

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential for the project to result in a hazard to the public or the environment through: transport, upset, or emission of hazardous materials; impairing an emergency response or emergency evacuation plan; and exposure to wildfires. An evaluation of potential health risks related to airborne contaminants is included as part of Section 4.3, “Air Quality.” For further information on geologic hazards associated with implementation of the project, please refer to Section 4.6, “Geology, Soils, and Mineral Resources.” A discussion of the availability of emergency vehicle access is discussed in Section 4.14, “Transportation and Circulation.” In addition, for information related to flooding and water quality at the site, refer to Section 4.9, “Hydrology and Water Quality.”

### 4.8.1 Environmental Setting

#### PROJECT SITE CHARACTERISTICS

Development and use of land is a key aspect of understanding the potential for contamination related to hazardous materials and wastes because particular land uses are more prone to some types of contamination.

##### Nishi Site

The Nishi site is located between Interstate 80 (I-80) and railroad tracks owned by the Union Pacific Railroad (UPRR). The site includes 9.94 acres of land that was converted back to agricultural land from a freeway when I-80 was realigned in 1974.

The site has been farmed since the 1800s. It was part of a 450-acre orchard in 1870, but has been primarily used to produce corn, wheat, and tomatoes. While no farming occurred on the site between 2005 and 2012, unirrigated winter wheat is currently grown on the Nishi site. A farm complex consisting of a residence and six outbuildings that were at one time used to house seasonal workers were demolished in 2007, with a permit from Yolo County. A well located on the site is used for the agricultural property south of I-80.

##### West Olive Drive

West Olive Drive is bound on three sides by major transportation corridors, including the UPRR tracks on the west, Richards Boulevard on the north, and I-80 on the east. Current land uses include automotive repair shops, auto parts retailers, restaurants, a gym, and a hotel. In locations where these commercial and industrial-type land uses are present, there is often a history of hazardous materials use. Although hazardous materials are generally used in small quantities and transport, use, and disposal are subject to federal, state, and local regulations, poor housekeeping or other accidental upset could result in the release of hazardous materials into the environment.

#### TOPOGRAPHY, SOILS, AND GROUNDWATER

The project site is generally flat and gently slopes to the southwest. Soils on the project site are loams (i.e., a mixture of sand, silt, and clay) that are associated with level flood plains and level to moderately sloping alluvial fans. Soils on the northern portion of the site are somewhat poorly drained and have a moderate runoff potential. Soils on the southern portion of the site are well-drained and have a low runoff potential. Additional information regarding soils present on the project site is included in Section 4.6, “Geology, Soils, and Mineral Resources.”

In the Davis area, groundwater elevations have historically ranged from roughly 40 to 50 feet above mean sea level, and groundwater pumping has created cones of depression. The project site spans two

groundwater sub-basins: the Nishi site is in the Yolo Groundwater Sub-basin, and West Olive Drive is in the Solano Groundwater Sub-basin. Groundwater flow at the project site is generally to the east (Brown and Caldwell 2006). Section 4.9 “Hydrology and Water Quality,” provides additional information about groundwater at the project site.

## POTENTIAL CONTAMINATION

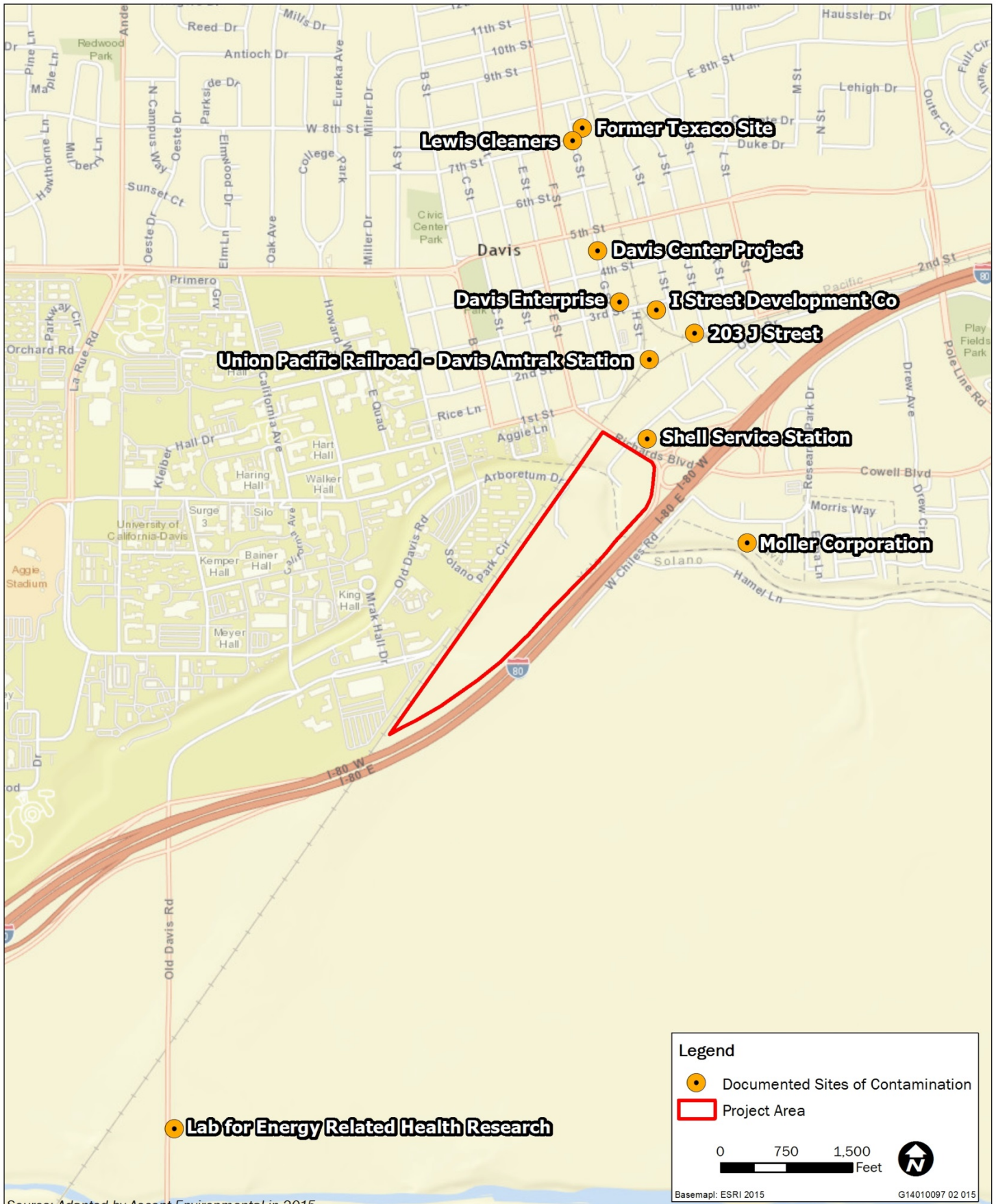
### Documented Sites of Contamination

The State of California maintains the linked EnviroStor and Geotracker databases of known contamination sites pursuant to Government Code Section 65962.5. Based on the information gathered from these databases, Table 4.8-1 describes sites located within 1 mile of the project site that are actively under evaluation, remediation, or verification monitoring. None of these sites are on the project site (Figure 4.8-1).

**Table 4.8-1 Documented Sites of Contamination within 1 mile of the Project Site**

Site	Address	Site Type	Contaminants of Concern	Cause of Contamination	Cleanup Status
I Street Development Co.	920 3 <sup>rd</sup> Street (0.25 mile northeast of the project site)	SWRCB Cleanup Program	Petroleum constituents, volatile organic compounds	Discharge of contaminants to soil at former small engine and noise suppressant equipment manufacturing facility	Remediation via soil vapor extraction
Union Pacific Railroad – Davis Amtrak Station	G Street (0.1 mile northeast of project site)	SWRCB Cleanup Program	PCE, TCE	Railroad operations	Assessment via soil and vapor sampling
203 J Street	203 J Street (0.3 mile northeast of project site)	SWRCB Cleanup Program	TCE, vinyl chloride	Unknown	Investigation and remediation of groundwater and soil gas
Davis Enterprise	302 G Street (0.3 mile north of project site)	SWRCB Cleanup Program	PCE	Former dry cleaning operation released PCE to sanitary sewer system. Soil and groundwater effected.	Remediation via electrical resistance heating Proposed settlement and cleanup agreement available
Davis Center Project	5 <sup>th</sup> and G Streets (0.4 mile north of project site)	SWRCB Cleanup Program	PCE (in groundwater)	Former gas station	Verification monitoring
Former Texaco Site	712 G Street (0.7 mile north of project site)	LUST Cleanup Site	Gasoline	Release from a UST	Remediation via injection of chemical oxidants; expected closure 12/31/2019
Lab for Energy Related Health Research	Old Davis Road (0.9 mile southwest of project site)	National Priorities List	Chloroform, metals, polynuclear aromatic hydrocarbons, radioactive isotopes	Waste from university disposed of on-site, including laboratory and animal wastes associated with research concerning exposure to radiological materials	Remediation; proposed capping of on-site disposal units and excavation of VOC hotspots
Moller Corporation	1222 Research Park Drive (0.2 mile east of project site)	DTSC Voluntary Cleanup	Hologenated solvents, oils	Solvents used in degreasing process associated with manufacture of vehicle exhaust systems (1982-1987)	Remediation
Lewis Cleaners	670 G Street (0.6 mile north of project site)	SWRCB Cleanup Program	Methyl tert-butyl ether, tert-butyl alcohol	Dry cleaning operations	Assessment and Interim Remedial Action
Shell Service Station	1010 Olive Drive (0.02 mile northeast of project site)	LUST Cleanup Site	Petroleum constituents	Gas station	Assessment and monitoring; expected closure date 3/30/2020

