4.8 Hazards and Hazardous Materials

This section addresses potential hazards and hazardous materials impacts that may result from the implementation of the Fanita Ranch Project (proposed project). The following discussion addresses the existing hazards and hazardous materials conditions of the affected environment, considers relevant goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the proposed project, as applicable. An updated Phase I Environmental Site Assessment (Phase I ESA) was prepared by Geocon Consultants, Inc., (Geocon) in 2019. The 2019 Phase I ESA is included as Appendix I of this EIR. This section also incorporates information from the Fire Protection Plan (2020) and Wildland Fire Evacuation Plan (2020) prepared by Dudek for the proposed project, included as Appendix P1 and Appendix P2, respectively.

4.8.1 Environmental Setting

4.8.1.1 Environmental Site Assessment

Project site conditions were identified during the Phase I ESA performed by Geocon (Appendix I). The Phase I ESA consisted of a reconnaissance of project site conditions, observation of nearby properties from public streets, a search of environmental database listings, historical map and photograph reviews, and reviews of previous Phase I ESA reports from the surrounding area. Aerial photographs, available at the County of San Diego (County) Department of Public Works for certain years between 1928 through 1999 were reviewed in preparation of this ESA. Geocon also reviewed Phase I ESA reports of the project site prepared in March 2003 and July 2005.

During the preparation of the Phase I ESA, no evidence of hazardous material release(s) onto the project site was found. The Phase I ESA did not find any recognized environmental conditions (RECs), and therefore, a Phase II was not performed. The key findings of the Geocon report, with respect to existing conditions at the project site, are summarized below.

Site Reconnaissance

Geocon performed a site reconnaissance on September 24, 2019, by driving and walking the project site (Appendix I). The visual observations made by Geocon were limited to accessed portions of the project site and publicly accessible portions of adjacent properties. The survey also included off-site adjacent properties and adjacent public streets. An oval drinking water reservoir operated by Padre Dam Municipal Water District (PDMWD) is in the southern portion of the site. A former stone quarry is in the central portion of the project site, and a groundwater supply well that has been welded closed is approximately 800 feet northeast of the PDMWD Ray Stoyer Water Recycling Facility (WRF). A water well is depicted on the 1953 topographic map in a similar location. The remnants of a car are located in the northwestern portion of the project site. However,

the lack of staining or distressed vegetation near the car remnants, indicate that this is a de minimis condition. De minimis conditions are those that do not present a threat to human health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies. A metal storage container was observed in the western portion of the site. Geocon was unable to view its contents; however, no staining or distressed vegetation were observed near the storage container. Other on-site observations include what appears to be a motocross or BMX track at the northwestern portion of the project site and east–west oriented overhead power lines that traverse the central portion of the project site. No odors, pools of liquid, stained soil or distressed vegetation were observed. Additionally, no evidence of RECs or presence of hazardous substances were observed.

Properties observed by Geocon within the site vicinity include similar undeveloped land to the north. To the south, single-family and multi-family residences with areas of undeveloped land south of the eastern portion of the site were observed. Single-family residences with areas of undeveloped land were seen to the east. To the west the PDMWD Ray Stoyer WRF and the Santee Lakes Recreational Preserve are adjacent to the west of the central and southern portions of the site, respectively. Undeveloped land associated with Marine Corps Air Station (MCAS) Miramar is adjacent to the west of the northern portion of the site. No observed evidence was seen of any RECs on the surrounding properties.

Historical and Current Uses

In general, the project site has been vacant and undeveloped since at least as early as 1928. The project site has been used for cattle grazing, and a quarry is present in the east-central portion of the project site. According to historical aerial photographs, since 1963, numerous trails and unimproved streets extended across portions of the project site. Aerial imagery from 1974 indicate additional trails and unimproved streets. Subsequent historical aerial imagery have remained relatively unchanged through 2005.

The former Camp Elliott, now MCAS Miramar, is located immediately west of the project site, was used by the military until 1960 for weapons training. Reportedly, ordnance and explosives have been found in several locations in the area called East Elliot, which is located approximately 700 feet west of the southern portion of the project site. Unexploded ordnance (UXO) have been removed by the U.S. Army Corps of Engineers. Though the project site is in proximity of a facility previously investigated for UXO, according to the Phase I ESA, it is unlikely that UXOs are present on the project site (Appendix I). Previous investigations for UXO in the area have not identified UXO on the project site or the area adjacent to the west of the northern portion of the site. According to the Phase I ESA, the southernmost portion of the project site near the intersection of Mast Boulevard and Fanita Parkway (APN 380-031-18) is an area that may have previously contained UXO. However, because this location has been previously disturbed by the grading and construction of Fanita Parkway, it is unlikely that UXO is present (Appendix I). The Phase I ESA

does not identify this as a REC and does not recommend further investigation of UXO on the project site.

4.8.1.2 Hazardous Materials

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes, and both are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (22 CCR 66261.30). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (22 CCR 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Various agencies maintain hazardous waste and substance lists in planning documents used by state and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials sites. While hazardous substances are regulated by multiple agencies, as described under the Regulatory Framework subsection below, cleanup requirements for hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over a project.

Database Search and Records Review

Environmental Data Resources, Inc. (EDR) performed a search of federal, state, and local databases on September 24, 2019, as part of the Phase I ESA regarding the use, storage disposal, or release of hazardous substances and/or petroleum products for the project site and area within 1 mile of the project site. The report found that the site was listed on four databases described below.

The Department of Defense database indicates that El Centro Naval Air Facility extends onto the northwestern portion of the site. The EDR Report depicts the Naval Air Facility in a similar location as MCAS Miramar, northwest of the site. However, El Centro Naval Air Facility is actually located in Imperial County, California, 96 miles east and would not be considered an REC for the project site.

The Risk Management Plans (RMPs) database listing relates to PDMWD's WRF located on Fanita Parkway. This facility is actually located adjacent to the west of the site. The listing indicates the facility treats sewage and the process includes the use of chlorine and sulfur dioxide, as described in greater detail below. No violations or releases are reported for this facility and, therefore, it is unlikely that this facility has caused a REC at the site.

The National Pollution Discharge Elimination System and California Integrated Water Quality System database returned listings related to San Diego Gas & Electric Company (SDG&E) stormwater improvement projects at "Fanita Junction" in the Carlton Hills subdivision of Santee, located south of the project site. A permit was issued to SDG&E in July 2014 to discharge water to the San Diego River and the permit expired in April 2018. No violations were reported with respect to the permit. The nature of the National Pollution Discharge Elimination System and California Integrated Water Quality System listings (no reported violations) and off-site location of the improvement projects suggest that the improvement projects would not have caused an REC at the site.

EDR documented four properties/facilities located less than one-eighth mile (one-quarter mile for leaking underground storage tanks (LUST) facilities) from the site, their status, and their potential to cause a REC at the site. Mount Laguna Air Force Station (listed in EnviroStor and Formerly Used Defense Sites databases) was incorrectly plotted on the EDR Report and is over 50 miles east of San Diego. It is therefore not considered an REC near the project site. The PDMWD Ray Stoyer WRF, located approximately 270 feet southwest of the site, is listed on the Resource Conservation and Recovery Act (RCRA) database as a large quantity generator beginning in June 2010. The database indicates that the facility generates ignitable waste, corrosive waste, chromium, and alkaline solution without metals. No violations have been reported with respect to the RCRA listing. Based on the lack of violations and reported releases, this facility is unlikely to have caused an REC at the site. A 7-Eleven store located at 9750 Cuyamaca Street, 676 feet south of the site has three LUST listings, all relating to a release of gasoline discovered at the facility. It is also listed on the County's Hazardous Materials Management Division, Underground Storage Tank (UST), Historical UST, Historical Cortese, Statewide Environmental Evaluation and Planning System UST, and Emergency Management Institute listings. After the third release in 1994, over 164 tons of impacted soil was removed and groundwater monitoring wells and soil vapor extraction wells were installed at or near the facility. The remedial activities reduced the hydrocarbon concentrations in groundwater to near or less than maximum contaminant levels, and regulatory closure was granted in April 2014. Based on its distance from the site, down gradient position, and closed regulatory status, this facility is unlikely to have caused an REC at the site. The final property listed is Terry Sittloh Enterprises, Inc., located at 9899 Mollie Lane and 342 feet east, appears to be for a single-family residence and is likely the corporate listing rather than the location of the service station. Therefore, this facility is unlikely to have caused an REC at the site.

