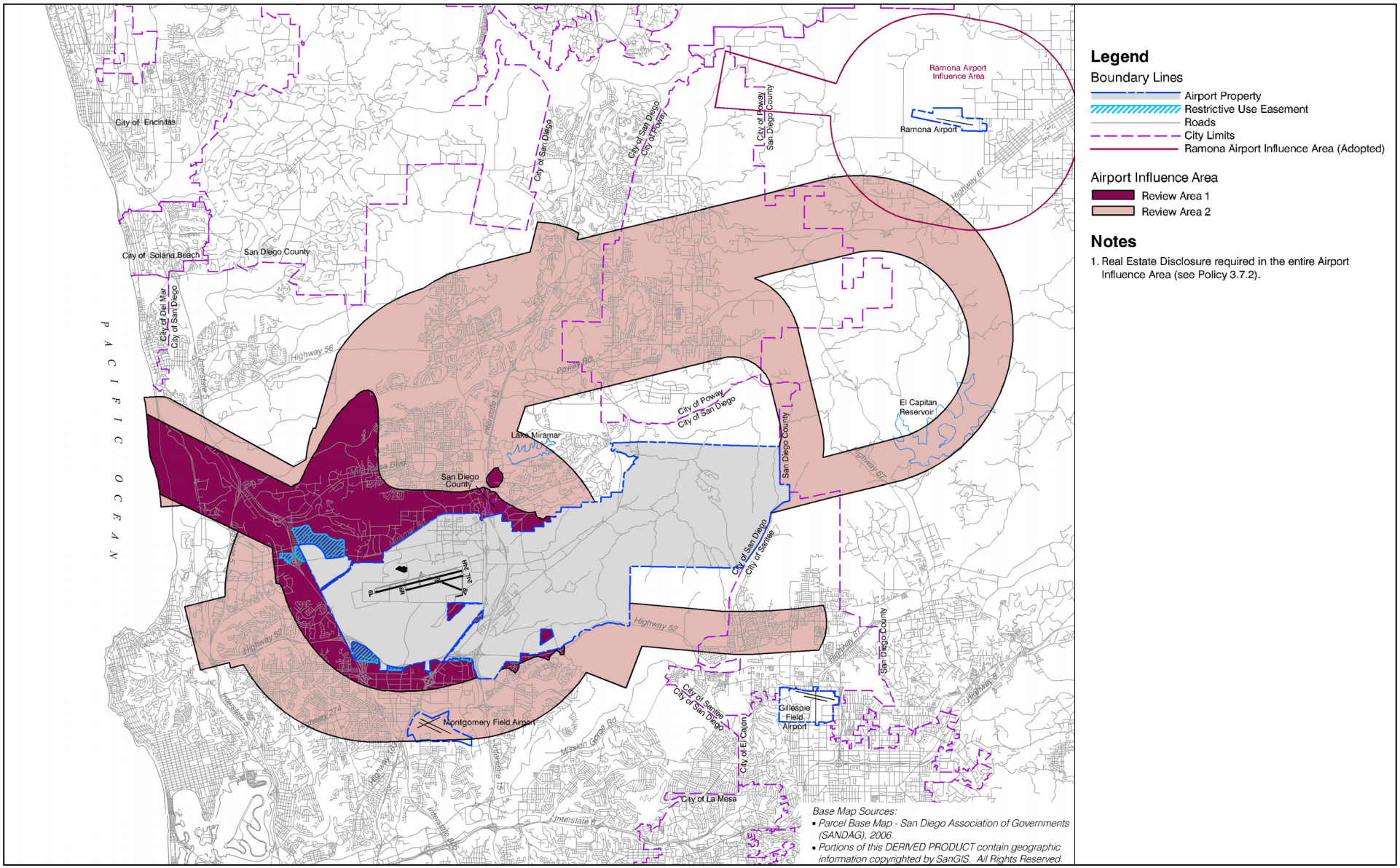


LSA

FIGURE 4.5-4

*Sustainable Santee Plan*

MCAS Miramar - Airport Influence Area