Source: DTSC 2015, SWRCB 2015



Source: Adapted by Ascent Environmental in 2015

**Figure 4.8-1**

**Documented Sites of Contamination in the Vicinity of the Project Site**



Of the sites identified in Table 4.8-1, eight are sites where groundwater has been affected by release of petroleum constituents, trichloroethylene (TCE), and tetrachloroethylene (PCE) for which oversight is being provided by the State Water Resources Control Board (SWRCB). These sites are generally associated with the downtown area of the City of Davis and are located north and east of the project site. There is also a site south of I-80 where there was release of solvents and oils to soil that is being voluntarily cleaned-up with oversight by California Department of Toxic Substances Control (DTSC). A final site, the Lab for Energy Related Health Research, is located roughly 0.9 mile southwest of the project site. Remediation of this site is being co-lead by the U.S. Environmental Protection Agency (EPA), DTSC, and the Central Valley Regional Water Quality Control Board (RWQCB). The site was used by the University of California at Davis (UC Davis), both for disposal of general university wastes and disposal of animal and laboratory wastes generated by a research facility UC Davis operated at the site under contract to the U.S. Department of Energy where animals were exposed to radiological materials and disposed of after those experiments. Wastes were deposited in trenches, pits, and septic systems on the site. The site is still being evaluated, but human exposures and migration of contaminated groundwater are considered under control (EPA 2009).

There are also two sites of historical contamination in the West Olive Drive area. Davis Honda Yamaha (975 Olive Drive) and Chevron #9-5631 (980 Olive Drive) are sites where there was a release of gasoline associated with a leaking underground storage tank (LUST) for which the SWRCB cases have been closed. These sites have been remediated to regulatory standards and are not anticipated to present further potential to create hazardous conditions.

### **Hazardous Materials Associated with Agriculture**

Agricultural enterprises have historically stored, handled, and applied pesticides and herbicides on orchards and row crops on the Nishi site. Agricultural chemicals used before the 1970s often included highly persistent compounds such as DDT. Inorganic compounds containing heavy metals such as arsenic, lead, and mercury were commonly used before the 1950s. Chemicals commonly used in the past have the potential to leave residual inorganic or organic components in shallow soils that could persist for many decades. If present in elevated concentrations, these residues could pose a potential health risk to future construction workers, residents, and other persons who may come in direct contact with surface soils (Yolo County 2009).

Modern agricultural chemicals are generally less-persistent, organic compounds. Routine application of these materials does not generally result in accumulation to levels sufficient to cause concern because of product testing by the EPA before commercial use and regulation related to product application. Areas that are typically of concern include (1) pesticide-handling areas that lack concrete pads, berms, or cribs to contain spills or leaks during handling and storage, and (2) rinse water from washout facilities for pesticide-application equipment that has not been properly collected and treated before discharge. Equipment-repair and petroleum-storage areas might also be of concern. In an interview conducted as part of a Phase I environmental site assessment (Phase I) prepared for the site in 1995, Mr. Nishi, who owned and farmed the Nishi site from 1955 to 2005, stated that standard pesticide and fertilizer application procedures were always used and chemicals were mixed at an off-site maintenance area (Arboretum Partners 1995).

### **Contaminated Soil Reported Near Active Irrigation Well**

The 1995 Phase I identified hydraulic oil contamination associated with the active irrigation well. The contamination was estimated to be less than 1 cubic yard of soil contained in an area of less than 16 square feet. The Phase I recommended that the contaminated soil be sampled, removed, and properly disposed of during site development (Arboretum Partners 1995).

### **Lead, Asbestos, and Other Hazardous Materials in Buildings**

Hazardous materials are commonly found in building materials that may be affected during demolition and renovation activities associated with redevelopment. Prior to 1978, lead compounds were commonly used in interior and exterior paints. Prior to the 1980s, building materials often contained asbestos fibers, which were used to provide strength and fire resistance. In addition, other common items present in buildings, such as electrical transformers, fluorescent lighting, electrical switches, heating/cooling equipment, and thermostats, can contain hazardous materials that may pose a health risk if not handled and disposed of

properly. Among these hazardous materials are polychlorinated biphenyls (PCBs), which were used in hundreds of industrial and commercial applications because of their non-flammability, chemical stability, high boiling point, and electrical insulating properties. Equipment on the project site that might contain PCBs includes electrical equipment and thermal insulation material (e.g., fiberglass, felt, foam, or cork). Older, pole-mounted electrical transformers can also contain PCBs.

## ROAD AND RAILWAY HAZARDS

Transportation corridors present potential health and safety hazards related to contamination in the rights-of-way, accidental release of materials being transported, and air emissions generated by vehicles. A toxic spill on I-80 or the UPRR mainline railroad tracks passing through town is considered the most likely disaster scenario by the City of Davis (City of Davis 2007: 321). As noted above, potential health risks associated with toxic air contaminants are discussed in Section 4.3, "Air Quality."

### Potential for Existing Contamination

Leaded gasoline was used as a vehicle fuel in the United States from the 1920s until the late 1980s. Although lead is no longer used in gasoline formulations, lead emissions from automobiles are a recognized source of contamination in soils along roadways (i.e., aerially-deposited lead). Surface and near-surface soils along heavily-used roadways have the potential to contain elevated concentrations of lead. Studies by the California Department of Transportation suggest that hazardous waste levels of lead, if present, are generally found in soils within 30 feet of the edge of the pavement (DTSC 2009).

Contaminants common in railway corridors include wood preservatives (e.g., creosote and arsenic) and heavy metals in ballast rock. Ballast rock and soils associated with railroad tracks may also contain naturally-occurring asbestos. In addition, soils in and adjacent to these corridors might contain herbicide residues as a result of historical and ongoing weed-abatement practices.

### Accidental Release of Hazardous Materials

Hazardous materials, hazardous wastes, and petroleum products are a subset of the tremendous volume of goods routinely shipped along the transportation corridors adjacent to the project site. Three agencies maintain searchable databases that track hazardous material releases in reportable quantities:

- ▲ EPA maintains the Hazardous Materials Incident Report System that contains data on hazardous material spill incidents reported to the U.S. Department of Transportation (USDOT). Four incidents are reported in the City of Davis: release of ammonia anhydrous transported by rail (1976); and release of cleaning liquid (1988), ethyl acetate (1989), and hydrochloric acid (2010) associated with highway transport.
- ▲ California Office of Emergency Services maintains the California Hazardous Materials Incident Report System that contains information on reported hazardous material accidental releases or spills.
- ▲ SWRCB's Site Cleanup Program maintains information on reported hazardous material accidental releases or spills.

### Freight Transport of Oil and Gas and Potential for Accidents

According to data published by the Federal Railroad Administration (FRA), there were 14 freight train accidents between 2005 and 2014 in Yolo County, eight of which were derailments. An average of 7,698 cars carrying hazardous materials traveled through the county annually, resulting in an annual average of 26 hazardous materials releases. Two fatalities were reported as a result of freight train accidents and other incidents, including crossing incidents, in this 10 year period (FRA 2014). UPRR has decreased derailments 23 percent in the last 10 years through employment of technology (e.g., lasers and ultrasound) to identify rail imperfections, forecasting potential failures before they happen by tracking acoustic wheel vibrations, performing real-time analysis of rail cars, and conducting safety training programs on a regular basis (UPRR 2014).

Freight railroads have employee safety training requirements and operating procedures that govern the handling and movement of hazardous goods, including crude oil. Federal regulation and self-imposed safety practices dictate train speeds, equipment and infrastructure inspections, and procedures for how to handle and secure trains carrying hazardous materials. The freight rail industry provides instruction to local public safety officials at the industry's Transportation Technology Center's Security and Emergency Response Training Center, and individual railroads conduct additional local training for first responders (Association of American Railroads [AAR] 2015). Freight railroads also work with state emergency planning committees and local first responders to develop emergency response plans. In accordance with a February 2014 agreement between the USDOT and the Association of American Railroads, railroads have developed an inventory of emergency response resources and provided the USDOT with information on the deployment of those resources. This information is available upon request to appropriate emergency responders (AAR 2015).

Railroads make technical information on shipments available to local officials and first responders along routes so that they are aware of what is moving through their area. In 2013, approximately 1 percent (800 to 1,000 car loads) of UPRR's total crude oil business was transported within California (UPRR 2014). In accordance with a May 2014 USDOT Emergency Order, railroads notify State Emergency Response Commissions about the routes of trains containing large amounts of Bakken crude oil in their respective states (AAR 2015). UPRR does not currently transport any oil originating in the Bakken region through California (UPRR 2014). Bakken oil is known to be relatively volatile due a higher concentration of natural gas intermixed with the crude oil; this has been thought to be the cause of some of the recent catastrophic derailments tied to transport of Bakken oil (Stern and Jones 2014).

In the future, crude-by-rail shipments could increase, depending on continued terminal development, pipeline capacity, crude oil prices, arbitrage opportunities, and market conditions. The potential for additional regulations and prospective changes to tank car specifications could also affect crude-by-rail volumes (UPRR 2013). This change in the nature/frequency of rail traffic in Yolo County could increase the potential for hazards associated with train accidents above those represented in historical data because overall traffic volumes could be increased, the trains could be longer, and the material being transported may be more volatile than what has typically been transported in the past.

