

4.8 HAZARDS AND HAZARDOUS MATERIALS

A hazardous material, as defined in the Section 25501 of the *California Health and Safety Code*, is “any material that, due to quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to public health and safety or to the environment, if released into the workplace or the environment”.

The discussion of hazardous materials in this section is derived from *Special Studies – Hazardous Materials Analysis* by Laguna Geosciences Inc. (March 2009), which was prepared for the 2010 General Plan Update and is included in Appendix F. This report includes a database record search that identifies hazardous material users and generators in the City, as listed in various Federal, State, and local databases.

4.8.1 RELEVANT POLICIES AND REGULATIONS

Hazards

Federal

FAA Part 77 Guidelines

Part 77 of the Federal Aviation Regulations (Title 14 of the *Code of Federal Regulations* [CFR]) addresses objects affecting navigable airspace. This regulation requires that the Federal Aviation Administration (FAA) be notified of any project that may encroach upon established navigable airspace. Once notified, the FAA is responsible for the review of site and building plans to determine the effects of proposed construction on air navigation. Measures are then identified to ensure the continued safety of air navigation.

The FAA must be notified for any construction or alteration of a temporary or permanent structure, equipment, highway, railroad, roadway, or natural growth that exceeds established height limitations. As defined by the FAA, any feature must be considered as a potential airspace hazard and be subject to analysis if it meets one or more of the following criteria:

1. A feature is more than 200 feet in height;
2. A feature extends into an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway that is 3,200 feet or longer; or
3. A feature that extends into an imaginary surface extending outward and upward at a slope of 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway that is less than 3,200 feet long.

The southern section of the City of Rancho Cucamonga is within the area subject to FAA notification and development review due to the City’s proximity to LA/Ontario International Airport.

State

Fire Hazard Severity Zones

The California Department of Forestry and Fire Protection (CDF) created Fire Hazard Severity Zones using a computer model that factors in the fire history, existing and potential fuel (natural

vegetation), flame length, blowing embers, terrain, and typical weather for an area. The severity of the hazard is based on the likelihood that an area will burn over a 30- to 50-year period without fuel-reduction efforts. Given the results of the modeling, the State identifies an area as a “moderate”, “high”, or “very high” fire hazard severity zone.

Wildland-Urban Interface Fire Area Building Standards

Title 24, Part 2 of *California Code of Regulations* (CCR), also known as the 2007 California Building Code (CBC), addresses building standards for new structures constructed in or near a designated fire hazard severity zone. New buildings located in any fire hazard severity zone must comply with all sections of the current CBC. Specifically, minimum standards are established for materials and to provide a reasonable level of protection from wildfire exposure for buildings in Wildland-Urban Interface Fire Areas. Ignition-resistant materials and design are required to reduce the risk from flame or burning embers projected by a vegetation fire.

California Fire Plan

The State Board of Forestry (Board) and the CDF regulate wildland fire protection in California through the California Fire Plan. The overall goal of the Plan is to reduce the total costs and losses resulting from wildfire (CFSC 2010). The California Fire Plan has five strategic objectives:

- To create wildfire protection zones that reduce the risks to citizens and firefighters.
- To assess all wildlands, not just the State responsibility areas. Analyses must include all wildland fire service providers—Federal, State, local government, and private. The analysis must identify high risk and high value areas; it must develop information on and determine who is responsible, who is responding, and who is paying for wildland fire emergencies.
- To identify and analyze key policy issues and develop recommendations for changes in public policy. Analysis will include alternatives to reduce the total costs and losses by increasing fire protection system effectiveness.
- To have a strong fiscal policy focus and monitor the wildland fire protection system in fiscal terms. This will include all public and private expenditures and economic losses.
- To translate the analyses into public policies. (CFSC 2010)

The California Fire Plan is organized into five main components to achieve these objectives.

