4.6 HUMAN-MADE HAZARDS

PURPOSE

The purpose of this discussion is to disclose the potential for environmental safety issues that could occur on the project site and to identify feasible mitigation measures that would reduce any identified significant impacts to a level below significant. This section incorporates information from the Phase I Environmental Site Assessment (ESA) prepared for the proposed project by Applied Environmental Technologies, Inc. (AET), in June 2010, available in **Appendix 4.6**. The Phase I ESA includes the results of field surveys, as well as records, photo and database reviews. With regards to geotechnical issues, please refer to **Section 4.4, Geology and Soils**.

INTRODUCTION

The proposed Via Princessa East Extension project would not involve the transport, use, or disposal of hazardous materials. A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project to determine if there are any environmental conditions at the project site that would include the presence of any hazardous substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water. No conditions were observed during site reconnaissance that would be expected to affect the project site and database searches did not identify any conditions that would affect the proposed project. The proposed project would not result in a significant impact related to human-made hazards.

EXISTING CONDITIONS

Physical Project Site Conditions

The project site encompasses 16 parcels in the City of Santa Clarita and is approximately 1.2 miles in length. The project site is currently undeveloped rural land consisting of hilly terrain with extensive native vegetation. There are currently two City of Los Angeles Department of Water and Power right-of-way crossings on the site. An aqueduct is located on the west side of the project site and an overhead power line corridor is located on the east side.

The project site is located on the northeast flank of the San Gabriel Mountains within the central Transverse Ranges physiographic province of Southern California. The southern portion of the site is underlain by Recent to Quaternary age river and alluvium deposits consisting of silts, sands, and gravel. The alluvium overlies sedimentary rocks of the Pliocene age and Saugus formation at depth. The Saugus

formation crops out in hills in the northern portion of the site. The project site elevation ranges from approximately 1,390 feet above mean sea level (msl) in the southwest portion of the site to approximately 1,830 feet above msl in the northeast portion of the site. The nearest surface water drainage is the Santa Clara River which is located approximately 1 mile to the northeast.

Federal and State Records Review

Environmental Data Resources (EDR) prepares database reports of available federal, state, and county agency databases that identify the presence of any government regulated properties, either on site or adjacent to a project site, with potential on-site hazardous conditions. The EDR report identifies mapped and unmapped sites listed in federal, state, and local government databases within the search areas prescribed by ASTM Standard E 1527-05. An EDR report prepared for the project site was reviewed by AET. A complete copy of the EDR report is provided as an appendix to the Phase I ESA found in **Appendix 4.6** of this EIR.

The project site is not identified as a property of potential environmental concern in the government database review. The nearest listing in the EDR report, which is greater than 0.25 mile away, is for a residential association (Friendly Village Community Association #3 at 26824 Avenue of the Oaks, Newhall) that disposed asbestos-containing waste to a landfill. However, no violations were found and this finding is not expected to affect the project site. There are numerous properties within 1 mile of the project site; however, none of the sites listed are known to have affected the project site. Many of the listed properties are located flank or down gradient from the project site. Based on their regulatory status, distance to up-gradient locations, and/or flank or down-gradient locations, the listed properties have a low potential to affect the project site.

The Munger Map Book of California-Alaska Oil and Gas Fields, 2003 Edition, was reviewed to assess the presence of known active or abandoned oil and gas wells within the project vicinity. Based on this review, the project site was not identified within any oil field. The Placerita Field is located to the south of the project site and numerous oil wells are located within 1 mile of the project site; however, the field and wells in the vicinity are not expected to affect the proposed project.

Local Records Review

A search of Santa Clarita Building and Safety Department and Community Development Department records was conducted, but no records regarding the project site were available because the site does not have an address. There are also no Sanborn Fire Insurance Maps available for the project site.

Aerial photographs from the years 1928, 1947, 1952, 1968, 1976, 1989, 1994, 2002, and 2005 were reviewed to determine the history of site development. No conditions were observed that would indicate a likely source of impacts to the project site.

In 1989 or 1990, a release of 800 gallons of jet fuel occurred on the National Technical Systems (NTS) property adjacent to the project site. The spill occurred on a parcel that includes the project site, but did not fall within the project boundaries. NTS was cited in 1990 and 1999 for storage of on-site hazardous waste past applicable accumulation time, and in 1999 for a leaking 55-gallon drum in the hazardous waste storage area. NTS is also located near the former Whittaker-Bermite Facility where there is known groundwater contamination from perchlorate.