The train tracks adjacent to the Nishi site are straight and elevated above the property by ballast. There is an at-grade road crossing at the east end of Arboretum Drive at the northernmost corner of the Nishi site, and an elevated crossing over Richards Boulevard. East of the project site, the tracks curve and the speed limit is reduced to 30 miles per hour near the Davis Amtrak Station. As the entire project site is located within 0.25 miles of the UPRR line, it is considered to be within the initial evacuation zone (0.5 mile from rail corridors) for train derailments involving flammable liquids and gases that is established in the Pipeline and Hazardous Materials Safety Administration's 2012 Emergency Response Guidebook.

## AIRPORT HAZARDS

The project site is located approximately 2 miles from University Airport, which is a general aviation airport owned by the University of California and operated by the Transportation and Parking Services Division of the University of California, Davis. The airport has two asphalt runways; runway 17 and runway 35. Existing trees are the only recognized obstructions to landing and include approximately 40-foot tall trees roughly 1,100 feet west of runway 17 and 65-foot tall trees located to the south and approximately 1,300 feet from runway 35. The established clearance slopes are 22:1 for runway 17 and 15:1 for runway 35. There are 45 aircraft based at University Airport (GCR Inc. 2015).

Acting as the Airport Land Use Commission for Yolo County, the Sacramento Area Council of Governments (SACOG) is responsible for developing and maintaining a land use compatibility plan for the University Airport. The airport is currently subject to the SACOG Airport Land Use Commission Policy Plan (California Department of Transportation 2014). The airport meets all safety factors and physical requirements necessary for operation as a general aviation airport under the rules and regulations of the Federal Aviation Administration and the State Division of Aeronautics. University Airport Rules and Regulations have been established to protect health, safety, peace and to provide for the orderly conduct of activities on the Airport (UC Davis 2012).

## EMERGENCY RESPONSE

Yolo County maintains an Emergency Operation Center, which is the central location used to manage a disaster or other large-scale emergency in the county. Emergency response is governed by two plans: the Yolo County Emergency Operations Plan, which describes overall responsibilities, and the Yolo Operational Area Multi-Hazard Mitigation Plan, which was developed in response to a Federal Emergency Management Agency mandate to describe specific disasters and possible responses. A third plan, Yolo Operational Area Hazardous Materials Environmental Response Plan is implemented by the Yolo County Environmental Health Department (YCEHD) and addresses response to hazardous materials emergencies. This plan establishes a Hazardous Materials Response Team, which becomes active when deemed necessary by a fire department officer, and combines the forces of the UC Davis; the City of Davis, the City of West Sacramento, and the City of Woodland fire departments; and the YCEHD (Yolo County 2009).

### 4.8.2 Regulatory Setting

#### FEDERAL

##### **Toxic Substances Control Act**

The Toxic Substances Control Act regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials.

##### **Emergency Planning Community Right-to-Know Act**

The Emergency Planning Community Right-to-Know Act (EPCRA) was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements regarding emergency planning and “community right-to-know” reporting on hazardous and toxic chemicals.

EPCRA requires states and local emergency planning groups to develop community emergency response plans for protection from a list of extremely hazardous substances (40 CFR 355 Appendix A). The community right-to-know provisions help increase the public’s knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. In California, EPCRA is implemented through the California Accidental Release Prevention Program.

##### **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act was designed to protect human health and the environment, reduce or eliminate the generation of hazardous waste, and conserve energy and natural resources. EPA has authorized the DTSC to enforce hazardous waste laws and regulations in California. Under the Resource Conservation and Recovery Act, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. Requirements place “cradle-to-grave” responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills).

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

The Comprehensive Environmental Response, Compensation, and Liability Act regulates former and newly discovered uncontrolled waste disposal and spill sites. This act established the National Priorities List of contaminated sites and the “Superfund” cleanup program.

##### **Federal Insecticide, Fungicide, and Rodenticide Act**

Pesticides are regulated under the Federal Insecticide, Fungicide and Rodenticide Act by EPA. This includes labeling and registration of pesticides as to how they may be used. EPA delegates pesticide enforcement

activities in California to the California Department of Pesticide Regulation (DPR), under Title 3 of the California Code of Regulations and the California Food and Agriculture Code. The DPR registers pesticides for use in California, and licenses pesticide applicators and pilots, advisors, dealers, brokers, and businesses. In turn, the Yolo County Agricultural Commissioner (YCAC) acts as the local enforcement for DPR. The YCAC registers licensed pest control businesses; requires permits and advanced notification for buying or using California restricted-use pesticides; and requires the completion of pesticide use reports for pesticides applied in the County. In addition, the YCAC investigates pesticide-related injury and illnesses, and oversees enforcement of worker training in pesticide management.

### **Hazardous Materials Transportation Act**

The USDOT has developed regulations in Titles 10 and 49 of the CFR pertaining to the transport of hazardous substances and hazardous wastes. The Hazardous Materials Transportation Act is administered by the Research and Special Programs Administration of the USDOT. The act provides the USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property that is inherent in the commercial transportation of hazardous materials. The USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers.

### **Pipeline and Hazardous Materials Safety Administration Hazardous Materials Regulations**

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is the federal regulator for the movement of hazardous materials by rail. Regulations cover product classification, operating rules, and tank car standards.

The PHMSA is considering several updates and revisions to its hazardous materials regulations to address the increased transport of mined oil and gas by rail. This rulemaking would more fully align the hazardous materials regulations with the results of the FRA review conducted pursuant to Executive Order 13563, Regulatory Review and Reinvention (January 18, 2011) and would update, clarify, correct, and provide relief of certain regulatory requirements applicable to the transportation of hazardous materials by rail (USDOT 2015). The PHMSA is also reconsidering the threshold quantity for requiring the development of a comprehensive response plan for the shipment of oil, as recommended by the National Transportation Safety Board. Currently, a comprehensive response plan for the shipment of oil is only required for quantities greater than 42,000 gallons per package. Tank cars of this size are not used to transport oil by rail (USDOT 2015).

A separate rulemaking would amend operational requirements for certain trains transporting a large volume of flammable materials, provide improvements in tank car standards, and revise the general requirements that require proper classification and characterization of mined gases and liquids. These new requirements would lessen the consequences of derailments involving ethanol, crude oil, and certain trains transporting a large volume of flammable materials. The proposed changes also address National Transportation Safety Board's recommendations on accurate classification, enhanced tank cars, rail routing, oversight, and adequate response capabilities. The regulations are expected to be finalized in May 2015 (USDOT 2015).

### **Federal Railroad Administration Office of Railroad Safety**

FRA's Office of Railroad Safety promotes and regulates safety throughout the Nation's railroad industry. The regional offices enforce compliance with regulations related to hazardous materials, motive power equipment, operating practices, signal and train control, and tracks. California is in Region 7, which is headquartered in Sacramento, California (FRA 2015).

### **Federal Occupational Safety and Health Act**

The U.S. Department of Labor regulates worker health and safety at the federal level. The Federal Occupational Safety and Health Act of 1970 authorizes states (including California) to establish their own safety and health programs with the federal Occupational Safety and Health Administration (OSHA) approval.



## STATE

### California Code of Regulations

The California Department of Industrial Relations regulates implementation of worker health and safety in California. The Department of Industrial Relations includes the Division of Occupational Safety and Health, which acts to protect workers from safety hazards through its California OSHA (Cal/OSHA) program and provides consultative assistance to employers. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations and include practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes, as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response regulations. Additional regulations have been developed for construction workers potentially exposed to lead and asbestos. Cal/OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices.

Division 4.5, Environmental Health Standards for the Management of Hazardous Waste, of Title 22 Social Security contains the DTSC's hazardous waste regulations. RWQCB regulations are contained in Title 27 of the California Code of Regulations. Title 26 is a compilation of toxic regulations issued by State regulatory agencies that are also found in the original titles assigned to each agency.

### Hazardous Waste Control Act

The Hazardous Waste Control Act regulates the identification, generation, transportation, storage, and disposal of materials the State of California has deemed hazardous.

### Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites List, also known as the Cortese List, is a planning document used by the State of California and its various local agencies to comply with the CEQA requirements to provide information about the location of hazardous materials release sites. California Government Code section 65962.5 requires that the California Environmental Protection Agency update the list annually. The list is maintained via DTSC's Brownfields and Environmental Restoration Program (Cleanup Program), and is accessible through the EnviroStor online database.

### Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act regulates water quality through the SWRCB and RWQCB, including oversight of water monitoring and contamination cleanup and abatement.

### California Public Utilities Commission Railroad Safety Regulations

The California Public Utilities Commission (CPUC) is the State regulatory agency with legal authority for rail safety within California. The Railroad Operations and Safety Branch is responsible for enforcing state and federal laws, regulations, Commission General Orders, and directives relating to the transportation of persons and commodities by rail. Several California Public Utilities Code Sections prescribe CPUC responsibilities. In particular, under Section 309.7, CPUC is responsible for inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads. Public Utilities Code Sections 309.7 and 765.5(d) require the Commission to employ a sufficient number of federally-certified Inspectors to ensure that all main and branch line tracks are inspected at least every 12 months.