1. **Wildfire Protection Zones.** The California Fire Plan establishes wildfire safety zones that are intended to reduce citizen and firefighter risks associated with wildfires.
2. **Initial Attack Success.** The California Fire Plan contains a metric for measuring the CDF’s ability to protect lands and resources against damage from wildfires.
3. **Assets Protected.** According to the California Fire Plan, assets include citizens and firefighter safety, watersheds and water, timber, wildlife and habitat, unique areas (scenic, cultural, and historic), recreation, rangelands, structures, and air quality. The fire plan identifies the degree of risk each asset would incur as well as the necessary level of protection required for each identified asset.

4. **Prefire Management.** The California Fire Plan identifies potential management methods to reduce the risk of wildland fire damage. Some of these management techniques include incendiary fuel reduction, ignition management, improved level of service, and forest health maintenance.
5. **Fiscal Framework.** The California Fire Plan provides a methodology for monitoring annual and long-term changes in California's wildland fire protection systems in order to identify future funding needs.

Local

Rancho Cucamonga Fire Protection District Strategic Plan

In 2005, the Rancho Cucamonga Fire Protection District completed an analysis and comprehensive review of service demands and resource allocation. This effort led to a Strategic Plan that provides recommendations for appropriate levels of fire protection and emergency services in the City. The Strategic Plan states that the most significant fire threat to Rancho Cucamonga continues to be the many miles of Wildland Urban Interface¹ (WUI) in the northern end of the City. The District addresses the WUI fire threat through a combination of prevention and suppression strategies. District Firefighters develop specialized capabilities training and equipment to prepare for and mitigate fires in the WUI. Members participate on U.S. Forest Service incident management teams and annually participate in San Bernardino County's Preparedness Exercise to hone their skills on wildland firefighting techniques, as well as test preparation plans and inter-department communications. The Strategic Plan also calls for (1) the development of a Wildfire Community Protection Plan; (2) a definition of the Very High Fire Hazard Severity Zone; (3) continued efforts to assess and identify high risk areas in the community; (4) development of seasonal programs to communicate the mitigation program goals and objectives to the public; (5) development of fuel modification/brush abatement programs; and (6) a gates and lock access program.

Rancho Cucamonga Fire Code and Fire Protection Plan Requirements

The Board of Directors of the Rancho Cucamonga Fire Protection District requires a Fire Protection Plan for all development within hazardous fire areas, including the WUI. The plan must include mitigation measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. It must also address water supply, access, ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbecues and grills, and defensible space fuel modification areas are imposed on new developments.

Specific operational plans for responding to significant fires in the WUI may also be found in Rancho Cucamonga Fire District operational manuals.

¹ Wildland Urban Interface is defined as the area where urban development meets undeveloped wildlands.

Hazardous Materials

Federal

Hazardous Materials Transportation Act

The main purpose of the Hazardous Materials Transportation Act is to provide adequate protection against risks to life and property inherent in the transport of hazardous materials, by improving the regulatory and enforcement authority of the Secretary of Transportation.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was authorized by Congress on October 21, 1976. This law creates the framework for the proper management of hazardous and nonhazardous solid waste. RCRA amended the Solid Waste Disposal Act of 1965 and has the following goals:

- To protect human health and the environment from the potential hazards of waste disposal;
- To conserve energy and natural resources;
- To reduce the amount of waste generated; and
- To ensure that wastes are managed in an environmentally sound manner.

To achieve these goals, the RCRA established the following programs:

- The Solid Waste Program encourages States to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste; sets criteria for municipal solid waste landfills and other solid waste disposal facilities; and prohibits the open dumping of solid waste.
- The Hazardous Waste Program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, in effect from “cradle to grave”; and
- The Underground Storage Tank Program regulates underground storage tanks containing hazardous substances and petroleum products.

In November 1984, RCRA was amended with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA), which included:

- Phasing out land disposal of hazardous waste;
- Increased enforcement authority for United States Environmental Protection Agency (USEPA);
- More stringent hazardous waste management standards; and
- Comprehensive underground storage tank program.