SOURCE: Airport Land Commission, San Diego County

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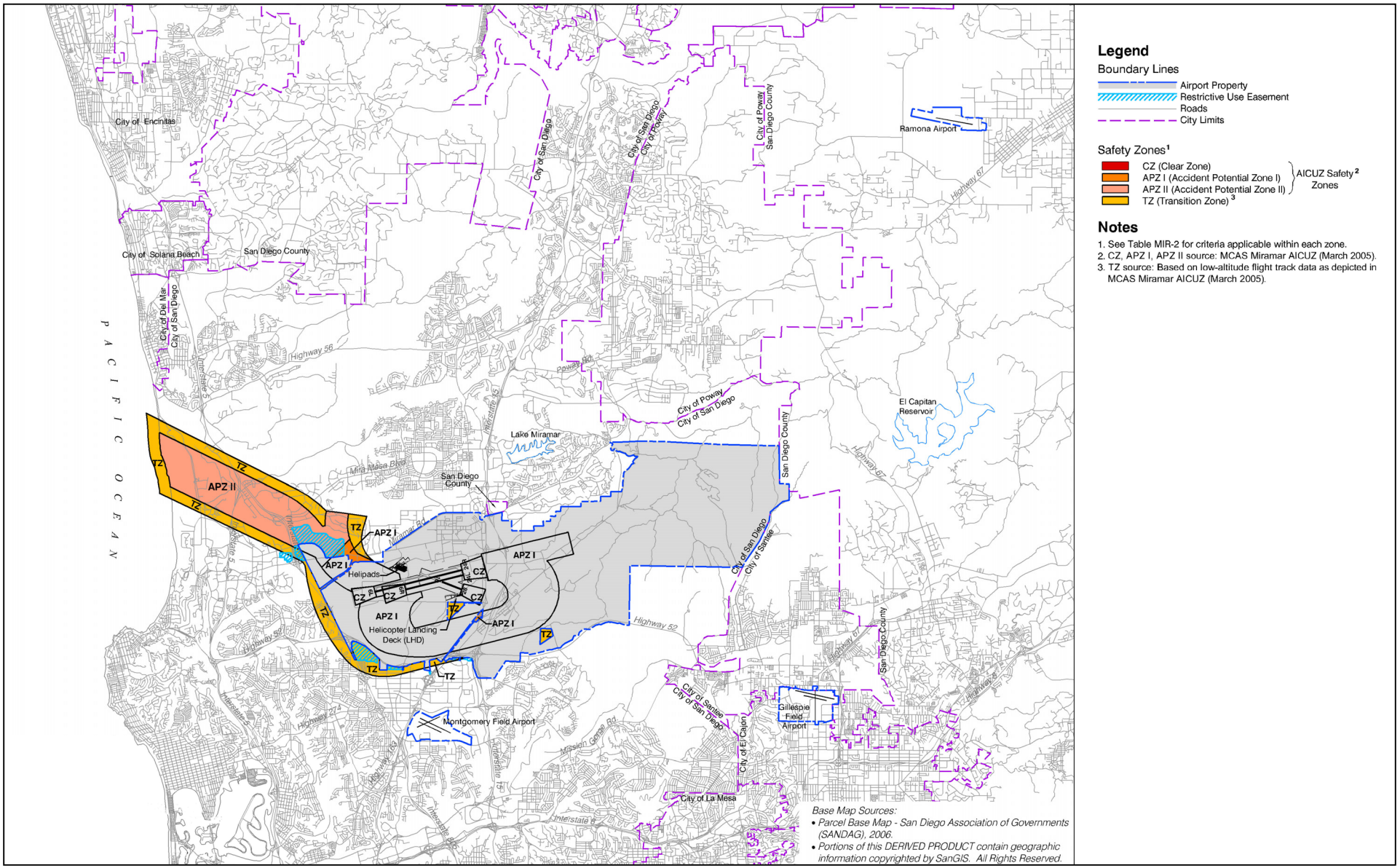