### Local Community Rail Security Act

The Local Community Rail Security Act of 2006 (Public Utilities Code Sections 7665-7667) requires all rail operators to provide security risk assessments to CPUC, the Director of Homeland Security, and the Catastrophic Event Memorandum Account that describe the following:

- ▲ location and function of each rail facility,

- ▲ types of cargo stored at or typically moved through the facility,
- ▲ hazardous cargo stored at or moved through the facility,
- ▲ frequency of hazardous movements or storage,
- ▲ a description of sabotage-terrorism countermeasures,
- ▲ employee training programs,
- ▲ emergency response procedures, and
- ▲ emergency response communication protocols.

## LOCAL

### **Certified Unified Program Agency**

The California Environmental Protection Agency designates specific local agencies as Certified Unified Program Agencies. As the Certified Unified Program Agency designated for the Cities of Davis, West Sacramento, Winters, and Woodland; and unincorporated Yolo County, YCEHD is responsible for the implementation of six statewide programs within its jurisdiction. These programs include:

- ▲ underground storage of hazardous substances,
- ▲ hazardous materials business plan requirements,
- ▲ hazardous waste generator requirements,
- ▲ California Accidental Release Prevention program,
- ▲ Uniform Fire Code hazardous materials management plan, and
- ▲ aboveground storage tanks (Spill Prevention Control and Countermeasures Plan only).

Implementation of these programs involves:

- ▲ permitting and inspection of regulated facilities,
- ▲ providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations,
- ▲ investigations of complaints regarding spills or unauthorized releases, and
- ▲ administrative enforcement actions levied against facilities that have violated applicable laws and regulations.

### **Yolo County Emergency Operations Plan**

This plan applies to emergency situations associated with any hazard, natural or human-caused, which may affect Yolo County and establishes a framework for managing these situations through planned, coordinated responses by multiple agencies or jurisdictions. The provisions, policies, and procedures of this plan are applicable to all agencies and individuals, public and private, having responsibility for emergency preparedness, response, recovery, and/or mitigation in the county. The plan includes emergency support function annexes related to oil and hazardous materials response, agricultural and natural resources, recovery and mitigation, and emergency public information and risk communication.

### **Yolo County Operational Area Multi-Jurisdictional Hazard Mitigation Plan**

This plan identifies potential hazards in the Yolo Operational Area and establishes inter-jurisdictional processes for the development and implementation of effective hazard mitigation strategies.

### **City of Davis General Plan**

The City of Davis General Plan contains the following goals and policies that are relevant to hazards and hazardous materials aspects of the project:

**Goal HAZ 3:** Provide for the safety and protection of citizens from natural and environmental hazards.

- ▲ **Policy HAZ 3.1:** Provide for disaster planning.

**Goal HAZ 4:** Reduce the use, storage, and disposal of toxic and hazardous substances in Davis, and promote alternatives to such substances and their clean up.

- ▲ **Policy HAZ 4.1:** Reduce and manage toxics within the planning area.
- ▲ **Policy HAZ 4.2:** Provide for the proper disposal of hazardous materials in Davis.
- ▲ **Policy HAZ 4.3:** Reduce the potential for pesticide exposure for people, wildlife, and the environment.
- ▲ **Policy HAZ 4.4:** Increase awareness of agricultural chemical use impacting Davis residents.
- ▲ **Policy HAZ 4.5:** Minimize impacts of hazardous materials on wildlife inhabiting or visiting the Davis area.
- ▲ **Policy HAZ 4.6:** Increase awareness of asbestos in the community.
- ▲ **Policy HAZ 4.7:** Ensure that remediation of hazardous waste sites is conducted in the most timely and environmentally responsible manner possible.

**Goal HAZ 5:** Reduce the combined load of pollutants generated in the City by 30 percent by the year 2010.

- ▲ **Policy HAZ 5.1:** Reduce the combined load of pollutants generated in the City's wastewater, stormwater, and solid waste streams. Such pollutants include, but are not limited to toxic and hazardous substances.

### **City of Davis Emergency Management**

Under the current emergency operations plan, the City of Davis' Fire Department maintains primary responsibility for coordinating response to disasters and other large scale emergencies. The City of Davis and UC Davis have entered into a Shared Fire Management agreement and have begun review and revision of the established emergency response plans. An update to the City's emergency operations plan is anticipated (City of Davis 2014). Shared management staff receives additional support for preparedness functions through an inter-governmental memorandum of understanding with Yolo County Office of Emergency Services, which provides direct support for the development and maintenance of jurisdictional and agency-specific emergency management plans and documents (City of Davis 2014). The Nishi site is not explicitly covered by an existing emergency response plan prepared by the City.

### **City of Davis Emergency Operations Plan**

The Basic Emergency Plan addresses the City of Davis' planned response to extraordinary emergency situations associated with natural, technological, and human-caused emergencies or disasters within or affecting the City of Davis. This plan is the principal guide for the City of Davis' response to, management of, and recovery from real or potential emergencies and disasters occurring within its designated geographic boundaries.

## **4.8.3 Impacts and Mitigation Measures**

### **SIGNIFICANCE CRITERIA**

Based on Appendix G of the State CEQA Guidelines, the project would result in a potentially significant impact related to hazards and hazardous materials if it would:

- ▲ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- ▲ create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ▲ emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25- mile of an existing or proposed school;
- ▲ be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- ▲ for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;
- ▲ for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;
- ▲ impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
- ▲ expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; or
- ▲ conflict, or create an inconsistency, with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to hazards and hazardous materials.

## METHODS AND ASSUMPTIONS

### Components of the Nishi Sustainability Implementation Plan That Could Affect Project Impacts

The goals, policies, and implementing actions of the Nishi Sustainability Plans are not applicable to the evaluation of impacts to hazards and hazardous materials because the goals and objectives are related to land use compatibility, reductions in energy use, multi-modal transportation improvements, and reductions in carbon emissions.

### Impact Analysis Methodology

As noted in Chapter 3, "Project Description," this EIR evaluates development of the Nishi site at a project level and potential redevelopment that may occur within West Olive Drive as a result of rezoning/redesignation at a programmatic level.

For the purpose of this assessment, hazardous materials are defined as any materials that, because of quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety, or to the environment, if released. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering regulatory agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment (California Health and Safety Code, Section 25501 [o]). Although often treated separately from hazardous materials, petroleum products (including crude oil and refined products such as fuels and lubricants) and natural gas are considered in this analysis because they might pose a potential hazard to human health and safety if released into the environment, including through accident or upset conditions involving rail operations along the existing UPRR tracks.

The following evaluation is based on a review of documents and publicly available information about hazardous and potentially hazardous conditions on or near the project site to determine the potential for project implementation to result in an increased health or safety hazard to people or the environment. This

includes previous Phase Is prepared for the project site, FRA and UPRR rail and rail safety information, SWRCB and EPA hazardous materials database information. Existing conditions, as described above, are the conditions on the site and properties within approximately 1 mile of the project site at the time the NOP for this EIR was issued (January 2015), based on information readily available through public-access databases.

## ISSUES NOT EVALUATED FURTHER

### School-Related Hazards

There are no school sites where children are present within 0.25 mile of the project site, and, as shown below and in Chapter 3, "Project Description," the project would not involve the operation of uses that would utilize hazardous or acutely hazardous materials beyond those normally associated with residential and office development. As a result, this issue is not discussed further herein.

### Private Airstrip Hazards

There are no private airstrips located in the vicinity of the project site. As a result, impacts related to safety hazards associated with the operation of a private airstrip would not occur. This issue is not discussed further herein.

### Wildland Fires

Wildland fire is defined by the National Wildfire Coordinating Group as "any non-structure fire that occurs in vegetation or natural fuels" (National Wildfire Coordinating Group 2014). Although the Nishi site is actively farmed with winter wheat, all vegetation (except the trees that have been identified for preservation) would be cleared before earthwork on the site. Adjacent properties are developed or farmed and actively irrigated. There is no potential for wildland fire on these properties.

## PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

### Impact 4.8-1: Create a significant hazard through the routine transport, use, or disposal of hazardous materials.

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#### *Nishi Site*

Development and operation of the proposed development on the Nishi site would result in transport, use, and disposal of hazardous materials to and from the project site. Adherence to existing regulations and compliance with safety standards related to the transport, use, storage, and disposal of hazardous materials would result in a **less-than-significant** impact as a result of project implementation.

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#### Hazardous Materials Use during Construction

Construction activities at the Nishi site would temporarily increase the regional transportation, use, storage, and disposal of hazardous materials and petroleum products (such as diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals) that are commonly used at construction sites. Hazardous waste generated during construction may consist of welding materials, fuel and lubricant containers, paint and solvent containers, and cement products containing strong basic or acidic chemicals. Although the transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion, the USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the CFR. These standard accident and hazardous materials recovery training and procedures are enforced by the state and followed by private state-licensed, certified, and bonded transportation companies and contractors.

Further, pursuant to 40 CFR 112, the project would be required to prepare a spill prevention and treatment plan for rapidly, effectively, and safely cleaning up and disposing of any spills or releases that may occur during construction at the Nishi site. As required under state and federal law, notification and evacuation

procedures for site workers and local residents would be included as part of the plan in the event of a hazardous materials release during on-site construction.