RCRA has been amended on two other occasions since the HSWA:

- The Federal Facility Compliance Act of 1992 strengthened enforcement of RCRA at Federal facilities, and
- The Land Disposal Program Flexibility Act of 1996 provided regulatory flexibility for land disposal of certain wastes.

Toxic Substances Control Act

The Toxic Substance Control Act (TSCA) of 1976 (15 *United States Code* [USC] 2601) gives the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and requires reporting or testing of those that may pose an environmental or human health hazard. The USEPA also has the ability to ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks thousands of new chemicals that are developed each year with either unknown or dangerous characteristics. They then control these chemicals, as necessary, to protect human health and the environment.

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health and the environment. Taxes go into a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites.

CERCLA also established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and provided cleanup when no responsible party could be identified. It authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions, that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on the USEPA's National Priorities List (NPL).

CERCLA also enabled the revision of the National Contingency Plan (NCP), which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. SARA made several important changes to the Superfund program:

- It stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites;

- It required Superfund actions to consider the standards and requirements found in other State and Federal environmental laws and regulations;
- It provided new enforcement authorities and settlement tools;
- It increased State involvement in every phase of the Superfund program;
- It increased the focus on human health problems posed by hazardous waste sites;
- It encouraged greater citizen participation in making decisions on how sites should be cleaned up; and
- It increased the size of the Superfund trust fund.

SARA also required the USEPA to revise the Hazard Ranking System (HRS) to ensure that it accurately assessed the relative degree of risk to human health and the environment posed by uncontrolled hazardous waste sites that may be placed on the NPL.

Emergency Planning and Community Right-To-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) was enacted by Congress on October 17, 1986. This Act began as a grassroots right-to-know movement at the State and local levels. Labor unions and citizen activists initially worked together for a common goal: greater protection of the public from chemical emergencies and dangers through public disclosure by business and industry of the chemicals they store, use, and release.

This law requires businesses to report on emissions of certain toxic chemicals, and that information is placed into the Toxics Release Inventory, a publicly accessible data bank. The law also requires certain businesses to report releases of extremely hazardous chemicals to State and local authorities, and to disclose the quantities and types of toxic chemicals stored on site.

State

California Hazardous Waste Control Act

The California Hazardous Waste Control Act (HWCA), as found in the California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq., authorizes the California State Department of Toxic Substances Control and local Certified Unified Program Agencies (CUPA) to regulate facilities that generate or treat hazardous waste. The HWCA authorizes CUPAs to perform the following actions:

- Conduct inspections of any factory, plant, construction site, waste disposal site, transfer station, establishment or any other place or environment where hazardous wastes are stored, handled, processed, disposed of, or being treated to recover resources;
- Maintain records of compliance with the Hazardous Waste Control Act;
- Require hazardous waste generators as provided herein, to pay inspection and administration fees to cover the costs of administering the provisions in this Act. Fees may include but shall not be limited to the costs of inspection, document development and processing, recordkeeping, enforcement activities, and informational materials development and distribution;

- Issue authorization for on-site treatment of hazardous waste to persons eligible to operate pursuant to permit-by-rule, conditional authorization or conditional exemption; and
- Enforce against violations of the HWCA.

Carpenter-Presley-Tanner Hazardous Waste Substances Account Act

In 1981, the Carpenter-Presley-Tanner Hazardous Waste Substances Account Act created the Hazardous Substances Account and established a fee schedule on the land disposal of hazardous wastes to cover the costs of remedial activities and associated administrative costs, hazardous substance response equipment, health effects studies, and the expenses of the Hazardous Waste Cleanup Arbitration panel.