LSA

FIGURE 4.5-5

N

0 12000 24000

FEET

SOURCE: Airport Land Commission, San Diego County

I:\SNT1701\G\Mirama_Airport_Safety_Zones.cdr (11/6/2017)

*Sustainable Santee Plan*

MCAS Miramar - Airport Safety Zones

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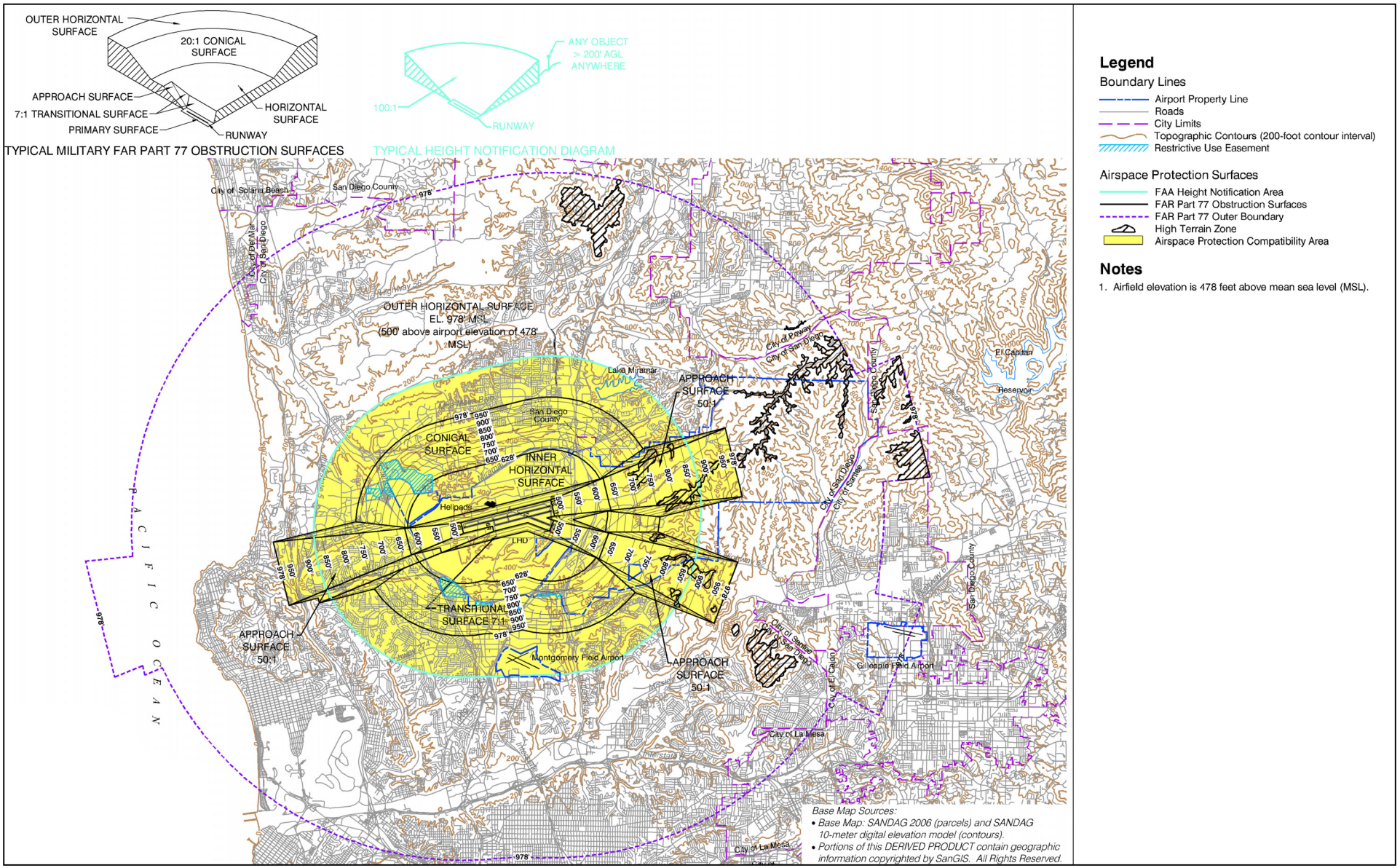