The State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources records indicate that one former well is located within 1 mile of the site. The well, R.M. Cole Oil & Gas Syndicate Well No. 1 (API No. 07300007), is located approximately 0.5 mile east of the site. No further significant information was provided on the website as a well log and history were never provided to the California State Mining Bureau. A notation on a July 1926 letter from the California State Mining Bureau to R.M. Cole Oil & Gas Syndicate indicates the well was

abandoned and there is no indication that the well ever produced. Based on its distance from the site, this well is unlikely to have caused a REC on the site.

According to the 2019 Phase I ESA, pole- and pad-mounted transformers are present on adjacent properties. Documented discussions with SDG&E representatives regarding transformers indicate that SDG&E has never specified polychlorinated biphenyl (PCB)-containing transformers for its electrical distribution system. Regardless, SDG&E has determined that some older (pre-1980s) mineral transformers were inadvertently contaminated with polychlorinated biphenyls by the manufacturer. Based on a statistical sampling and testing program reportedly performed by SDG&E, it is unlikely that transformers found within its service area contain polychlorinated biphenyls.

4.8.1.3 Padre Dam Municipal Water District Wastewater Treatment Plant

PDMWD, located approximately 270 feet west of the project site, provides water, wastewater, recycled water and recreation services to 100,000 residents in the San Diego suburbs of Santee, El Cajon, Lakeside, Flinn Springs, Harbison Canyon, Blossom Valley, Alpine, Dehesa, and Crest. PDMWD, would provide domestic water service to the proposed project. Of the 5.2 million gallons of wastewater managed by PDMWD per day, 40 percent (approximately 2.1 million gallons) is diverted to the PDMWD Ray Stoyer WRF for treatment. The water recycling process began in Santee in the late 1950s followed by the opening of Santee Lakes Recreation Preserve in 1961. In 1997, the PDMWD Ray Stoyer WRF was expanded to 2 million gallons per day to provide water for Santee Lakes Recreational Preserve and for non-potable reuse in portions of the community. Padre Dam's recycled water meets Title 22 standards and is approved for full body contact recreation and accidental ingestion, however it is not approved for drinking water consumption. Producing recycled water that is safe to drink requires additional treatment.

The effluent in the facility is treated with chlorine and sulfur dioxide gases, which are injected into the water under a vacuum. Both chemicals are housed in separate buildings on the property, however, the processes are virtually identical. The chlorine feed system consists of six one-ton containers where the chlorine is stored. It is then drawn from a single container at a time through a vacuum regulator to the chlorine feeder units. The gas is drawn into injectors and mixed with water for the purpose of acting as the primary disinfectant to be distributed into the chlorine contact basin. The maximum intended inventory, or storage capacity, of chlorine is 6 tons (approximately 12,000 pounds). The sulfur dioxide feed system works much the same way consisting of four 1-ton containers. The sulfur dioxide is drawn into injectors and mixed with the water for the purpose of de-chlorination. The maximum intended inventory, or storage capacity, of sulfur dioxide is 4 tons (approximately 8,000 pounds) (SCS Tracer Environmental 2017).

4.8.1.4 Airports

MCAS Miramar is adjacent to the project site to the west and its runway is approximately 5.5 miles west of the project site. MCAS Miramar is not a public airport and is restricted to military use

providing facilities and services to various Marine Corps and Navy operating units. Airfield operations run 24 hours a day, 7 days a week and consists of three runways, one helicopter landing deck, and six helipads. Flight patterns run primarily in a west to east direction. MCAS Miramar's Airport Influence Area encompasses the City of Santee (City) and, therefore, the entire project site (SDCRAA 2011).

Gillespie Field is located approximately 2.5 miles south of the project site and is a general aviation reliever primarily located in the City of El Cajon with a small portion located in the City of Santee. It includes three runways owned and operated by the City of San Diego, Public Works Department. The runway and flight patterns are generally oriented east–west with a total of 294,250 operations projected by 2025. Two-thirds of the operations are performed by single-engine piston aircrafts with helicopters accounting for approximately 25 percent of total annual operations. The Airport Influence Area for Gillespie Field encompasses the southern portion of the project site (SDCRAA 2010).

4.8.2 Regulatory Framework

Applicable federal, state, and local regulations pertaining to hazards and hazardous materials are discussed below.

4.8.2.1 Federal

Agricultural Bioterrorism Protection Act

This law (7 CFR 331; 9 CFR 121) requires that entities that possess, use, or transfer agents or toxins deemed a severe threat to animal or plant health or products must notify and register with the Secretary of the U.S. Department of Agriculture. The U.S. Department of Agriculture's Animal and Plant Health Inspection Service has been designated by the Secretary as the agency for implementing the provisions of the law for the U.S. Department of Agriculture. Anyone using these agents on the project site are required to register with the U.S. Department of Agriculture.

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act (40 CFR 152–186), provided the U.S. Environmental Protection Agency (USEPA) with authority of pesticide labeling and establishing standards for certification of restricted pesticide application. The USEPA also has the authority to delegate pesticide enforcement authority to states by entering into cooperative agreements with state pesticide programs. Since 1975, California has had primary authority over pesticide enforcement within the state.

The USEPA uses its authority under the act to regulate the distribution, sale, use, and testing of plants and microbes producing pesticidal substances. The act's regulations would apply to any pesticide use by farm workers or handlers.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (49 CFR) was enacted to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce. The U.S. Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act. Hazardous materials generated at the project site that are transported off the site for disposal are subject to the Hazardous Materials Transportation Act.

Resource Conservation and Recovery Act

Enacted in 1976, the RCRA (40 CFR 239–282) is the primary federal law governing the disposal of solid and hazardous waste in the United States. RCRA was amended and strengthened by Congress in 1984 with the passing of the federal Hazardous and Solid Waste Amendments. These amendments to RCRA required phasing out land disposal of hazardous waste. RCRA has been amended on two occasions since Hazardous and Solid Waste Amendments: in 1992 with the passage of federal Facility Compliance Act, which strengthened enforcement of RCRA at federal facilities; and, in 1996, with the passage of the Land Disposal Program Flexibility Act, which provided regulatory flexibility for land disposal of certain wastes. Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the USEPA. The preferred land use plan with school includes the potential that a school could be located within the boundaries of the project site, which could generate hazardous materials waste. In such a case, the proposed project would be subject to RCRA requirements.

4.8.2.2 State

California Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) Brownfields Restoration and School Evaluation Branch is responsible for assessing, investigating, and cleaning up proposed school sites. The Branch ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school. All proposed school sites that will receive state funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

School districts conduct environmental assessments to provide basic information for determining if there has been a release of hazardous material at the sites, or if a naturally occurring hazardous material that presents a risk to human health or the environment may be present. Outreach activities integrated into the process allow a more active role for stakeholders in the selection process for school sites. Through the environmental review process, DTSC ensures protection of children, staff, and the

environment from the potential effects of exposure to hazardous materials. As the only comprehensive school environmental evaluation program in the United States, the DTSC Brownfields Restoration and School Evaluation Branch continues to set the national standard. If the Fanita Ranch Specific Plan constructed a school on the project site, it would be subject to DTSC requirements.