Certified Unified Program Agency (CUPA)

In 1993, Senate Bill 1082 created the CUPA to foster effective partnerships between local, State and Federal agencies. The program consolidated the administrative, permits, inspections, and enforcement activities of the following environmental and emergency management programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- California Accidental Release Prevention Program;
- Underground Storage Program;
- Aboveground Petroleum Storage Act Program;
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs; and
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements.

CUPA is implemented at the local level by government agencies certified by the Secretary of California Environmental Protection Agency. The CUPA for the City of Rancho Cucamonga is the San Bernardino County Fire Department.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) is a merging of the Federal Accidental Release Prevention Program and State programs for the prevention of accidental release of regulated toxic and flammable substances. It replaced the California Risk Management and Prevention Program and was created to eliminate the need for two separate and distinct risk management programs.

Stationary sources exceeding a threshold quantity of regulated substances are evaluated under this program to determine the potential for and impacts of accidental releases from the source. Depending on the potential hazards, the owner or occupant of a stationary source may be required to develop and submit a risk management plan.

Lead Abatement

Because of its toxic properties, lead is regulated as a hazardous material. Inorganic lead is also regulated as a toxic air contaminant. In California, lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. In addition, California Occupational Safety and Health Administration (CalOSHA) has regulations to protect worker safety during potential exposure to lead under Title 8 of the California Code of Regulations, Section 1532.1 (Lead). All demolition that could result in the release of lead must be conducted according to CalOSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

Asbestos Abatement

Asbestos is a known human carcinogen and the United States Environmental Protection Agency (US EPA) and California EPA (CalEPA) have identified asbestos as a hazardous air pollutant pursuant to Section 12 of the Federal Clean Air Act. Further, the California Air Resources Board (CARB) has identified asbestos as a Toxic Air Contaminant (TAC) pursuant to the *California Health and Safety Code* (Section 39650 et seq.). Asbestos is also regulated as a potential worker safety hazard under the authority of the CalOSHA. These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to Federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

In California, asbestos abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services (DHS). In addition, CalOSHA has regulations to protect worker safety during potential exposure to asbestos under Title 8 of the *California Code of Regulations*, Section 1529 (Asbestos). All demolition that could result in the release of asbestos must be conducted according to CalOSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

Regional

Asbestos Removal

The South Coast Air Quality Management District's (SCAQMD's) Rule 1403 provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, structures that may contain asbestos are required to be subject to an asbestos survey by a Certified Asbestos Consultant (certified by OSHA) to identify building materials that contain asbestos. Under this rule, removal of asbestos must include prior SCAQMD notification; compliance with removal procedures and time schedules; asbestos-handling and clean-up procedures; and storage, disposal, and landfiling requirements.

A number of different agencies implement the State and Federal mandates on hazardous materials and wastes. These include:

- United States Environmental Protection Agency (EPA)
- California Environmental Protection Agency (Cal/EPA)

- California Department of Toxic Substances Control (DTSC)
- State Water Resources Control Board (SWRCB)
- Santa Ana Region of the California Regional Water Quality Control Board (RWQCB)
- Office of Environmental Health Hazard Assessment (OEHHA)
- County of San Bernardino Environmental Health Services
- San Bernardino County Fire Department (SBCFD), Hazardous Materials Division
- Rancho Cucamonga Fire Protection District (Fire District), Hazardous Material (Hazmat) Team
- Rancho Cucamonga and San Bernardino County Fire Department Household Hazardous Waste Facility

4.8.2 EXISTING CONDITIONS

Airports

There are no airports located in the City of Rancho Cucamonga. The nearest airport to the City is the LA/Ontario International Airport, located approximately 1.2 miles south of the City's southern boundary. This airport is a commercial service airport, which is defined as a publicly owned airport that has at least 2,500 passenger boardings per year and receives scheduled passenger service. Cable Airport in the City of Upland is located approximately 3.5 miles west of the City's western boundary. This airport is a general aviation airport (fewer than 2,500 passenger boardings per year; fewer than 100 million pounds of cargo per year; and no scheduled passenger service) (FAA 2002).