FIGURE 4.5-6

LSA

N

0 12000 24000

FEET

SOURCE: Airport Land Commission, San Diego County

I:\SNT1701\G\Miramar_Airport_P77_Airspace_Protection.cdr (11/6/2017)

*Sustainable Santee Plan*

MCAS Miramar - Part 77 Airspace Protection

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Aviation Regulation (FAR) Part 77 requires all development exceeding 200 feet in height to submit Form 7460-1 (Notice of Proposed Construction or Alteration) to the FAA. In addition, all projects that exceed the FAR Part 77, Objects Affecting Navigable Airspace, 100:1 slope (100 feet in distance to 1 foot in height) are also required to submit a Notice of Proposed Construction or Alteration to the FAA.

#### *4.5.4.2 State Policies and Regulations*

**California Public Utilities Code Section 21659.** The California Public Utilities Code Section 21659 does not permit construction or alternation of any structure at a height that exceeds the obstruction standards set forth in the regulations of the FAA relating to objects affecting navigable airspace contained in Title 14 CFR, Part 77, Subpart C, unless a permit allowing the construction, alteration, or growth is issued by the department.

**California Public Utilities Code Section 21676.** California Public Utilities Code Section 21676 requires the local general plans must be consistent with the adopted airport land use compatibility plans developed by airport land use commissions.

**State Aeronautics Act.** The State Aeronautics Act is contained in the California Public Resources Code Sections 21001 et seq. and is established for several purposes, including encouraging development of private flying and general use of air transportation, fostering and promoting safety in aeronautics, protecting residents in the vicinity of an airport from unreasonable intrusions from airport noise, and establishing regulations for allowing the conduct of aviation activities in a manner not inconsistent with the rights of others.

#### *4.5.4.3 Local Policies and Regulations*

**Gillespie Field Airport Land Use Compatibility Plan.** The Gillespie Field ALUCP, adopted in 2010 by the San Diego County Regional Airport Authority, is intended to promote airport land use compatibility. Specifically, the ALUCP (1) provides for the orderly growth of the Airport and the area surrounding the Airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general (Pub. Util. Code §21675(a)). The ALUCP serves as a tool for the San Diego County Regional Airport Authority to use in to review land use plans and development proposals within the AIA at the airport. In addition, this ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans[1] and to landowners in their design of new development. The ALUCP sets guidelines related to land use compatibility, aircraft noise impacts, height protection, and airport safety to ensure land use compatibility. The Gillespie Field AIA 1, closest to the airport, impacts development in the southeastern portion of the City of Santee

**MCAS Miramar Airport Land Use Compatibility Plan.** The MCAS Miramar ALUCP, adopted in 2008 (and as amended in 2011) by the San Diego County Regional Airport Authority, is the fundamental tool used by the San Diego County Regional Airport Authority to promote airport land use compatibility. Specifically, this ALUCP (1) provides for the orderly growth of the Airport and the area

[1] Policy 2.2.21 of the ALUCP defines general plans to include any general plan, community plan, specific plan, zoning ordinance, building regulation, land use policy document, or implementing ordinance.

surrounding the Airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general. The ALUCP serves as a tool to review land use development proposals within the AIA at MCAS Miramar. In addition, the ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The ALUCP sets guidelines related to land use compatibility, aircraft noise impacts, height protection, and airport safety to ensure land use compatibility. The City of Santee is located outside of the MCAS Miramar's AIA 1. A second review area (AIA 2) located further from the airport, extends over the extreme northern perimeter of the City of Santee and a swath centered along Mast Boulevard extending eastward to Magnolia Avenue.