In addition to 40 CFR 112, SWRCB Construction General Permit (2009-0009 DWQ) requires spill prevention and containment plans to avoid spills and releases of hazardous materials and wastes into the environment. Inspections would be conducted to verify consistent implementation of general construction permit conditions and best management practices (BMPs) to avoid and minimize the potential for spills and releases, and of the immediate cleanup and response thereto. BMPs include, for example, the designation of special storage areas and labeling, containment berms, coverage from rain, and concrete washout areas. Compliance with the aforementioned regulations would minimize the potential risk of a spill or accidental release of hazardous materials during construction.

#### **Hazardous Materials Use during Operation**

While the residential, commercial, and office mixed-uses that could be developed under project are not expected to introduce any unusual hazardous materials to the area, some typical hazardous materials would be used in varying amounts during operation of the proposed development. Materials would consist mostly of typical household-type cleaning products and maintenance products. Additionally, grounds and landscape maintenance within the Nishi site could utilize a wide variety of commercial products formulated with hazardous materials (including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides).

It is possible that licensed vendors could bring some hazardous materials to and from the proposed retail and R&D uses. However, appropriate documentation for all hazardous waste that is transported in connection with specific project site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. In addition, specific project site developers would comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to, Title 49 of the CFR.

Hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable federal and state laws related to the storage of hazardous materials would be implemented to maximize containment (through safe handling and storage practices described above) and to provide for prompt and effective clean-up if an accidental release occurs.

As described above for construction, conformance with established policies would reduce the potential for improper handling of materials and wastes that could result in accidental releases. Commercial uses on the project site would prepare and implement hazardous materials plans, such as the following, to avoid occurrences, and minimize the effects of, hazardous materials spills and releases:

- ▲ California hazardous materials business plan (pursuant to California Health and Safety Code Section 25500), which specifies requirements for material inventory management, inspections, training, recordkeeping, and reporting.
- ▲ A spill prevention, containment, and countermeasures plan (pursuant to 40 CFR 112) or, for smaller quantities, a spill prevention and response plan, which identifies BMPs for spill and release prevention and provides procedures and responsibilities for rapidly, effectively, and safely cleaning up and disposing of any spills or releases.

*Adherence to existing regulations and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations would minimize the risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with construction and implementation of the project to a **less-than-significant** level.*

## Mitigation Measures

No mitigation measures are required.

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### *West Olive Drive*

Redevelopment and subsequent operation of West Olive Drive would involve the transport, use, and storage of hazardous materials. Adherence to existing regulations and compliance with safety standards related to the transport, use, storage, and disposal of hazardous materials associated with construction and implementation of the project would result in a **less-than-significant** impact to the public and the environment.

Hazardous materials used during redevelopment of West Olive Drive and subsequent business operation would be similar to what was evaluated above for the Nishi site. The precise potential future increase in the amount of hazardous materials transported within West Olive Drive as a result of implementation of the project cannot be predicted because specific development projects have not been identified. However, the potential redevelopment is anticipated to be less industrial in nature than the current uses, and as a result, future use of the site may involve less hazardous materials use than existing conditions.

*Adherence to applicable regulations, as discussed above, and would reduce potential consequences of a hazardous materials operational accident. Thus, impacts related to the use of hazardous materials would be less than significant.*

## Mitigation Measures

No mitigation measures are required.

## **Impact 4.8-2: Result in the release of hazardous materials from a site of known or potential contamination.**

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### *Nishi Site*

Due to the proximity of documented contamination sites, historical land use within the project site, and the site's proximity to a major roadway and the railroad tracks, previously unknown hazardous materials could be encountered during construction. This would be a **potentially significant** impact.

### Known Sites of Contamination

There are no known sites of contamination within the boundaries of the Nishi site. As noted above, hazardous materials databases maintained by state and federal agencies were reviewed, and 10 sites of potential concern because of known presence of contamination were identified within 1 mile of the project site. These include three LUST sites associated with gas stations and two former dry cleaner sites where the SWRCB is overseeing remediation and monitoring. There are three additional SWRCB clean-up sites and a DTSC Voluntary Clean-up site that are associated with discharge from industrial use, and one site that is on the National Priorities List. The sites are generally to the northeast of the project site (Figure 4.8-1). Assessments conducted at these sites have characterized the nature and extent of the contamination, as summarized in Table 4.8-2. Where groundwater is affected, there is limited potential for the contamination to migrate onto the Nishi site because of the distance between the identified sites and the Nishi site and the eastward groundwater flow.

**Table 4.8-2 Potential for Documented Sites of Contamination to Effect the Project Site**

Site	Summary	Potential to Effect the Project Site
I Street Development Co.	Former manufacturing site located 0.25-mile north of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Since contaminants are associated with groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
Union Pacific Railroad – Davis Amtrak Station	Release of PCE and TCE located 0.15-mile north of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Since contaminants are associated with groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
203 J Street	Isolated site located 0.28-mile northeast of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Since contaminants are associated with soil gas and groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
Davis Enterprise	Former dry cleaning operation located 0.29-mile north of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Since contaminants are associated with soil gas and groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
Davis Center Project	Former gas station located 0.29-mile north of the Richards Boulevard/Olive Drive intersection where verification monitoring is underway.	Since contaminants are associated with groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
Former Texaco Site	UST release located 0.70-mile north of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Since contaminants are associated with groundwater, which is flowing away from the project site, and contamination is relatively distant, potential to affect the project site is <b>low</b> .
Lab for Energy Related Health Research	Lab and disposal site located 1.75-miles southwest of the Richards Boulevard/Olive Drive intersection where remediation is underway.	The site was used to dispose of radiological and other wastes. Contaminated soil remains onsite. The site has been thoroughly characterized, and there is no indication that contamination could extent to the project site. Potential to affect the project site is <b>low</b> .
Moller Corporation	Former manufacturing site located 0.30-mile southeast of the Richards Boulevard/Olive Drive intersection where remediation is underway.	Solvents and oils being are cleaned-up at the site. The site has been thoroughly characterized, and there is no indication that contamination could extent to the project site. Potential to affect the project site is <b>low</b> .
Lewis Cleaners	Dry cleaner located 0.65-mile north of the Richards Boulevard/Olive Drive intersection where assessment is underway.	The site has been thoroughly characterized, and there is no indication that contamination could extent to the project site. Potential to affect the project site is <b>low</b> .
Shell Service Station	Gas station at the Richards Boulevard/Olive Drive intersection where assessment is underway.	Since contaminants are associated with groundwater, which is flowing away from the project site, and the site has been thoroughly characterized, and there is no indication that contamination could extent to the project site. Potential to affect the Nishi site is <b>low</b> . There is a <b>moderate</b> potential for activities at West Olive Drive to be affected by this site.

Source: DTSC 2015, SWRCB 2015

**Soil Contamination Identified in the Phase I**

An existing groundwater well is present in the central portion of the site. The Phase I conducted for the Nishi site in 1995 reported limited soil staining associated with the presumed release of hydraulic oil at the irrigation well on-site, and recommended excavation and removal of the effected soil (estimated at less than 1 cubic yard). As noted in Chapter 3, “Project Description,” the existing well provides potable water to an existing residence on the south side of I-80. Informal site reviews completed in 2015 found no evidence of soil staining or other indication of potential contamination in the vicinity of the agricultural well. It is presumed that this soil was excavated and removed from the site between publication of the Phase I in 1995 and the release of the NOP in January of 2015, possibly at the time of property transfer. While the project would not depend on use of the well for potable water on-site, construction activities in the vicinity of



the existing well could result in potential upset or accident conditions and release potentially hazardous materials into the environment through the existing well.

### **Agricultural Chemicals**

Due to historical use for agricultural purposes, it is anticipated that residue from pesticides, fertilizers, and other agricultural chemicals may be present on the site. As detailed in the setting section above, current agricultural practices do not generally employ toxic chemicals with long-persistence; however, chemicals formerly used in agriculture included heavy metals and organic compounds, such as DDT, which may persist in soil for decades. These residues could potentially pose a health risk to persons coming into contact with those chemicals.

Although, substantial concentrations of hazardous materials are not anticipated to occur on the site, based on recent use of the property and documentation in the Phase 1 (Arboretum Partners 1995), the presence of agricultural chemicals should be assumed. DTSC has developed guidance for sampling former agricultural properties, which applies to “school sites and other projects where new land uses could result in increased human exposure, especially residential use” (DTSC 2008). The guidance includes recommended number and types of samples to be collected, and risk analysis guidelines for determining if agricultural chemical residues may pose a risk to future land uses.

### **Common Road and Railway Contaminants**

Properties located adjacent to roadways may contain elevated concentrations of lead in exposed surface soils, which could pose a health hazard to construction workers and users of the properties. Lead is a state-recognized carcinogen and reproductive toxicant. Exposure of construction workers or future site occupants to lead in soil could result in adverse health effects, depending on the duration and extent of exposure. Substantial quantities of aerially-deposited lead are understood to be generally confined to within 30 feet of a roadway. However, since I-80 was located on the Nishi site before its realignment in the late 1970s, there is potential for lead-affected soils to occur throughout the project site. Other potential contaminants, including herbicides associated with weed abatement and contaminated ballast rock, are generally confined to the immediate transportation right-of-way. Any disturbance of ballast rock and soils in established transportation corridors could result in the release of potentially hazardous materials.

### **Undocumented Contamination Sites**

Grading and excavation activities may also expose construction workers and the public to hazardous substances present in the soil or groundwater that are not anticipated based on information about existing site conditions. If any previously unknown contamination is encountered during grading or excavation, the removal activities required could pose health and safety risks.