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA "umbrella" to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality (CalEPA 2020). CalEPA and the State Water Resources Control Board establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

Also, as required by California Government Code, Section 65962.5, CalEPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List, which is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Department of Pesticide Regulation

The USEPA enacts laws covering minimum pesticide requirements that are enforced at the state level through cooperative agreements. Over the years, the California Legislature has passed more stringent laws covering pesticide registration, licensing, the sale and use of pesticides, and worker protection. CalEPA Department of Pesticide Regulation is responsible for regulating pesticide use in California. The best way to solve a pesticide-related problem often combines regulatory action and voluntary adoption of improved pest management methods. CalEPA Department of Pesticide Regulation has a legal mandate to encourage the use of environmentally sound pest management, including integrated pest management. Many CalEPA Department of Pesticide Regulation programs stress a least-toxic approach to pest management and promote risk reduction through information, encouragement, incentives, and community-based problem solving.

California Fire Code

The California Fire Code (24 CCR 9) contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from the hazards of the following: fire and explosion; hazardous conditions in the use or occupancy of buildings or premises; and, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices. It also contains provisions to assist emergency response personnel. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. The proposed project is responsible for safely and securely managing chemical supplies and complying with the California Fire Code allowances in facilities under their purview.

Environmental Health Standards for the Management of Hazardous Waste Law

Title 22, Division 4.5, Chapter 11, Sections 66261.20–24, of the CCR contain technical descriptions of characteristics that would classify wasted material, including soil, as hazardous waste. Specifically, a waste is considered hazardous if it is toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases) in accordance with the criteria established in Article 3. Article 4 lists specific hazardous wastes, and Article 5 identifies specific waste categories, including RCRA hazardous wastes, non-RCRA hazardous wastes, extremely hazardous wastes, and special wastes. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed of as hazardous waste. When demolished, structural features containing lead-based paint also can be considered hazardous waste, depending on concentrations, and must be handled and disposed of as hazardous waste. Wastes generated, handled, and disposed of by the proposed project are subject to the requirements set forth in Title 22 of the CCR.

General Industry Safety Orders – Control of Hazardous Substances Law

Title 8, Subchapter 7, Group 16, Article 109, Sections 5160–5199, of the CCR establishes minimum standards for the use, handling, and storage of hazardous materials in all places of employment. Article 109 describes requirements including, but not limited to, emergency equipment in the workplace, measures to protect those engaged in the laboratory use of hazardous chemicals, cleanup operations or hazardous substance removal work, and process safety management practices. School site employees working with regulated chemicals and/or hazardous materials within laboratories and other facilities defined in Article 109 are subject to compliance with Title 8 of the CCR.

Hazardous Materials Release Response Plans and Inventory Act

Section 25503.5 of Chapter 6.95 of the California Health and Safety Code requires facilities that use, produce, store, generate, or have a change in business inventory of hazardous substances in quantities above certain limits to establish and implement a Hazardous Materials Management Plan or Business Plan. Hazardous materials business plans provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, a hazardous materials business plan or RMP is required pursuant to the regulation. The plan must disclose the type, quantity, and storage location of materials. The law also requires a site-specific Emergency Response Plan, employee training, and designation of emergency contact personnel. Any facility on the project site that exceed threshold quantities, would be subject to these requirements.

Hazardous Materials Transportation

The State of California adopted the U.S. Department of Transportation regulations for the movement of hazardous materials by motor vehicle; state regulations are contained in Title 13, Division 2, Chapter 6, of the CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (26 CCR). Both regulatory programs apply in California. The state agency with primary responsibility for enforcing state hazardous materials transportation regulations and responding to hazardous materials transportation emergencies is the California Highway Patrol. Hazardous waste generated by the proposed project would transported and disposed of in compliance with both regulatory programs.

Underground Storage Tank Act

The UST monitoring and response program is required under Chapter 6.7 of the California Health and Safety Code and Title 23 of the CCR. The program was developed to ensure that the facilities meet regulatory requirements for monitoring, maintenance, and emergency response in operating USTs. The County Department of Environmental Health is the local administering agency for this program. Any facility that would operate USTs on the project site would be subject to this program.

4.8.2.3 Local

Certified Unified Program Agency

The County is the Certified Unified Program Agency (CUPA) for the project site. The Unified Program's goal is to achieve consistency, consolidation, and coordination in the regulation of six state-regulated environmental programs through education, community and industry outreach, inspections, and enforcement. A CUPA is the agency responsible for the implementation and regulation of the Unified Program. The County Department of Environmental Health, Hazardous Materials Division, has been the CUPA for the County since 1996. All inspectors in the CUPA program are trained environmental health specialists who take part in a continuous education program to ensure consistency and uniformity during inspections.

County of San Diego Emergency Operations Plan

The County's Emergency Operations Plan dictates who is responsible for an evacuation effort and how regional resources will be requested and coordinated. First responders are responsible for determining initial protective actions before the Emergency Operations Center and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared and communicated to local Emergency Operations Centers and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation. During an evacuation effort, the designated County Evacuation Coordinator is the County Sheriff, who is also the Law Enforcement Coordinator. The County Evacuation Coordinator would be assisted by other law enforcement and support agencies.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2017) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The City participates in the Multi-Jurisdictional Hazard Mitigation Plan. An important San Diego County Multi-Jurisdictional Hazard Mitigation Plan component of the plan is the Community Emergency Response Team, which educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The City is one of 20 jurisdictions that support and participate in the team.

San Diego County Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority (Authority) is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Authority's responsibilities is to serve as the Airport Land Use Commission (ALUC) for the County.

The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for 16 public use and military airports in the County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. ALUCPs focus on a defined area around each airport known as the Airport Influence Area (AIA). The AIA is composed of noise, safety, airspace protection and overflight factors, in accordance with guidance from the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. The project site is located in the vicinity of two airports: MCAS Miramar and Gillespie Field. The County ALUC has adopted ALUCPs for each airport. The project site is subject to the land use compatibility policies and development criteria within AIAs.

Santee Emergency Operations Plan

The Santee Emergency Operations Plan was adopted in June 2010 and developed from the San Diego County Operational Area Emergency Plan. This plan was prepared to ensure the most effective and economic allocation of resources for the maximum benefit and protection of the community in time of emergency. The objective of the plan is to incorporate and coordinate City facilities and personnel into an efficient organization capable of responding to any emergency.

Santee Municipal Code

The Santee Municipal Code is a compilation of the Santee City Charter and the regulatory and penal ordinances and certain administrative ordinances adopted by the City Council. The Santee Municipal Code has been amended through April 2020. It includes the adopted 2019 California Building Codes. Ordinance 570 amends the Santee Municipal Code to formally adopt the 2019 California Fire Code as the City Fire Code.

4.8.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on hazards and hazardous materials if it would:

- **Threshold 1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold 2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- **Threshold 3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Threshold 4:** 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 it create a significant hazard to the public or the environment.
- **Threshold 5:** 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- **Threshold 6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The analysis of the proposed project's risk involving wildland fire is addressed in Section 4.18, Wildfire.

4.8.4 Method of Analysis

The analysis of hazards and hazardous materials is based on the Phase I ESA prepared for the project site in 2019. This document is included as Appendix I of this EIR. To determine impacts, existing conditions were compared with buildout potential under the proposed project, based on the information included in the Phase I ESA. The Phase I ESA included reconnaissance of project site conditions, observation of nearby properties from public streets, a search of environmental database listings, historical map and photograph reviews, and reviews of other Phase I ESA reports from the project site and surrounding area.

4.8.5 Project Impacts and Mitigation Measures

4.8.5.1 Threshold 1: Transport, Use, and Disposal of Hazardous Materials

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

Impact: The proposed project would not result in increased transport, use, and disposal of hazardous materials that could pose a hazard to the public and environment due to compliance with state and federal laws.	**Mitigation:** No mitigation is required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

The potential for the proposed project's land uses to pose a hazard to the public or the environment from the transport, use, and disposal of hazardous materials during construction and operation is discussed below.