### 4.5.5 Proposed Sustainable Santee Plan Goals and Measures

The following proposed Goals and Measures are applicable to the analysis of hazards and hazardous materials:

- *Community GHG Reduction Strategies and Emission Reductions.*
    - Goal 1: Increase Energy Efficiency in Existing Residential Units
        - 1.1: Energy Efficiency Education and Best Practices
        - 1.2: Increase Community Participation in Existing Energy Efficiency Opportunities
        - 1.3: Home Energy Evaluations
        - 1.4: Residential Home Energy Renovations
    - Goal 2: Increase Energy Efficiency in New Residential Units
        - 2.1: Exceed Energy Efficiency Standards
    - Goal 3: Increase Energy Efficiency in Existing Commercial Units
        - 3.1: Energy Efficiency Training, Education, and Recognition in the Commercial Sector
        - 3.2: Increase Business Participation in Existing Energy Efficiency Programs
        - 3.3: Non-Residential Energy Audits
        - 3.4: Non-Residential Retrofits
    - Goal 4: Increase Energy Efficiency in New Commercial Units
        - 4.1: Exceed Energy Efficiency Standards
    - Goal 6: Decrease Energy Demand through Reducing Urban Heat Island Effect
        - 6.2: Light-reflecting Surfaces for Energy Efficiency
    - Goal 10: Decrease GHG Emissions from New Development through Performance Standards
        - 10.1: Screening Tables
- *Municipal GHG Reduction Strategies and Emission Reductions.*
    - Goal M-1: Participate in Education, Outreach, and Planning Efforts for Energy Efficiency.

Potential Impacts

Measures and Actions to promote and to educate the public on energy efficiency and savings programs (Measures 1.1, 1.2, 1.4, 3.1, 3.2, and 3.4) may generate an expanded demand to install roof-top solar photo voltaic panels on the top of existing homes and businesses. Similarly, Measures 2.1, 4.1, 6.2, and 10.1 may require roof top or ground mounted solar photo voltaic panels and light reflecting surfaces for new development. Measures 5.1 and 6.1 would have the impact of planting more and different types of trees within the City.

### 4.5.6 Impact Significance Criteria

The thresholds for hazards and hazardous materials impacts used in this analysis are consistent with Appendix G of the *CEQA Guidelines*. The effects of the proposed project related to hazards and hazardous materials are considered to be significant if the proposed project would:

**Threshold 4.5.1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**Threshold 4.5.2:** 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.

**Threshold 4.5.3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

**Threshold 4.5.4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

**Threshold 4.5.5:** 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 the project result in a safety hazard or excessive noise for people residing or working in the project area?

**Threshold 4.5.6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Threshold 4.5.7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Initial Study, provided in Appendix A, determined that the proposed project would not result in impacts associated with Thresholds 4.5.1 through 4.5.4 and Threshold 4.5.6. As a result, these thresholds are not considered any further in the analyses of the potential impacts of the proposed project related to hazards and hazardous materials.

### 4.5.7 Project Impacts

The Sustainable Santee Plan could be reasonably expected to generate additional solar photo-voltaic systems and other renewable energy devices that would primarily be installed on rooftops of new or

existing buildings. These devices could introduce substantial new sources of glare and could also increase overall height of buildings, which may have an impact on existing airports.