The City of Ontario is currently preparing an Airport Land Use Compatibility Plan (ALUCP) for the LA/Ontario International Airport. A draft ALUCP is anticipated to be released in the spring of 2010 and formally adopted in the summer 2010 by the Ontario City Council. In an effort to involve collaborative and collective planning efforts among the City of Ontario, Los Angeles World Airports (LAWA), and affected jurisdictions, a Technical Advisory Committee (TAC) has been formed to review background information and preliminary regulations and policies to be compiled into the ALUCP. Rancho Cucamonga, an affected jurisdiction, has attended TAC meetings.

The ALUCP affects Rancho Cucamonga in three ways: airspace protection, overflight notification, and noise. Properties in Rancho Cucamonga south of 8th Street could be affected by aircraft noise, which is discussed further in Section 4.12, Noise. Airspace protection will affect land uses and building heights in the southern portion of Rancho Cucamonga within FAR Part 77 surfaces.

With regard to airspace protection, airport protection standards and criteria in the proposed ALUCP will be based upon the FAR Part 77, Subpart B and Subpart C. Part 77 Subpart B requires FAA review before approval of a project if proposed temporary or permanent structures or objects exceed height standards. Part 77 Subpart C establishes standards for determining obstructions to air navigation. As of January 2010, draft height standards of 35 feet for some

industrial areas have been proposed. However, Exhibit 4.8-1, Airspace Protection Areas, identifies areas within the City where FAA notification and review is required.

The City of Ontario has also proposed and initiated an alternative process, which would not require an Airport Land Use Commission to review development proposals within the airport influence area. Representation by the airport and other affected agencies would be accomplished through a TAC and, when necessary, through a Mediation Board. The TAC would provide input into preparation of the ALUCP, offer technical assistance to the affected jurisdictions regarding compatibility matters, provide oversight of the jurisdiction's implementation actions, and help to resolve compatibility issues from a technical perspective (Hogle-Ireland 2009a).

Cable Airport in Upland is located more than two miles from the City of Rancho Cucamonga, and the planning area boundaries of the Airport Land Use Plan for this airport do not extend into the City.