The disturbance of undocumented hazardous wastes could also result in hazards to the environment and human health. Adverse impacts could result if construction activities inadvertently disperse contaminated material into the environment. For example, if contaminated groundwater were present, dewatering activities during construction could cause contaminated groundwater to migrate farther in the groundwater table or cause contaminated groundwater to be released into Putah Creek. Potential hazards to human health include ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces such as trenches, and skin contact with contaminated soil or water.

*There is no evidence of existing contamination on the Nishi site. However, because of proximity of documented contamination sites, historical land use, and proximity to a major roadway and UPRR tracks, there is potential for contamination to be encountered during construction. Because the project site could be affected by undocumented contamination that has not been characterized or remediated, this would be a **potentially significant** impact.*

## **Mitigation Measures**

**Mitigation Measure 4.8-2a:** Prior to initiation of grading or other groundwork, the applicant shall conduct soil sampling within the boundaries of the project site. This investigation will follow the

American Society for Testing and Materials standards for preparation of a Phase II environmental site assessment and/or other appropriate testing guidelines. The assessment will include soil sampling consistent with DTSC's guidelines for development of former agricultural properties. (The investigation is anticipated to include 57 borings and 15 composite samples for organochlorine pesticides and 15 discrete samples for arsenic, as well as soil sampling within 30 feet of the existing and pre-1974 alignment of I-80, at the edge of the railroad right-of-way, and near the active agricultural well.) If the results indicate that contamination exists at levels above regulatory action standards, then the site will be remediated in accordance with recommendations made by applicable regulatory agencies, including YCEHD, RWQCB, and DTSC. The agencies involved shall depend on the type and extent of contamination.

Based on the results and recommendations of the investigation described above, the applicant shall prepare a work plan that identifies any necessary remediation activities, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material on the project site. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil removed from the site.

**Mitigation Measure 4.8-2b:** Prior to initiation of grading or other groundwork, the applicant shall provide a hazardous materials contingency plan to YCEHD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan shall identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

If at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the project applicant shall immediately halt construction and contact YCEHD. Work shall not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of YCEHD, RWQCB, and DTSC (as applicable).

The plan, and obligations to abide by and implement the plan, shall be incorporated into the construction and contract specifications of the project.

**Mitigation Measure 4.8-2c:** Prior to any ground disturbance activities within 50 feet of the well, the applicant shall hire a licensed well contractor to obtain a well abandonment permit and properly abandon the on-site well, pursuant to review and approval by the City Engineer and the Yolo County Environmental Health Service Department. Well abandonment shall be completed before mass grading within 50 feet of the well.

#### **Significance after Mitigation**

With implementation of Mitigation Measures 4.8-2a, soil conditions on-site would be confirmed before development and any identified contamination would be appropriately remediated. Mitigation Measure 4.8-2b would establish a contingency plan that would describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction, including cessation of work until the potential contamination is characterized and properly contained or remediated. Mitigation Measure 4.8-2c would minimize the potential for an accidental release of hazardous materials as a result of construction activities in the vicinity of an existing potable water well. Through implementation of these measures, the applicant would be required to conduct focused study the site soils and remediate any contaminated soils found before construction, as well as establish a plan to carry out similar actions if additional evidence of potential contamination is identified during construction. Following implementation of these mitigation measures, the project would have a **less-than-significant** impact because of potential release of hazardous materials from a site of known or potential contamination.

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### ***West Olive Drive***

Although there is no known contamination within West Olive Drive, established businesses within this portion of the project site include commercial and light industrial uses that are associated with elevated potential for hazardous materials release. In addition, on-site structures may contain potentially hazardous building materials. Due to the potential for hazardous materials to be released during demolition and redevelopment of West Olive Drive, this would be a **potentially significant** impact.

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As discussed above for the Nish site, it is possible that future development may uncover previously undiscovered and unknown soil contamination. In addition, demolition of existing structures could result in exposure of construction personnel and the public to hazardous substances. Construction workers and nearby workers and/or future residents could potentially be exposed to airborne lead-based paint dust, asbestos fibers, and/or other contaminants because of demolition activities associated with redevelopment of West Olive Drive.

Existing structures are believed to contain hazardous materials, including asbestos, lead, and heavy metals – primarily because many of the existing structures were constructed when the use of these materials was not heavily restricted. Demolition of structures could result in inadvertent release or improper disposal of debris containing potentially hazardous materials; however, federal, state, and local regulations have been developed to address potential impacts related to the handling and disposal of hazardous materials during demolition. Potential impacts would be minimized through adherence to regulatory standards that prescribe specific methods of material characterization and handling.

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Specific actions required by law include the following.

- ▲ **Asbestos.** Prior to demolition, all structures would be tested for the presence of asbestos-containing materials. Any asbestos would be removed and disposed of by an accredited contractor in compliance with federal, state, and local regulations (including the Toxic Substances Control Act and the National Emission Standard for Hazardous Air Pollutants). Compliance with these regulations would result in the safe disposal of asbestos-containing materials.
- ▲ **Lead-based paint or other coatings.** A survey for indicators of lead-based coatings would be conducted before demolition to further characterize the presence of lead on the project site. For the purposes of compliance with Cal/OSHA regulations, all coated surfaces would be assumed to potentially contain lead. There is also a potential for soil contamination because of deposition of deteriorated (i.e., flaked, peeled, chipped) lead-based paint adjacent to structures where lead-based exterior paints were used. Loose or peeling paint may be classified as a hazardous waste if concentrations exceed total threshold limits. Cal/OSHA regulations require air monitoring, special work practices, and respiratory protection during demolition where even small amounts of lead have been detected.
- ▲ **Heavy metals and PCBs.** Spent florescent light bulbs and ballasts, thermostats, and other electrical equipment may contain heavy metals, such as mercury, or PCBs. If concentrations of these materials exceed regulatory standards, they would be handled as hazardous waste in accordance with hazardous waste regulations.

There is known groundwater contamination associated with the Shell Service Station on the north side of Richards Boulevard. Based on a site assessment conducted in 2013, groundwater at the site is approximately 40 feet below the ground surface (bgs) and flows to the southeast. Petroleum hydrocarbons, Methyl tert-butyl ether, and chromium VI were detected in groundwater samples. The Methyl tert-butyl ether-impacted groundwater is limited in lateral extent to the vicinity west of the station building and extends to a depth of 80 feet bgs. The contamination is limited to the station property. Chromium VI- impacted groundwater is present to depths of 80 feet bgs north of the station building and extending to the south and southeast. Chromium VI is only known to occur above the maximum contaminant level at the southeast corner of the Shell Service Station property.

Although groundwater flow to the southeast would generally direct any residual contamination away from West Olive Drive, based on review of studies of the Shell Station there is potential for chromium VI to have impacted groundwater on the site in the water bearing zone below 60 feet bgs. Any construction within West Olive Drive that would cause soil disturbance that could encounter the groundwater table (approximately 40 feet bgs) could disturb this potential contamination, which may expose construction personnel to potential hazards. In addition, any dewatering activities, if deemed necessary during redevelopment, could affect migration of the contaminant plume.

*Although there is no known contamination in the West Olive Drive area, established businesses include commercial and industrial uses that are associated with elevated potential for hazardous materials release. In addition, these structures may contain potentially hazardous building materials. Due to the potential for hazardous materials to be released during demolition and redevelopment of the area, this would be a **potentially significant** impact.*

### **Mitigation Measures**

Implement Mitigation Measure 4.8-2b (Prepare and Implement a Hazardous Materials Contingency Plan).

**Mitigation Measure 4.8-2d:** Minimize potential for accidental release of hazardous materials during demolition. Prior to demolition of existing structures within West Olive Drive, the project applicant shall complete the following:

- ▲ Locate and dispose of potentially hazardous materials in compliance with all applicable federal, state, and local laws. This shall include: (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes.
- ▲ Provide written documentation to the County that asbestos testing and abatement, as appropriate, has occurred in compliance with applicable federal, state, and local laws.
- ▲ Provide written documentation to the County that lead-based paint testing and abatement, as appropriate, has been completed in accordance with applicable state and local laws and regulations. Abatement shall include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present). If lead-contaminated soil is to be removed, the project applicant shall submit a soil management plan to YCEHD.

### **Significance after Mitigation**

Mitigation Measure 4.8-2d would minimize the potential for release of potentially hazardous construction materials during demolition by requiring that asbestos-containing building materials, lead-based paint, and other hazardous substances in building components are identified, removed, packaged, and disposed of in accordance with applicable state laws and regulations. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Mitigation Measure

4.8-2b would establish a hazardous materials contingency plan to address potential soil and groundwater contamination, if discovered during construction activities. Implementing these measures would reduce Impact 4.8-2 to a **less-than-significant** level.

### **Impact 4.8-3: Expose people or the environment to a significant hazard associated with release of a potentially hazardous substance along existing transportation corridors.**

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#### ***Nishi Site***

Development of the Nishi site as part of the project would result in construction of residences in proximity to the UPRR line, which is used to transport potentially hazardous and flammable materials. Construction and operation of the project would not increase the hazard associated with operation of the highway and railroad, but would increase the number of people potentially exposed to hazardous conditions. This would be a **less-than-significant** impact.

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As noted above, FRA and PHMSA closely regulate the rail transport of crude oil and other hazardous materials. The transport of hazardous materials by rail is subject to requirements for handling, loading and unloading, and the placement of placards to alert emergency response teams as to the contents of each car. FRA routinely inspects the facilities of shippers and railroads to ensure that all regulatory requirements are being met.