**Threshold 4.5.5:** *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 the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Implementation of the Sustainable Santee Plan would reduce VMT, thus reducing total vehicular noise in the City. The Sustainable Santee Plan implementation would not add vehicle trips. Implementation of the policies and programs of the Sustainable Santee Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows also would act to buffer exterior noise levels. Installation activities for energy retrofits on existing residential and commercial buildings, or installation of renewable energy facilities such as photovoltaic arrays, may result in temporary increases in noise; however, it is anticipated that such activities would not require large construction equipment that would result in substantial noise. Additionally, each specific development project would undergo evaluation and noise study and mitigation measures if above normally acceptable levels defined in the General Plan prior to project approval for consistency with General Plan policies and standards. There would be less than significant noise impacts from implementation of the Sustainable Santee Plan.

Implementation of the Sustainable Santee Plan could result in construction of energy-generating facilities such as solar panels and photovoltaic arrays that would primarily be installed on rooftops of new or existing buildings. These energy-generating rooftop structures could introduce substantial new sources of glare and could also increase overall height of buildings.

The Gillespie Field Airport is located along the City's southern border and MCAS Miramar Airport is located along the City's western border. Both AIA boundaries extend into the City of Santee. The San Diego County Regional Airport Authority has adopted an ALUCP for each airport that implements the FAA FAR Part 77. The FAA Height Notification Boundary extends 20,000 feet from the nearest point of any runway. Part 77, Subpart B requires FAA notification (through submittal of the FAA Form 7460 1) for structures within the boundary that exceed a slope of 100:1 (100 feet in distance from the runway to 1 foot in height). Outside of the boundary, applicants who intend to perform any construction or alterations that exceed 200 feet in height above ground level must also notify the FAA (through submittal of the FAA Form 7460 1).

The ALUCPs also discuss AIAs, which are divided into two review areas: Review Area 1 and Review Area 2. Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land uses actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together within all of the safety zones. The safety zones are established for the purpose of evaluating the safety compatibility of land use development. The ALUCP identifies land use types as incompatible, conditional, or compatible, and establishes criteria applicable to each zone. Within Review Area 1, all land use actions are subject to San Diego County Regional Airport Authority review to the extent required by law. Review Area 2 consists of locations beyond Review Area 1 but within the airspace and/or overflight notification

areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. Therefore, since review procedures in regard to height are in place, implementation of the proposed project would not increase safety hazards for people residing or working in the project area.

Implementation of the proposed project could pose an aviation safety hazard from the glare and increases in height that could result from the energy-generating rooftop structures such as solar panels and photovoltaic arrays. However, as described above, the ALUCPs include review procedures and restrictions for projects located within AIAs. If any project under the Sustainable Santee Plan is determined to present a safety hazard from increased glare or height, appropriate mitigation measures would be required on a project level to reduce or avoid the safety hazard to the satisfaction of the San Diego County Regional Airport Authority. Additionally, as described in Section 4.1, Aesthetics, **MM 4.1-1** shall be implemented for all discretionary projects under the Sustainable Santee Plan to reduce glare impacts.

In addition to adherence to all local, regional, State, and federal regulations and compliance with the guidelines of the ALUCPs, with implementation of **MM 4.1-1**, impacts of glare from implementation of the proposed project would be reduced to less than significant by ensuring that energy-generating structures do not result in safety hazard for people residing or working in the project area.

**Threshold 4.5.7:** *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 Cal Fire, the northern and southwestern portions of the City are designated as Very High Fire Hazard Severity Zones located in the local responsibility areas for the City of Santee.[2] The northern and southwestern portions of the City are along the wildland urban interface (WUI), where structures are built in close proximity to wildland areas. Approximately 89 residential structures with a population of 222 residents, 3 commercial structures, and 1 fire station are within the Very High Fire Hazard Severity Zones.[3]

Chapter 4 of the Sustainability Plan evaluated climate change risks, predicting an increase of wildland fires in the WUI, and recommended adaptation strategies that if implemented would mitigate the future increased risks due to wildland fires within the City of Santee. The adaptation strategies related to wildland fires are found in Chapter 4 of the Sustainability Plan under the titles "Public Health and Safety," and "Wildfire." The adaptation strategies include the following actions that the City should take in addressing wildland fires:

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2 Cal Fire Very High Fire Hazard Severity Zones Map for the City of Santee. Website: http://fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_diego/Santee.pdf. Accessed March 6, 2019.