Construction

Project construction activities could result in the transport, use, and disposal of hazardous materials such as fuels, grease, and lubricants for construction equipment and vehicle use, asphalt during roadway construction activities, and toxic solvents, pesticides, and herbicides during site clearing and landscaping activities. These materials would be used and stored in designated construction staging areas within the boundaries of the project site and in staging areas for off-site improvements. Activities associated with the temporary aggregate plant would include crushing rock and producing roadway subbase and other aggregate materials for use on the project site using electricity to power the plant. If electricity is not available, a diesel generator would be used to power the aggregate plant. Project construction activities would comply with all applicable local standards set forth by the City, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risk to the public, such as the RCRA, CERCLA, SARA, Hazardous Materials Transportation Act, CCR Title 22 and Title 27, Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection (CalARP) Program, and the California Health and Safety Code. The construction contractor would be required to

implement such regulations relative to the transport, handling, and disposal of any hazardous materials, including the use of standard construction controls and safety procedures to avoid a significant hazard to the public or environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local and state laws.

Operation

The types of uses proposed by the proposed project include residential units, Village Center buildings, potential school, agricultural uses, recreational and trails, sewer/water connections, and roadway improvements typical of residential community development. Without development of the school site, the potential sources of hazardous materials typically associated with schools, detailed below, would not contribute to the proposed project's potential impacts related to hazardous wastes. The following discussion evaluates the potential of the proposed land uses to transport, use, and dispose of hazardous materials during project operation.

Residential, Village Center, and Parks and Recreational Uses

Operation of the proposed project would involve the use of potentially hazardous materials typical of residential, commercial, agricultural, recreational, and civic uses including cleaning fluids, detergents, solvents, adhesives, sealers, paints, fuels/lubricants, and fertilizers or pesticides for landscaping. The proposed land uses would result in an increase in hazardous chemical waste generation at the site compared to the current baseline condition. However, these materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions, applicable standards, and federal, state, and local regulations. Compliance with applicable state and local regulations would serve to protect against a significant and irreversible environmental change that could result from the routine use of these hazardous materials.

Agricultural Uses

Implementation of the proposed project would include agricultural uses associated with the Farm and within the Agriculture Overlay area. This includes terraced vegetable fields, pasture lands, limited housing for employees, raised gardens, and pastures/facilities for farm animals. These uses are anticipated to involve the use of pesticides, fertilizers, and other hazardous materials. However, any use of fertilizers or pesticides as part of agricultural operations are required to comply with CalEPA's enforcement of pesticide laws and regulations in California. Additionally, animal raising would generate animal waste which could result in vectors, such as flies, and could be considered a hazard itself if not handled and disposed of correctly. However, standard housekeeping practices and best management practices are adequate for addressing the hazards of animal waste. Therefore, compliance with existing federal and state regulations and using standard housekeeping practices

and best management practices would ensure that the routine transport, use, and dispose of hazardous materials related to agricultural uses would result in a less than significant impact.

School Use

The School Overlay reserves a school site for a potential K–8 public school or other educational uses on the project site. If acquired by the Santee School District, the site would be able to accommodate up to 700 students, including existing Santee students and new students on the project site. Schools throughout the state generate hazardous waste as a normal part of the operation and maintenance of each school. Typical wastes generated by the routine operation and maintenance of K–12 schools include the following:

- Electronic equipment (e.g., computer monitors), batteries, and copier or printer toners from school daily operation and administration
- Chemical and biological hazardous wastes from chemistry and science labs
- Used oil, antifreeze, solvents, degreasers, and auto batteries from auto repair shops and classrooms or compressors
- Pesticides, cleaning solvents, detergents, and oil-based or latex paint wastes from school maintenance and housekeeping or janitorial functions

In California, on-site and off-site storage of hazardous waste is a regulated activity that requires authorization under the DTSC five-tiered program for hazardous waste treatment or storage. School uses are required to comply with DTSC requirements for on-site and off-site collection and storage of hazardous wastes. This requires obtaining permits to manage and transport hazardous waste products. Therefore, compliance with state requirements and permitting under the DTSC would ensure that the routine transport, use, and dispose of hazardous materials associated with the potential school would result in a less than significant impact.

Mitigation Measures

The proposed project's impacts would be less than significant; therefore, no mitigation measures are required.

4.8.5.2 Threshold 2: Accidental Releases

Would implementation of the proposed project result in 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?

Impact: The proposed project has the potential to result in a significant hazard to the public or the environment from an existing groundwater well on the project site.	**Mitigation:** Groundwater Well Abandonment (HAZ-1).
Significance Before Mitigation: Potentially significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

Construction

Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for. During preparation of the 2019 Phase I ESA (Appendix I), no evidence of potential adverse unforeseen or reasonably foreseeable environmental conditions was found on the project site.

Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel, causing contamination of soil and water. The construction contractor would be required to implement such regulations relative to the accidental release of any hazardous materials, including the use of standard construction controls and safety procedures to avoid a significant hazard to the public or environment that would avoid or minimize the potential for accidental release of such substances into the environment.

As previously discussed, on-site hazards observed include remnants of a car in the northwestern portion of the site. However, due to the lack of stains or stressed vegetation near the car remnants, it was determined that the car is non-hazardous waste/debris. The other feature observed on site is a groundwater well located 800 feet northeast of the PDMWD Ray Stoyer WRF and depicted in the 1953 topographic map included in the Phase I ESA (Appendix I). According to the Phase I ESA, this well has been welded closed. Though not a REC, the applicant is required to comply with the County's requirements to ensure the groundwater well is properly abandoned in accordance with the County's Well Ordinance (Section 67.441 of the Regulatory Ordinances) (County of San Diego 2013). If not properly abandoned, a hazardous condition associated with the groundwater well may result from the proposed project, such as inadvertent groundwater contamination from construction activities. Therefore, during construction, impacts associated with the groundwater well would be potentially significant.

Operation

Accidental releases of hazardous materials are those releases that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those releases or exposure events that can be anticipated and planned for. Potential releases (unforeseen and reasonably foreseeable) of hazardous materials during operation of the proposed project would be limited to household

cleaning products, landscaping chemicals and fertilizers, and other substances associated with residential, commercial, agricultural, recreational, and civic uses. Without development of the school site, the potential accidental release of hazardous materials typically associated with schools, detailed in Section 4.8.5.1, would not contribute to the proposed project's potential impacts related to the accidental release of hazardous materials.

Any hazardous materials would be handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials as described in Section 4.8.2, Regulatory Framework. The proposed project would not include any businesses, operations, or facilities that would handle hazardous substances in excess of the threshold quantities listed in Chapter 6.95 of the California Health and Safety Code, generate hazardous waste regulated under Chapter 6.5 of the California Health and Safety Code, or store hazardous substances in USTs regulated under Chapter 6.7 of the California Health and Safety Code. Therefore, on-site operational impacts related to unforeseen or reasonably foreseeable conditions would be less than significant.

The PDMWD Ray Stoyer WRF's process of treating effluent includes the use of chlorine and sulfur dioxide gases, which are also stored at the facility. The RMP for the PDMWD Ray Stoyer WRF (SCS Tracer Environmental 2017) lays out a comprehensive plan for the protection of public health and relates the chemicals of concern associated with the facility.

According to the RMP, since reconstruction of PDMWD in 1996/1997, there has been no reportable release of chlorine or sulfur dioxide from the PDMWD Ray Stoyer WRF. Regardless, the facility has an aggressive and active safety program, known as the Accidental Release Prevention Program and Chemical-Specific Prevention Steps, in place to manage the handling of chlorine and sulfur dioxide gas (SCS Tracer Environmental 2017). Two sensors are located in the chlorine storage room which immediately trigger audio and visual alarms when one part per million (ppm) of chlorine is unceremoniously released. A scrubber capable of scrubbing 2,000 pounds of chlorine with a 99.9 percent efficiency rate further protects the storage tanks. With the accidental release of sulfur dioxide, gas sensors trigger audible and visual alarms followed by immediate sprinkler knockdown and the activation of the auto-dialer systems. The chlorine and sulfur dioxide systems were designed and constructed in accordance with all applicable federal, state, and local regulations including the Uniform Mechanical Code, Uniform Building Code, and the Uniform Fire Code. With these measures in place, the likelihood of gas escaping beyond the facility is very low (SCS Tracer Environmental 2017). In addition, the PDMWD Ray Stoyer WRF has an effective Emergency Response Plan, which has been developed and designed with the following considerations:

1. To protect the lives of the PDMWD Ray Stoyer WRF staff, support activities related to release prevention and mitigation, and protect any public receptors within the toxic endpoints of an accidental release

2. To mitigate all potential releases from the PDMWD Ray Stoyer WRF and prevent injuries
3. To minimize damage to property and the surrounding environment

PDMWD has taken a proactive approach to emergency response and safety at the Ray Stoyer WRF. Annual emergency response drills are conducted, documented, and continually reviewed to improve team response. PDMWD has implemented recommendations from the latest RMP for PDMWD, which include training all employees in process safety management (SCS Tracer Environmental 2017).