Numerous assessments and sampling have been conducted at the NTS facility in Santa Clarita. The DTSC provided two letters stating that the conditions identified concerning impacted soil and groundwater have been either remediated or deemed not to be a potential risk to human health or the environment. No Further Action "closure" was provided to NTS.

Site Reconnaissance

A representative of AET conducted a visual reconnaissance of the project site on April 6, 2010. The project site consists primarily of undeveloped hilly terrain that is bisected with dirt roads. The area contains heavy scrub vegetation that makes observation and complete coverage of the property infeasible. Several areas near the southwestern portion of the project site contain stored equipment and materials for NTS. The project site is bisected in the west by an underground aqueduct and in the east by an above ground power corridor. Two water tanks are located on the east side of the project site near the terminus of Via Princessa. No pits, ponds, underground or above ground tanks (with the exception of the two water tanks), stressed vegetation, or other potential environmental concerns were observed. No toxics or hazardous air emissions facilities were identified within 0.25 mile of the project site. No conditions were observed that would be expected to affect the project site.

PROJECT IMPACTS

Significance Threshold Criteria

Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the City of Santa Clarita Local CEQA Guidelines (Resolution 05-38) adopted on April 26, 2005, as well as the City's General Plan and Municipal Code serve as the basis for identifying thresholds of significance. Accordingly, impacts related to human-made hazards are considered significant if the proposed project 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 it create a significant hazard to the public or the environment;
- result in a safety hazard for people residing or working in the project area, 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;
- 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
- expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines).

Impact Analysis

Impact Threshold 4.6-1 **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions**

The proposed project involves the construction and operation of a roadway extension on a previously undeveloped site. Operation of the proposed project would not include transport, use, or disposal of hazardous materials. The project in itself would not involve the use of hazardous materials, and would not increase the frequency or quantity of hazardous material transport along local roadways. The proposed project would not result in any new or increased impacts related to this issue.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

Impact Threshold 4.6-2 **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school**

The project site is located within 0.25 mile of Golden Valley High School. However, as discussed above, operation of the proposed project would not involve hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or wastes. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

Impact Threshold 4.6-3 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5

As discussed above, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. Therefore, the proposed project would not create a significant hazard to the public or the environment, and the impact under this threshold would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

Impact Threshold 4.6-4 Be located within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip

The project site is not located within 2 miles of a public use airport or the vicinity of a private airstrip. The closest major airport is the Burbank-Glendale-Pasadena Airport, located approximately 16 miles southeast of the project site. Accordingly, the proposed project would not result in a safety hazard for people residing or working in the project area, and there would be no impact under the aviation-related thresholds.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

No impact.

Impact Threshold 4.6-5 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

The proposed project involves the construction and operation of a roadway extension on a previously undeveloped site. The proposed project would not impair implementation or physically interfere with any emergency response plan or emergency evacuation plan. The project does not include any building

or residential units that would be involved in an emergency response plan or evacuation plan and, therefore, there would be no impact.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

No impact.

Impact Threshold 4.6-6 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

The proposed project is located in an undeveloped area surrounded by developed land uses where there is a very high fire hazard severity (Cal Fire 2007). However, the proposed project involves development of a roadway extension and would not include any structures intended for human habitation, and the roadway itself would not be susceptible to wildland fires. Therefore, the proposed project would not expose people or structures to significant risks related to wildland fires, and the impact related to this issue would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

Impact Threshold 4.6-7 Expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines)

The proposed project involves the construction and operation of a roadway extension on a previously undeveloped site. The project site is crossed by electrical transmission lines, but it would not include any structures intended for human habitation. Therefore, the proposed project would not expose people to existing sources of potential health hazards, and the impact related to this issue would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

The proposed project has not incorporated any mitigation measures into its design.

CUMULATIVE IMPACTS

As human-made hazards are site-specific issues, no impacts would occur with regards to cumulative impacts.

CUMULATIVE MITIGATION MEASURES

There would be no cumulative impacts with regard to human-made hazards and, consequently, no cumulative mitigation measures are required.

UNAVOIDABLE SIGNIFICANT IMPACTS

As discussed above, there would be no unavoidable significant impacts relating to human-made hazards. Similarly, no unavoidable significant cumulative impacts associated with human-made hazards have been identified.