3 County of San Diego Multi-jurisdictional Hazard Mitigation Plan, 2017 Hazard Mitigation Plan Documents for the City of Santee. Website: https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/HazMit/2017/City-of-Santee-HazMit-Section-5.pdf. Accessed on March 6, 2019.

- Map neighborhoods that could be more vulnerable to the effects of climate change including fire to identify high risk areas of the City.
- Educate the public on the importance of fire safety.
- Create buffer zones between vegetation and structures and infrastructure through the use of fire fuel load modifications.
- Identify fire-prone habitats, evaluate and plan for the increased risk of larger and more frequent wildfires.

The City has committed to updating the Safety Element of the General Plan within the next two years which presents an opportunity to include policies within the Safety Element Update aimed at implementing the recommendations in the Sustainability Plan related to the adaptation strategies addressing the increased wildland fire risks.

Implementation of the Sustainability Plan would reduce the risks of wildland fires within the City. Therefore, this impact is less than significant, however, to ensure the Safety Element of the General Plan is updated to include adaptation strategies addressing the increased wildland fire risks, Mitigation Measure 4.5-1 is provided.

### 4.5.8 Level of Significance Prior to Mitigation

Prior to mitigation, energy-generating structures could result in glare resulting in safety hazards and a potentially significant impact requiring mitigation. The Sustainability Plan, if fully implemented, provides an opportunity to further reduce the hazards associated with wildland fires. All other potential impacts related to hazards and hazardous materials would be less than significant.

### 4.5.9 Mitigation Measure

**MM 4.1-1** All proposed energy-generating structures shall be constructed utilizing non-reflective materials to the maximum extent feasible. If a reflective material is used, appropriate shielding shall be placed or the structure relocated to reduce the amount of visible glare. The City shall review all discretionary projects prior to issuance of building permits to ensure that appropriate shielding and placement of such structures are included in design plans.

**MM 4.5-1** Within two years of adoption of the Sustainable Santee Plan, the City of Santee shall update the Safety Element of the General Plan and include policies that will implement the climate change adaptation strategies found in Chapter 4 of the Sustainability Plan.

### 4.5.10 Level of Significance after Mitigation

**MM 4.1-1** would reduce the impact of glare to less than significant. **MM 4.5.1** would ensure that the adaptation strategies within the Sustainability Plan are implemented, which will further reduce

hazards. There would be no significant unavoidable adverse impacts of the proposed project related to hazards and hazardous materials.

### 4.5.11 Cumulative Impacts

Future development in the City of Santee could be located within the AIAs of Gillespie Field and MCAS Miramar. Development pursuant to the Sustainability Plan and any other related projects within the AIAs would be required to submit Form 7460-1 if buildings or appurtenant structures exceed 200 feet in height and/or exceed the 100:1 slope (100 feet in distance to 1 foot in height). In addition, each project pursuant to the Sustainability Plan and future projects, whether within the AIA area or not, would be required to undergo individual design and environmental review to develop appropriate mitigation measures particular to each project site to reduce glare. The San Diego County Regional Airport Authority would review all projects proposed within the AIAs. Adherence to all local, State, and federal regulations would ensure that the proposed project and other related projects do not result in a significant public aviation hazard. Additionally, **MM 4.1-1** shall be implemented for all discretionary projects under the Sustainability Plan to reduce glare impacts. Finally, MM 4.5-1 ensures implementation of the Sustainability Plan adaptation strategies further reducing hazards related to climate change risk. Therefore, with implementation of **MM 4.1-1** and **MM 4.5-1**, the contribution of the proposed project and other area projects to aviation safety hazards would not be cumulatively considerable and would therefore be less than significant.

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