Therefore, with continued implementation of the safety measures in the Emergency Response Plan and the RMP for the PDMWD Ray Stoyer WRF, the proposed project would not exacerbate the risk of accidental release of hazardous materials from this facility. As such, impacts associated with the release of chlorine and sulfur dioxide gases from the adjacent WRF are considered less than significant.

Mitigation Measures

The proposed project could result in the accidental release of hazardous materials associated with the improper abandonment of the on-site groundwater well. Implementation of Mitigation Measure HAZ-1 would reduce impacts to below a level of significance.

HAZ-1: **Groundwater Well Abandonment.** Prior to issuance of a grading permit, the applicant shall provide documentation to the City of Santee Development Services Department showing the proper abandonment of the on-site groundwater well located approximately 800 feet northeast of the Padre Dam Municipal Water District Ray Stoyer Water Recycling Facility, in accordance with the County of San Diego's Well Ordinance (Section 67.441 of the Regulatory Ordinances). Section 67.441 outlines the permit application requirements and conditions for the purpose of construction, repair, reconstruction, and destruction of any well. These requirements include but are not limited to locational information, waste disposal systems, drainage patterns, depth of the wells, and completion of work. This section also includes the conditions of approval for a permit that must be adhered to by the applicant.

4.8.5.3 Threshold 3: Hazards to Nearby Schools

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

Impact: Hazardous materials and waste would be handled within one-quarter mile of a proposed school; however, the materials are not anticipated to occur in quantities that would pose a risk to occupants of the existing or proposed schools.	**Mitigation:** No mitigation is required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

One existing school is located within one-quarter mile of the project site. Sycamore Canyon Elementary School, is located on Settle Road, approximately 500 feet from the proposed Special Use area along the southwestern boundary of the project site in the Carlton Hills neighborhood. Sycamore Canyon Elementary School is a part of the Santee School District and offers kindergarten through sixth grade education. Approximately 350 students are currently enrolled in the elementary school. The Special Use area falls within the notification area for Gillespie Field and has a height restriction, thus limiting its development potential. It is also on landslide deposits, which further limits its development potential. Therefore, the Special Use area would allow for a limited range of uses, such as a solar farm, recreational vehicle and boat storage, aboveground agriculture without irrigation, and other similar uses. The types of hazardous materials that would be potentially emitted from the site could include gasoline, diesel fuel, oils, and grease from the recreational vehicle and boat storage and pesticides from the aboveground agriculture. However, due to the limited nature of development proposed, the Special Use area is not anticipated to emit or handle hazardous materials in quantities large enough to affect the nearby school. As such, the permitted uses for the Special Use area would not result in activities that emit hazardous emissions or handle hazardous materials, substances, or waste in quantities that would affect persons at Sycamore Canyon Elementary School.

In addition, existing residential uses and intervening topography provide a buffer from any hazardous materials that could be potentially emitted from the Special Use area. The applicant is required to include a minimum 50-foot buffer adjacent to the existing homes to the south and southwest and a minimum 100-foot buffer to the west to preserve neighbor privacy. This would also provide an additional buffer between the existing and permitted land uses. In the event that agricultural uses are implemented in the Special Use area, the potential for pesticides to become airborne during application exists. However, they would be handled and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials such that an impact would not occur.

CEQA Guidelines, Section 15186(b), stipulates that before certifying an EIR for a project located within 0.25 mile of a school that involves the construction of a facility that might emit hazardous air emissions or handle an extremely hazardous substance, the lead agency is required to consult with and provide written notification to the school district no less than 30 days prior to the certification of the EIR. Sycamore Canyon Elementary School is located within 0.25 mile of the proposed Special Use area. However, as discussed previously, the Special Use area is not anticipated to emit hazardous air emissions or handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in the California Health and Safety Code. Therefore, it is not anticipated that the proposed project would trigger the

requirements of CEQA Guidelines, Section 15186(b), and consultation with and notification to the Santee School District would not be required.

The preferred land use plan with school includes a 15-acre school site with a School Overlay to allow for the development of a future school by the Santee School District. Land uses in the vicinity of the school would include residential, commercial, agricultural, recreational, and civic uses, which would require the routine transport, use, and disposal of hazardous materials as described in Section 4.8.5.1. However, these materials would be contained, stored, and used on site in accordance with manufacturers' instructions, applicable standards, and federal, state, and local regulations. While hazardous materials and waste would be handled within 0.25 mile of a proposed school associated with the proposed project, these materials would not exist in quantities large enough to pose a health risk to users of the nearby school. Additionally, these types of land uses do not typically constitute incompatible land uses near a school.

The PDMWD Ray Stoyer WRF is approximately 0.25 mile southwest of the 15-acre school site proposed in Fanita Commons under the preferred land use plan with school (see Figure 3-4, Conceptual Land Use Plan, in Chapter 3, Project Description). As discussed previously, the WRF handles hazardous materials, including chlorine and sulfur dioxide gas. The RMP for the WRF lays out a comprehensive plan for the protection of public health and addresses potential chlorine and sulfur dioxide spills at this facility. Pursuant to CEQA Guidelines, Section 15186(c)(2), notification is required in writing by the Santee School District to consult with the San Diego Air Pollution Control District over the siting of the new school near a facility known to handle hazardous materials. The PDMWD Ray Stoyer WRF is within 0.25 mile of the proposed school site. This is a formal notification requirement that would be completed in accordance with Section 25502 of the California Health and Safety Code and would be necessary for the Santee School District to make a finding to approve the site.

As discussed in Section 4.8.2.2, the DTSC school siting requirements would not allow for development of a school adjacent to incompatible land uses or those that would release hazardous materials. In accordance with the California Education Code and California Code, Sections 17210.1 through 17213.2, as with all proposed school sites that would receive state funding for acquisition or construction, the Santee School District would be required to comply with CEQA for its acquisition of the proposed project's school site. The proposed school site has been reviewed in the Phase I ESA prepared for the proposed project (Appendix I). As concluded in the Phase I ESA, the project site is not a former waste disposal site and has not been identified by DTSC as a hazardous waste release site, and there are no pipelines carrying hazardous waste that traverse the project site. Therefore, there is no evidence of existing on-site RECs in connection with the proposed school site. Under the land use plan without school, no impact would occur.

The proposed project would comply with federal and state regulations pertaining to hazardous waste, such as proper handling, disposal practices, and cleanup procedures, to ensure that risks associated

with hazardous emissions or materials to existing or proposed schools within one-quarter mile of the project site would not result in a significant impact. Impacts would be less that significant.

Mitigation Measures

The proposed project would have a less than significant impact with regard to hazards to nearby schools; therefore, no mitigation measures are required.

4.8.5.4 Threshold 4: Hazardous Materials Sites

Would implementation of the proposed project result in a significant hazard to the public or the environment due to the presence of hazardous materials sites identified pursuant to Government Code, Section 65962.5?