Although the risk of upset conditions is moderated through compliance with various federal, state, and industry regulations, there is a hazard associated with the potential for train accidents and spill, as well as possible ignition, of hazardous materials. Regulatory requirements for transport of crude oil by rail are evolving in response to the recent increase in the volume of crude oil being shipped by rail. In 2014, the USDOT issued an emergency order in response to the “propensity for rail accidents involving trains transporting crude oil to occur, and the subsequent releases of large quantities of crude oil into the environment and the imminent hazard those releases present” (USDOT 2014). The order requires railroads to take actions to assist emergency responders to address what the USDOT considers the imminent hazard of environmental damage from such a release. Other recent developments include changes to rail car design standards and operation restrictions. Rupture of train cars carrying crude oil is a substantial safety hazard because the spilled material could explode if exposed to an ignition source. As a result, should accident conditions occur along the UPRR line that borders the Nishi site to the north, potential hazards to on-site residents, as well as residents of the City in general, would be substantial.

The proposed development of the Nishi site would add approximately 1,920 residents to the initial evacuation zone adjacent to an operating rail line. Standard safety procedures would result in evacuation of these individuals immediately following derailment of a railcar carrying flammable liquid or gas. Standard response to release of other potentially hazardous materials (e.g., organophosphates, fertilizers) that are shipped along that track is to shelter in place. Contemporary building standards require construction of residences that are sufficiently contained (e.g., with doors and windows that seal) to allow sheltering in place to occur without substantial potential for harm to residents (Carey, pers. comm., 2015). As part of the annexation process for the Nishi site, the 46.9-acre Nishi site would be incorporated into the City’s emergency response and operations planning efforts.

In addition, development of the Nishi site would not increase the potential for train accidents. There is currently one at-grade crossing of the UPRR line. As part of the project, this crossing would be closed or maintained only for emergency access purposes, thereby reducing the potential for vehicle-train conflicts that could result in accident conditions. Further, development of the Nishi site would not affect the alignment of the tracks in anyway and would not change sight lines or visibility. The proposed undercrossing to Old Davis Road from the Nishi site would maintain vehicle/pedestrian/bicycle traffic to and from the Nishi site without affecting rail traffic along the UPRR line. Additionally, the southern edge of the UPRR right-of-way would be fenced so as to prevent unauthorized crossings of the UPRR line. As a result, there would be no change to the volume or speed of trains using the UPRR line as a result of the project. As a result, development of the Nishi site would not

increase potential risks associated with rail traffic along the UPRR line. Rather, it is anticipated that, by further restricting access at the one at-grade crossing adjacent to the Nishi site, the potential risks associated with upset conditions along the UPRR line near the project site would be reduced.

*Development of the Nishi site would result in construction of residences in proximity to major transportation corridors that are used to transport hazardous and flammable materials. However, construction and operation of the project would not increase the hazard associated with operation of the highway and railroad. This would be a **less-than-significant** impact.*

### **Mitigation Measures**

No mitigation measures are required.

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#### ***West Olive Drive***

Redevelopment of uses within West Olive Drive would not increase the potential for release of a hazardous material along an existing transportation corridor. This would be a **less-than-significant** impact.

West Olive Drive is bounded on three sides by transportation corridors: the UPRR tracks to the west, Richards Boulevard to the north, and I-80 to the east. Redevelopment of West Olive Drive with commercial uses would not substantially change the potential for accident conditions currently associated with use of the area. As discussed above, an accident on one of these corridors would require either evacuation or sheltering in place. Evacuation is facilitated by proximity to I-80 and Richards Boulevard, and modern building standards require construction that is adequate for sheltering in place.

*Potential redevelopment of uses within West Olive Drive would not increase the potential for release of a hazardous material along an existing transportation corridor. This would be a **less-than-significant** impact.*

### **Mitigation Measures**

No mitigation measures are required.

## **Impact 4.8-4: Result in a safety hazard for people residing or working in the project area because of proximity to airports.**

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#### ***Nishi Site***

The project site is located approximately 2 miles east of University Airport. Due to the orientation of the runway relative to the project site and the recommended clearance slopes for take-off and approach compared to the proposed height of structures at the Nishi site, implementation of the project is anticipated to have a **less-than-significant** impact on the safety of people residing or working in the project area.

As noted above, the Nishi site is located approximately 2 miles east of University Airport. The airport has two runways that are oriented north-south. No maps of overflight areas or restricted land uses are available. However, based on the orientation of the runways perpendicular to the Nishi site, potential hazards associated with the project during take-off and approach to either runway are not anticipated. In addition, taking into account the recommended clearance slopes for each runway and considering the distance between the University Airport and the westernmost point of the Nishi site, proposed structures at the Nishi site would need to be approximately 500 feet in height to exceed the recommended clearance slope. As proposed, on-site structures would not exceed 100 feet in height. Therefore, because of the orientation of the runways at University Airport relative to the project site, and the relatively low (three- to five-story) structures proposed on the Nishi site, the project is not likely to result in a safety hazard for people residing or working in the project area.

Development of the Nishi site would not interfere with or increase safety hazards associated with existing airport operations in the area. Impacts would be a **less than significant**.

### Mitigation Measures

No mitigation measures are required.

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#### **West Olive Drive**

West Olive Drive is located more than 2 miles east of University Airport. As a result, redevelopment of West Olive Drive would not be anticipated to increase safety hazards associated with airport operations. **No impact** would occur.

West Olive Drive is located more than two miles from University Airport, the closest airport to the project site. As a result, redevelopment of West Olive Drive would not affect existing airport operations.

Based on the distance between University Airport and West Olive Drive, **no impact** related to airport-related safety hazards would occur as a result of redevelopment of West Olive Drive.

### Mitigation Measures

No mitigation measures are required.

## **Impact 4.8-5: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.**

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#### **Nishi Site**

The project would not impair implementation of an adopted emergency response or evacuation plan. Once developed, the site would have adequate access to afford evacuation of residents in the event of a hazardous materials event, however, during Phase 2 of construction and under Access Scenario 1, only one emergency vehicle access point may be available. Further, during construction, disruption of area roadways may hinder traffic flow (e.g., Richards Boulevard and intersection of Richards Boulevard and Olive Drive), which could negatively affect emergency response. This would be a **potentially significant** impact.

Construction activities on the Nishi site would add construction vehicles on area roadways, and may require temporary lane closures in the vicinity of the intersection of West Olive Drive and Richards Boulevard, as well as Old Davis Road. Depending on the length and timing of such closures, temporary interference with emergency access/response could occur. With respect to operation of the project, the Nishi site is not covered by an existing evacuation plan (Carey, pers. comm., 2015). The City's Multi-Hazard Functional Planning Guide, which is being updated in conjunction with UC Davis, includes basic operating procedures in the event of a disaster, as well as descriptions of emergency evacuation routes in Davis and would be applied to operations at the project site. According to the guide, all major roads (including Richards Boulevard and I-80) are available for evacuation, depending on the location and type of emergency that arises. The project would not modify the existing roadway network such that emergency access along existing roadways would be impaired and would not be anticipated to physically interfere with adopted emergency response plans or procedures. Further, operation of the project under Access Scenario 1 would improve emergency access to and through the project site between Richards Boulevard and UC Davis.

Currently, there are three access/evacuation points that could potentially be used in the event of an emergency: the at-grade crossing of Arboretum Drive, the Putah Creek Parkway bike path via West Olive Drive from Richards Boulevard (for evacuation purposes only), and the dirt access road that parallels the railroad tracks from the farmland on the south side of I-80. As currently proposed, these three points might be viable emergency routes during construction; however, the at-grade crossing of Arboretum Drive would likely be removed upon completion of Phase 2 of construction. The Putah Creek Parkway bike path connection to West

Olive Drive would be upgraded to a roadway and bridge crossing of the Putah Creek channel, with adequate access for emergency vehicles. As the main point of access to the site, this roadway would provide access to Richards Boulevard and I-80 in the event of an emergency. During construction, the at-grade crossing of Arboretum Drive could potentially be used during emergency conditions, however, this access point is currently privately controlled. The dirt access road at the southern tip of the project site could also be used for emergency access/evacuation, pending UPRR approval. As a result, prior to construction of the Old Davis Road connection (for Access Scenario 1) and under Access Scenario 2, there may be only one emergency vehicle access (EVA) point to/from the Nishi site. Two EVA points are necessary for Phase 2 (approximately any development more than 2,400 feet from the west edge of the Richards Boulevard and Olive Drive intersection) to ensure adequate response in the event of an emergency and consistency with emergency evacuation/response planning efforts by the City of Davis. Development of Phase 1 (approximately within 2,400 feet from the west edge of the Richards Boulevard and Olive Drive intersection) could potentially be permissible under temporary circumstances, provided a future second access is assured. Should UPRR grant the City access to use the dirt road at the southern tip of the project site, adequate emergency vehicle access/evacuation points would be provided on-site, however, it is unclear at this time as to whether UPRR would grant such an approval. Access Scenario 1 involves a new connection to UC Davis, proposed as a grade separated crossing of the UPRR line, that would provide additional and adequate evacuation and emergency access via two emergency access/evacuation routes upon completion of construction.