Impact: No hazardous materials sites pursuant to Government Code, Section 65962.5, are located on the project site or nearby.	**Mitigation:** No mitigation is required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

As part of the Phase I ESA, a hazardous materials record search was conducted for the project site and surrounding properties from federal, state, and local databases. According to the government hazardous materials databases searched, no reported hazardous materials sites are located within the boundaries of the project site (DTSC 2019; SWRCB 2020; Appendix I). Pursuant to Government Code, Section 65962.5, there is one facility located within one-quarter mile of the project site that was listed three times on LUST database. This facility is the 7-Eleven located at a facility at 9750 Cuyamaca Street. According to the findings in the Phase I ESA, all three LUST listings identified for the facility relate to a release of gasoline on three separate occurrences:

- **March 1986.** Release occurred during a UST integrity test that impacted soils only. Regulatory closure was granted in September 1992. No other significant information is provided in the LUST listings for this case.
- **May 1991.** Regulatory closure was granted in June 1991. No other significant information is provided in the LUST listings for this case.
- **June 1994.** Release occurred during fuel dispenser upgrades, which impacted groundwater. During the 1994 dispenser upgrades, approximately 164 tons of impacted soil were removed. Between 1995 and 1999, 10 groundwater monitoring wells and 15 air sparge/soil vapor extraction wells were installed at or near the facility to treat saturated soils and groundwater contaminated by volatile organic compounds. Soil vapor extraction remedial actions occurred intermittently from January 2000 through August 2010 and groundwater sampling was conducted from 1995 through 2013. The remedial activities reduced hydrocarbon concentrations in groundwater to near or less than maximum contaminant levels, and regulatory closure was granted in April 2014.

The Phase I ESA determined that based on distance from the project site, downstream position, and closed regulatory status, the facility located at 9750 Cuyamaca Street is unlikely to have caused a REC at the project site. Therefore, the proposed project would not result in a significant hazard to the public or the environment due to the presence of hazardous materials sites identified pursuant to Government Code, Section 65962.5, as it relates to annual updates to the Cortese List. Impacts would be less than significant.

Mitigation Measures

The proposed project would have a less than significant impact with regard to hazardous materials sites; therefore, no mitigation measures are required.

4.8.5.5 Threshold 5: Airport Safety Hazards

Would implementation of the proposed project result in a safety hazard for people residing or working in the project area where the project is 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, or within the vicinity of a private airstrip?

Impact: Portions of the proposed project are located within 2 miles of an airport land use plan and hazards from flight operations would be less than significant.	**Mitigation:** No mitigation is required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

The project site is located in the vicinity of two airports: MCAS Miramar (private federal) and Gillespie Field (public). The ALUCPs for each airport establish land use compatibility policies and development criteria for new development within AIAs to protect these airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the areas surrounding the airports. Compatibility concerns addressed by the ALUCPs include noise, safety, airspace protection, and overflight. The proposed project's compatibility with the noise requirements under the applicable ALUCPs is analyzed in Section 4.12, Noise.

The project site is east of MCAS Miramar. The portions of the project site proposed for development fall outside of any Overflight Zones and are not subject to overflight-related disclosure or notification requirements. According to the MCAS Miramar ALUCP, the entire project site is located within the Federal Aviation Regulations Part 77 Outer Boundary, which establishes standards and Federal Aviation Administration notification requirements for potential hazards to use of navigable airspace. A small northerly portion of the project site falls within Review Area 2 of the AIA, which requires ALUC review for any proposed objects with a height greater than 35 feet above ground level. However, this portion of the project site would be dedicated as Habitat Preserve and would not be developed. The easterly portions of the project site are within a High Terrain zone but are not within Review Area 2; therefore, they do not require

ALUC review. The remainder of the project site is located outside of the AIA. Thus, the proposed project would not be subject to any land use restrictions from MCAS Miramar.

The project site is also located north of Gillespie Field. Southerly portions of the project site are located within the Federal Aviation Administration Height Notification Boundary and are proposed as Habitat Preserve and Special Use area. Within this boundary, the Federal Aviation Administration shall be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) from the runway elevation. The Special Use area also falls within the Gillespie Field Review Area 2, which requires limitations on the height of structures. Review Area 2 also requires overflight notification documents for residential uses; however, residential uses would not be permitted within the Special Use area, except for a caretaker unit. If a caretaker unit is proposed, the applicant is required to provide notification and compliance in accordance with the Gillespie Field Review Area 2 requirements. Therefore, implementation of the proposed project would not result in a significant impact regarding airspace safety hazards or conflicts with the land use plans for MCAS Miramar or Gillespie Field.

Mitigation Measures

The proposed project would have a less than significant impact with regard to airport safety hazards; therefore, no mitigation measures are required.

4.8.5.6 Threshold 6: Emergency Response and Evacuation Plans

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

Impact: The proposed project would not affect adopted Emergency Response and Evacuation Plans.	**Mitigation:** No mitigation is required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Less than significant.

Impact Analysis

The proposed project would have a significant impact if it were to interfere with the City's adopted Emergency Operations Plan (2010). The City's Emergency Operations Plan addresses the planned response to extraordinary emergency situations associated with natural and human-caused disasters. The plan describes the overall responsibilities of government entities, as well as the Santee Emergency Management Organization for protecting life and property in the City. In addition, the Unified San Diego County Emergency Services Organization and County Operational Area Emergency Operations Plan – Evacuation Annex was formed in the 1960s to assist the cities and the County in developing emergency plans by providing strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the County Operational Area (County of San Diego 2018). The Wildland Fire Evacuation Plan created for the

proposed project was based on the City's Emergency Operations Plan, can be found in Appendix P2, and is discussed further in Section 4.18. According to Santee Fire Department, the proposed project would not interfere with current evacuation and emergency plans (Appendix M). Additionally, the proposed project has developed new project-specific evacuation and emergency responses plans, including the Fire Protection Plan (Appendix P1), Construction Fire Prevention Plan (Appendix P1), and Wildland Fire Evacuation Plan (Appendix P2).

The proposed project's interior street network and the existing regional street system that it connects with would provide multi-directional primary and secondary emergency evacuation routes consistent with, or exceeding, most communities in this area (Appendix P2). Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site and would not affect emergency response and evacuation plans elsewhere in Santee. Consistent with County Operational Area Emergency Operations Plan – Evacuation Annex (County of San Diego 2018), major ground transportation corridors in the area would be used as primary evacuation routes during an evacuation effort. The street systems were evaluated to determine the best routes for fire response equipment and "probable" evacuation routes for relocating people to designated safety areas. The primary roadways that would be used for evacuation from the project site are Fanita Parkway and Cuyamaca Street, that latter of which would connect to the proposed extension of Magnolia Avenue. Note that the Magnolia Avenue extension would be constructed by the certificate of occupancy for the 1,500th equivalent dwelling unit. The available evacuation routes prior to the Magnolia Avenue connection (Fanita Parkway and Cuyamaca Street) would meet the 2019 California Fire Code, Appendix D, and the Santee Municipal Code and Ordinance 570 requirement for multiple access points and, therefore, are considered adequate for emergency purposes for the interim period until the certificate of occupancy of the 1,500th equivalent dwelling unit. These streets provide access to major traffic corridors, including directly or indirectly to State Route (SR-) 52 to the south, SR-67 to the east, Interstate (I-) 8 to the south, I-125 to the south, and I-15 to the west (Appendix P2). Refer to Figure 4.8-1, Emergency Evacuation Plan, for a depiction of the evacuation plan from the project site.

During an emergency evacuation from the project site, the primary and secondary roadways may serve as egress for those leaving the project site and as ingress for responding emergency vehicles. Because the roadways are designed to meet or exceed the County's Consolidated Fire Code requirements, including unobstructed travel lane widths consistent with the Fanita Ranch Specific Plan standards, unobstructed travel lanes, adequate parking, 28-foot inside radius, grade maximums, signals at intersections, and extremely wide roadside fuel modification zones, potential conflicts that could reduce the roadway efficiency are minimized, allowing for smooth evacuations. Additionally, the streets would provide residents the option to evacuate from at least two points in two different directions from each neighborhood.

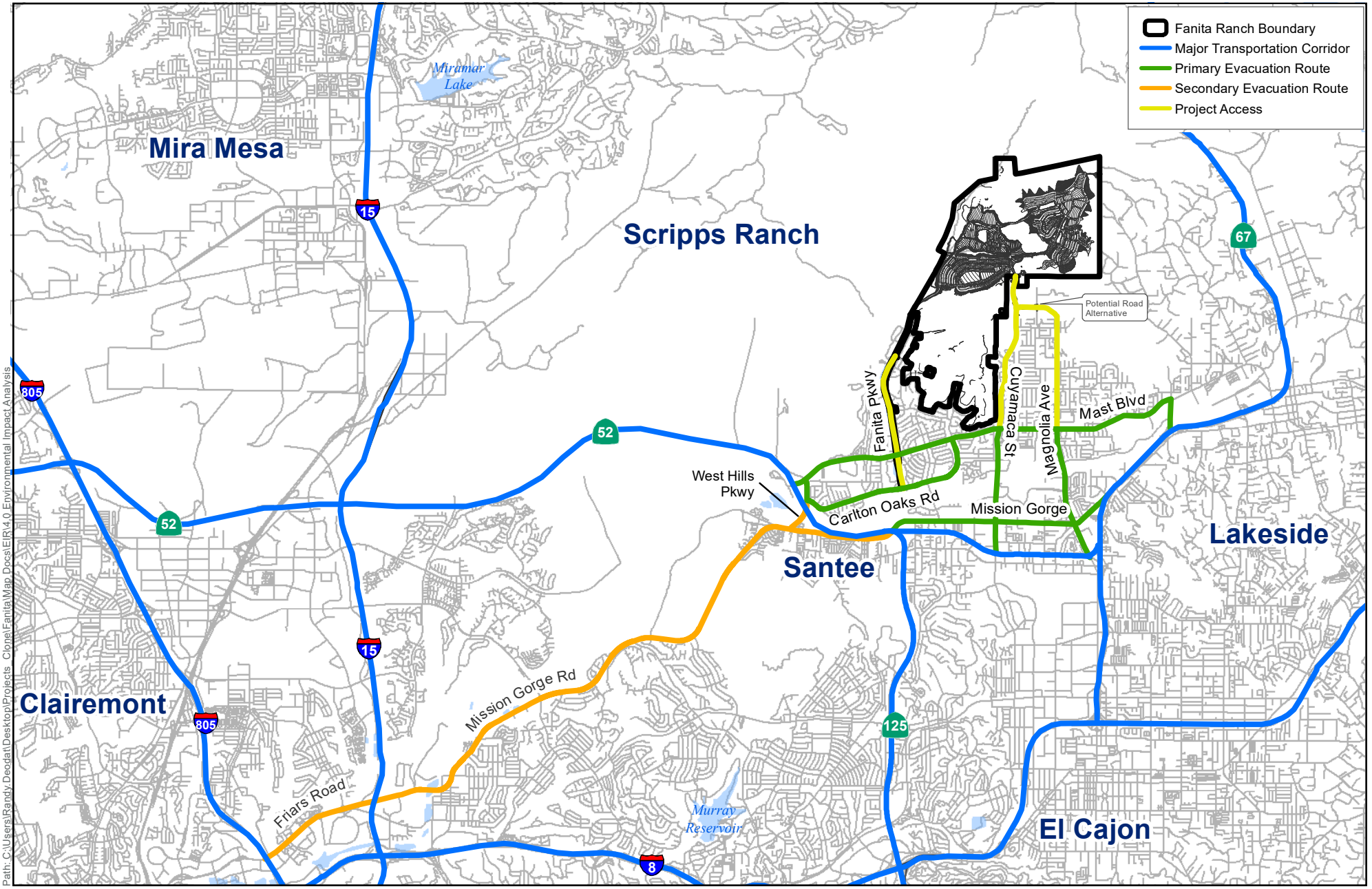

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Figure 4.8-1

Emergency Evacuation Plan

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The project site's primary evacuation routes would be accessed through a series of internal neighborhood roadways, which connect with the primary ingress/egress streets that intersect off-site primary and major evacuation routes. Based on the existing street network, the community would evacuate to the north (once off site), south, east, and west depending on the nature of the emergency.

There are at least two ingress/egress routes for the proposed project (see Figure 3-7, Vehicular Circulation Plan, in Chapter 3):

- **Southwest corner of the community:** Fanita Parkway provides access to Mast Boulevard and Carlton Oaks Road, both of which would offer travel options west and east in the City or onto the SR-52 or SR-67 on-ramps.
- **South central portion of the community:** Cuyamaca Street, the proposed project's primary access, provides access to Mast Boulevard, Mission Gorge Road, and the SR-52 on-ramp.
    - **East/southeastern portion of the community:** Magnolia Avenue provides access to Mast Boulevard, Mission Gorge Road, SR-52 on-ramp, and SR-67 on-ramp. Both Mast Boulevard and Mission Gorge Road connect to SR-52 to the west.

Depending on the nature of the emergency requiring evacuation, it is anticipated that the majority of the community traffic would exit the proposed project via Cuyamaca Street or Magnolia Avenue via Cuyamaca Street. These are the most direct routes for the project site. Fanita Parkway may be used by the western portion of the project site, depending on the time available for evacuation and the need for additional movement via the southerly route. In a typical evacuation that allows several hours or more time (as experienced for most areas during the 2003, 2007, 2014, 2016, and 2017 wildfires), all traffic may be directed to the south and out Cuyamaca Street and/or Magnolia Avenue. If less time is available, fire and law enforcement officials may direct some neighborhoods to temporarily shelter in their residences. See additional analysis of the proposed project's evacuation plan in Section 4.18.

An evacuation of any area requires significant coordination among numerous public, private, and community/non-profit organizations. Among the most important factors for successful evacuations in urban settings is control of intersections downstream of the evacuation area. If intersections are controlled by law enforcement, barricades, signal control, or other means, potential backups and slowed evacuations can be minimized. Another important aspect of successful evacuation is a managed and phased evacuation declaration. Evacuating in phases, based on vulnerability, location, or other factors, enables the subsequent traffic surges on major roadway to be smoothed over a longer time frame and can be planned to result in traffic levels that flow better than when mass evacuations include large evacuation areas at the same time (Appendix P2).

The following emergency response operations could occur under an evacuation order:

Evacuation Points and Shelters. When the San Diego County Sheriff's Department (SDCSD) implements an evacuation order, they coordinate with the responding fire agency, the Emergency Operation Center, and others to decide on a location to use as a temporary evacuation point. The SDCSD Office Dispatch Center would use the AlertSanDiego system to direct evacuees to the established temporary evacuation point or shelter. These evacuation points would serve as temporary safe zones for evacuees and would provide basic needs such as food, water, and restrooms. If residents are unable to evacuate and need transportation assistance to get to a temporary evacuation point or shelter, the SDCSD may establish transportation points to collect and transport people without transportation resources to evacuation points. These points would be large, well known sites such as shopping centers, libraries, and schools. Transportation would be accessible to all populations, including people with disabilities and other access and functional needs.

Shelter-in-Place. Sheltering-in-place is the practice of going or remaining indoors during or following an emergency event. This procedure is recommended if there is little time for the public to react to an incident and it is safer for the public to stay indoors for a short time rather than travel outdoors. Sheltering-in-place also has many advantages because it can be implemented immediately, allowing people to remain in their familiar surroundings and providing individuals with everyday necessities such as telephones, radios, televisions, food, and clothing. However, the amount of time people can stay sheltered-in-place is dependent upon availability of food, water, medical care, utilities, and access to accurate and reliable information.

The decision on whether to evacuate or shelter-in-place is carefully considered with the timing and nature of the incident. Sheltering-in-place is the preferred method of protection for people who are not directly impacted or in the direct path of a hazard. This would reduce congestion and transportation demand on the major transportation routes for those who have been directed to evacuate by law enforcement or fire personnel. The proposed project would incorporate ignition-resistant construction and wide fuel modification zones and provide defensibility throughout. Therefore, responding fire and law enforcement personnel would be able to direct project residents to temporarily refuge in their homes in the rare situation where that alternative is determined to be safer than evacuating.

As discussed, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are considered less than significant impact.

Mitigation Measures

The proposed project would have a less than significant impact associated with the impairment of an adopted emergency response plan or emergency evacuation plan. Therefore, no mitigation measures are required.