*The project would not impair implementation of an emergency response or evacuation plan. With the access described above, adequate means of evacuation would be available under Access Scenario 1 to afford evacuation of residents in the event of a hazardous materials event and would provide additional access between Richards Boulevard and UC Davis. However, under Access Scenario 2 and prior to Phase 2 of construction, there may only be one EVA point to and from the Nishi site, which could hinder emergency response. Additionally, during construction, disruption of area roadways may hinder traffic flow, which could negatively affect emergency response. This would be a **potentially significant** impact.*

## Mitigation Measures

Implement Mitigation Measure 4.14-7 (Construction Traffic Management Plan).

**Mitigation Measure 4.8-5:** Prior to occupancy of structures within the Nishi site, the City of Davis Department of Community Development and Sustainability, City of Davis Fire Department, and the property owner shall coordinate with UPRR regarding the use of the existing access road within UPRR right-of-way for emergency ingress/egress. Any gating or other security measures related to the granting of access to the City shall be constructed by the applicant pending approval by UPRR.

### Significance after Mitigation

Preparation of a Construction Traffic Management Plan, as required by Mitigation Measure 4.14-7, would adequately address any potential conflicts with emergency access or evacuation routes during construction by communicating proposed lane and road closures with first responders and allowing first responders to plan accordingly to ensure that emergency response times and maintain adequate emergency access. Under Access Scenario 1, a minimum of two EVA points would be available to emergency responders, however, prior to construction of the connection to Old Davis Road and under Access Scenario 2, it is possible that only one EVA point would be provided. Mitigation Measure 4.8-5 requires the City to pursue an agreement with UPRR for the use of the existing access road along the south side of the UPRR line. Should UPRR grant emergency use of this road, two EVA points would be provided on-site, however this access is too close to the Olive Drive connection to serve as a secondary emergency vehicle access. In addition, coordination with UPRR has yet to take place and approval of emergency access cannot be guaranteed at this time. As a result, this is considered a **significant and unavoidable** impact.



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### ***West Olive Drive***

Operation of uses associated with the redevelopment of West Olive Drive would not modify existing emergency access routes or physically interfere with implementation of emergency response plans. However, construction within West Olive Drive could result in short-term, temporary impacts to street traffic because of roadway improvements and potential extension of construction activities into roadway rights-of-way. This would be a **potentially significant** impact.

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Similar to the impacts identified above for the Nishi site, the operation of uses associated with the redevelopment of West Olive Drive would not result in the modification or physical interference with emergency response plans. No physical modifications to the existing roadway network are currently anticipated with the potential redevelopment within West Olive Drive. Therefore, redevelopment is unlikely to interfere with the response times of emergency vehicles during operation. However, similar to what was acknowledged above for the Nishi site, temporary lane/road closures may be necessary during construction activities within West Olive Drive and these closures could result in temporary impacts on emergency response times.

*Redevelopment of West Olive Drive could result in short-term, temporary impacts to street traffic because of roadway improvements and potential extension of construction activities into the right-of-way. This could result in a reduction in the number of lanes or temporary closure of certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersection. As discussed above for the Nishi site, this would be a **potentially significant** impact.*

### **Mitigation Measures**

Implement Mitigation Measure 4.14-7 (Construction Traffic Management Plan).

### **Significance after Mitigation**

Similar to what was evaluated above for the Nishi site, preparation of a Construction Traffic Management Plan, as required by Mitigation Measure 4.14-7, would adequately address any potential conflicts with emergency access or evacuation routes during construction by communicating proposed lane and road closures with first responders and allowing first responders to plan accordingly to ensure that emergency response times and maintain adequate emergency access. As a result, this would be a **less-than-significant** impact.

### **Impact 4.8-6: Conflict, or create an inconsistency with, any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to hazards and hazardous materials.**

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### ***Nishi Site***

Implementation of the project within the Nishi site would be consistent with the policies of the City of Davis General Plan related to hazards and hazardous materials. This would be a **less-than-significant** impact.

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The proposed development of the Nishi site would be consistent with the intent of both the City of Davis and Yolo County emergency operations plans and Yolo County's Hazard Mitigation Plan. These plans do not include restrictions on use of hazardous materials or location of residences in proximity to transportation corridors.

Construction and operation of the project would result in limited use, transport, storage, and disposal of hazardous materials during construction and operation. As noted in Table 4.8-2, these activities would not conflict with the City of Davis' General Plan policies designed to improve safety and reduce the potential for pollution through reduced use, storage, and disposal of hazardous materials.

*Development of the Nishi site as part of the project would not conflict with any local plans or policies related to hazards and hazardous materials. Impacts would be **less than significant**.*

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### Mitigation Measures

No mitigation measures are required.

#### *West Olive Drive*

Redevelopment that could occur as a result of the redesignation/rezoning of parcels located in West Olive Drive would be consistent with applicable hazard mitigation and emergency response plans and the policies of the City of Davis General Plan related to hazards and hazardous materials. This would be a **less-than-significant** impact.

The proposed redevelopment of West Olive Drive would not be inconsistent with the intent of either the City of Davis or Yolo County emergency operations plans, or Yolo County’s Hazard Mitigation Plan. These plans do not include restrictions on use of hazardous materials or location in proximity to transportation corridors.

Construction and operation of the project would result in use, transport, storage, and disposal of hazardous materials during construction and operation. These activities would not conflict with the City of Davis’ General Plan policies designed to improve safety and reduce the potential for pollution through reduced use, storage, and disposal of hazardous materials (see Table 4.8-3).

*Potential redevelopment associated with the proposed General Plan Amendment and zoning change of West Olive Drive would not conflict with any local plans or policies related to hazards and hazardous materials. Impacts would be less than significant.*

### Mitigation Measures

No mitigation measures are required.

**Table 4.8-3 City of Davis General Plan Policy Consistency**

Policy	Project Consistency
<b>Policy HAZ 3.1:</b> Provide for disaster planning.	As discussed in Impact 4.8-5, implementation of the project would not physically interfere with an established emergency response plans with the development of a traffic management plan. The project would be consistent with this policy.
<b>Policy HAZ 4.1:</b> Reduce and manage toxics within the planning area.	The project has been designed to minimize the potential for release of hazardous materials during construction and operation through compliance with the Health and Safety Code, development of appropriate spill prevention plans, and preparation of a Hazardous Materials Contingency Plan (as described in Mitigation Measure 4.8-2b). In addition, the proposed redevelopment of the West Olive Drive area is anticipated to result in less use of potentially hazardous materials than current conditions. As a result, the project would be consistent with this policy.
<b>Policy HAZ 4.2:</b> Provide for the proper disposal of hazardous materials in Davis.	Development and operation of the proposed development would result in transport, use, and disposal of hazardous materials. The project would adhere to existing regulations related to the disposal of hazardous materials associated with construction and implementation of the project, consistent with this policy.
<b>Policy HAZ 4.3:</b> Reduce the potential for pesticide exposure for people, wildlife, and the environment.	Past agricultural use of the Nishi site included use of pesticides. Mitigation Measure 4.8-2a would require sampling to characterize the soil and determine if there is potential for soil disturbance to expose people, wildlife, or the environment to pesticide residues. After project implementation, pesticide use would be limited to landscaped areas and would be managed according to modern regulations, which would reduce the potential for exposure to substantial quantities of potentially-hazardous materials, consistent with this policy.
<b>Policy HAZ 4.4:</b> Increase awareness of agricultural chemical use impacting Davis residents.	This Draft EIR includes a discussion of agricultural chemicals and the potential for past use to impact receptors. Through this discussion, the project is consistent with the City’s policy to increase awareness of agricultural chemical use.

**Table 4.8-3 City of Davis General Plan Policy Consistency**

Policy	Project Consistency
<b>Policy HAZ 4.5:</b> Minimize impacts of hazardous materials on wildlife inhabiting or visiting the Davis area.	The project has been designed to minimize the potential for release of hazardous materials during construction and operation through compliance with the Health and Safety Code, development of appropriate spill prevention plans, and preparation of a Hazardous Materials Contingency Plan (as described in Mitigation Measure 4.8-2b). In addition, the proposed redevelopment of the West Olive Drive area is anticipated to result in less use of potentially hazardous materials than current conditions. Through these project components, the project would be consistent with the City's policy of minimizing the potential for impacts of hazardous materials on wildlife.
<b>Policy HAZ 4.6:</b> Increase awareness of asbestos in the community.	This Draft EIR includes a discussion of asbestos, consistent with this policy. As discussed above, all structures within the West Olive Drive area would be tested for asbestos-containing materials prior to demolition. Any asbestos would be removed and disposed of by an accredited contractor in compliance with federal, state, and local regulations.
<b>Policy HAZ 4.7:</b> Ensure that remediation of hazardous waste sites is conducted in the most timely and environmentally responsible manner possible.	As discussed above, there are no hazardous wastes known to occur on the project site. However, additional investigation would occur through implementation of Mitigation Measure 4.8-2a, consistent with this policy. Any hazardous wastes identified through this process would be remediated in an environmentally responsible manner, consistent with applicable regulations.
<b>Policy HAZ 5.1:</b> Reduce the combined load of pollutants generated in the City's wastewater, stormwater, and solid waste streams. Such pollutants include, but are not limited to toxic and hazardous substances.	The project would minimize the potential for release of hazardous materials during construction and operation through compliance with the Health and Safety Code, development of appropriate spill prevention plans, and preparation of a Hazardous Materials Contingency Plan (as described in Mitigation Measure 4.8-2b). In addition, the proposed redevelopment of West Olive Drive is anticipated to result in less use of potentially hazardous materials than current conditions. Through these project components, the project would be consistent with this policy.

Source: City of Davis General Plan 2007; Ascent Environmental 2015

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