4.8.6 Cumulative Impacts and Mitigation Measures

Would implementation of the proposed project have a cumulatively considerable contribution to a cumulative public safety impact considering past, present, and probable future projects?

Cumulative Impact	Significance	Proposed Project Contribution
Threshold 1: Transport, Use, and Disposal of Hazardous Materials	Less than significant	Not cumulatively considerable
Threshold 2: Accidental Releases	Less than significant	Not cumulatively considerable
Threshold 3: Hazards to Nearby Schools	Less than significant	Not cumulatively considerable
Threshold 4: Hazardous Materials Sites	Less than significant	Not cumulatively considerable
Threshold 5: Airport Safety Hazards	Less than significant	Not cumulatively considerable
Threshold 6: Emergency Response and Evacuation Plans	Less than significant	Not cumulatively considerable

4.8.6.1 Cumulative Threshold 1: Transport, Use, and Disposal of Hazardous Materials

The geographic context for the analysis of cumulative impacts relative to the transport, use, and disposal of hazardous materials encompasses nearby facilities that regularly require the use of disposal of hazardous materials and the roadways and freeways used by vehicles transporting hazardous materials to and from the project site. Cumulative projects identified in the City of Santee, the City of San Diego, and the County (see Table 4-2, Cumulative Projects, in Chapter 4, Environmental Impact Analysis) include the construction of residential properties, agricultural, commercial, and civic uses that would involve transport, use, and disposal of potentially hazardous materials typical of those uses. However, the cumulative projects would be required to comply with regulations applicable to the transportation, use, and disposal of hazardous materials, including the RCRA, CERCLA, SARA, Hazardous Materials Transportation Act, and CCRs Title 22 and Title 27, which would ensure they do not result in a significant cumulative impact.

While the proposed project would develop land uses that would transport and use varying amounts and types of hazardous materials in day-to-day activities and operations, the proposed project would also comply with federal, state, and local regulations to minimize the potential for adverse health effects related to the transport, use and disposal of hazardous materials. Consequently, the proposed project's contribution to a significant cumulative impact would not be cumulatively considerable.

4.8.6.2 Cumulative Threshold 2: Accidental Releases

The geographic context for the analysis of cumulative impacts relative to the accidental release of hazardous materials encompasses nearby facilities that regularly require the use or disposal of hazardous materials and the roadways and freeways used by vehicles transporting hazardous materials to and from the project site. Cumulative projects identified in the City of Santee, the City of San Diego, and the County (see Table 4-2 in Chapter 4) include the construction of residential properties, agricultural, commercial, and civic uses that would involve an unquantifiable use of potentially hazardous materials at risk of accidental release. However, cumulative projects with the potential to accidentally release hazardous materials would be required to be in compliance with threshold quantities of hazardous substances listed in Chapters 6.95, 6.5, and 6.7 of the California Health and Safety Code. Compliance with these federal and state regulations would ensure that cumulative impacts do not result in a significant cumulative impact.

While the proposed project would develop land uses that would use varying amounts and types of hazardous materials that may be subject to accidental release in day-to-day activities and operations, the proposed project would also comply with federal, state, and local regulations to minimize the potential for adverse health effects related to the accidental release of hazardous materials. Consequently, the proposed project's contribution to a significant cumulative impact would not be cumulatively considerable.

4.8.6.3 Cumulative Threshold 3: Hazards to Nearby Schools

The geographic context for the analysis of cumulative impacts to hazards to nearby schools is the City. Future development in the City may involve hazardous emissions or the handling of acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed primary or secondary school. Cumulative projects would be required to comply with regulations applicable to the use, disposal, and transportation of hazardous materials. Any potentially significant impacts would be reduced to a less than significant level through compliance with applicable regulations. Therefore, a significant cumulative impact would not occur with implementation of the proposed project.

The proposed project would comply with applicable hazardous materials and disclosure requirements for the handling, use, storage, and disposal of hazardous materials, Furthermore, the hazardous materials used on the project site would not be anticipated to occur in quantities significant enough to pose a risk to occupants of nearby schools or the school that may be developed within the boundaries of the project site. Therefore, proposed project's contribution to cumulative impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of an existing or proposed primary or secondary school would not be cumulatively considerable.

4.8.6.4 Cumulative Threshold 4: Hazardous Materials Sites

The geographic context for the analysis of cumulative impacts in regards to hazardous materials sites is the City. Cumulative projects in the region (see Table 4-2 in Chapter 4) would have the potential to be located on or adjacent to existing contaminated sites. However, similar to the proposed project, discretionary projects would be reviewed for potential site contamination and appropriate measures to address risks to the public and environment would be required. For projects that do not require discretionary review, federal, state, and local regulations would require that any contamination that is encountered is reported to appropriate agencies and that appropriate precautions are taken to address risks to workers and the public. A significant cumulative impact would not occur with implementation of the proposed project. Therefore, the proposed project's contribution to hazardous materials sites would not be cumulatively considerable.

4.8.6.5 Cumulative Threshold 5: Airport Safety Hazards

The geographic context for the analysis of cumulative impacts in regard to airport safety hazards are the ALUCP boundaries for nearby airports. The cumulative projects are all located in the general vicinity (less than 2 miles) of MCAS Miramar and Gillespie Field. Potential risks associated with development in the vicinity of MCAS and Gillespie Field would be a factor in any decision to approve or deny future development proposals. Land uses that may be impacted by the airport are reviewed and regulated through the ALUCP, the City, and the San Diego Regional Airport Authority. As a result, cumulative project risks of future development located in proximity to MCAS Miramar and Gillespie Field would not result in a significant impact. Therefore, the proposed project's contribution to safety hazards related to airports would not be cumulatively considerable.

4.8.6.6 Cumulative Threshold 6: Emergency Response and Evacuation Plans

The geographic context for the analysis of cumulative impacts to emergency response plans or emergency evacuation plan is the City. Construction and operation associated with cumulative development could result in activities that could interfere with adopted emergency response or evacuation plans, such a temporary construction barricades or other obstructions that could impede emergency access. Cumulative impacts from multiple projects within the Santee Fire Department's jurisdiction listed in Table 4-2 in Chapter 4 can cause fire response service decline and impede emergency evacuation plans. These projects may include the GA Development subdivision, Carlton Oaks Country Club, Walker Trails, and others. Development of the proposed project, in combination with these cumulative projects, would potentially impact and conflict with adopted emergency response plans and emergency evacuation plans.

As discussed in Section 4.18.5.1, a Fire Protection Plan, a Construction Fire Prevention Plan, and a Wildland Fire Evacuation Plan were prepared for the proposed project to ensure the community would be built to withstand significant fire, provide residents multiple evacuation routes, and offer the contingency option to emergency planners and responders of temporarily refuging persons on

site, if considered safer than evacuating (Appendices P1 and P2). The proposed project Wildland Fire Evacuation Plan was developed to meet City and County requirements and prevent any conflicts with current evacuation plans. Details of the emergency access routes are described in the Wildland Fire Evacuation Plan (Appendix P2) prepared for the proposed project and were designed to comply with current and future population growth, roadway conditions, and access availability.

Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site and would not, in combination with other projects, affect emergency response and evacuation plans elsewhere in the City. The project street configuration and evacuation plan outlined in the Wildland Fire Evacuation Plan (Appendix P2) provides evacuation routes to the north (once off site), south, east, and west depending on the nature of the emergency. The roadways and evacuation routes designed for the proposed project provides connections to major regional traffic corridors including indirectly to SR-52 to the south, southwest, and southeast; SR-67 to the east and northeast; I-125 to the south; and I-15 to the west to move residents out of the City thereby avoiding conflicts with emergency response or evacuation efforts in other areas of the City. Additionally, it is anticipated that future development projects would undergo CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures necessary to mitigate potential impacts. As a result, cumulative impacts related to interference with adopted emergency response or evacuation plans would be less than significant. Therefore, the proposed project's contribution would not be cumulatively considerable.

4.8.7 References

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