Wildland Fire Hazards

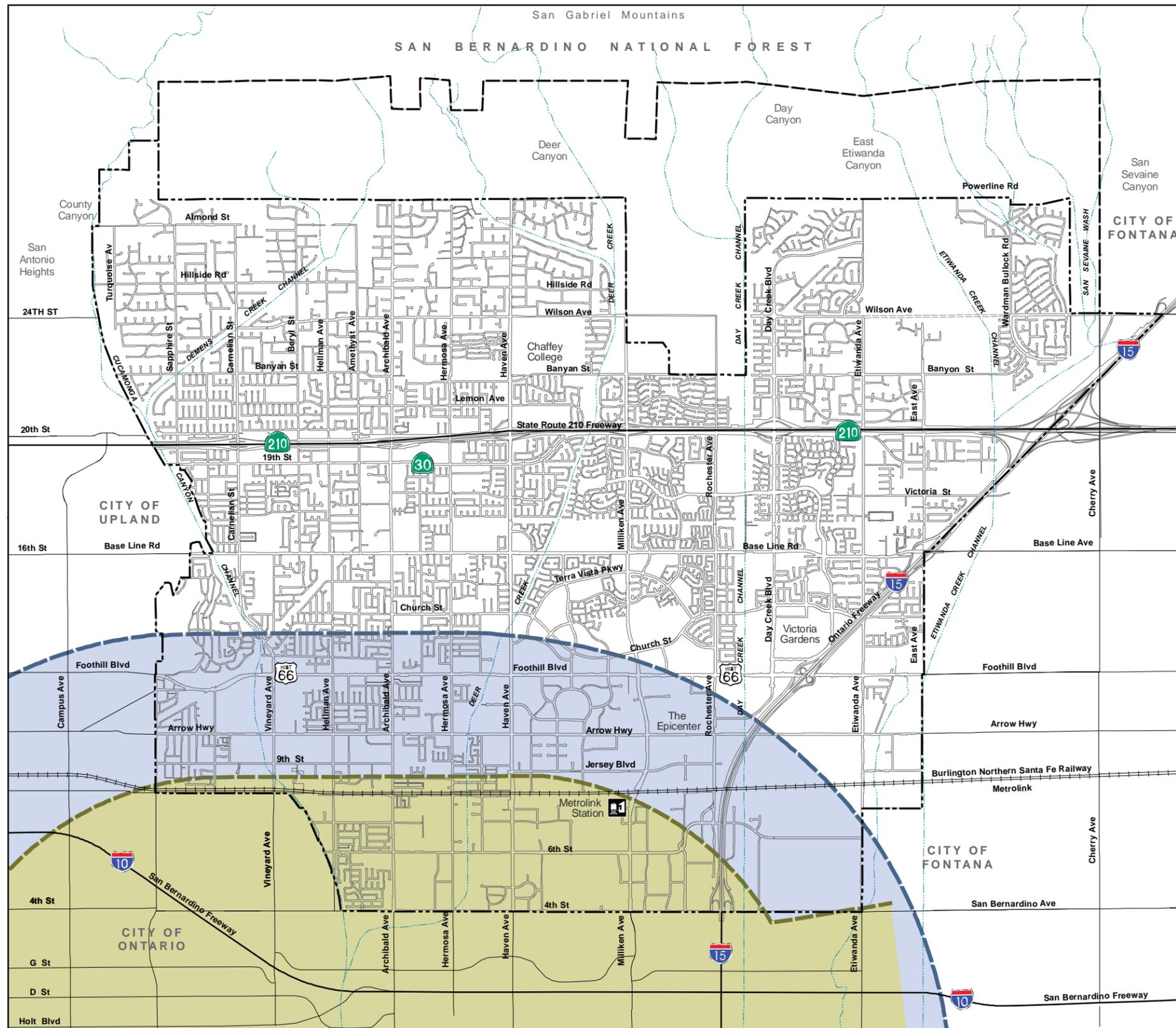
According to the Wildland Fire Background Report prepared for the 2010 General Plan Update, wildland fires pose a major risk to mountainous and hillside Southern California communities. A wildfire that consumes hundreds to thousands of acres of vegetated property can overwhelm local emergency response resources. Therefore, planning, preparedness, and education are required to reduce the potential for fire hazards and to limit the devastation caused by fires.

An increasing number of Southern Californians, including residents of Rancho Cucamonga, live near and in wildland areas. This results in an increased potential of wildfires in populated areas. The potential for extremely dangerous and complex fire conditions in areas of wildland-urban interfaces poses a serious threat to public and firefighter safety if a severe wildland fire were to rage into developed areas.

Weather, topography, and vegetation type all affect fire intensity. California has extended droughts, which increase the number of days with low humidity and consequently, the amount of dried vegetation (fuel). Santa Ana winds—the hot, dry winds that intermittently blow across Southern California—further increase the potential for ignition and spread of fires. Rancho Cucamonga's location makes it susceptible to these hazardous fire conditions. Its 11-square-mile SOI extends from the City's northern border up to the San Bernardino National Forest, where the hilly terrain and dried vegetation create dangerous fire conditions. Temperatures can reach 95 degrees Fahrenheit, and the Santa Ana winds can increase temperatures, bringing hotter temperatures and lower humidity (Hogle-Ireland 2008).

In Rancho Cucamonga, a majority of the San Bernardino National Forest is located within a "Very High" Fire Hazard Severity Zone, with a portion of the San Sevaine Wash identified as "High" and a narrow portion around the Day Creek Channel identified as "Moderate" (refer to Exhibit 4.8-2, Fire Hazard Severity Zones).

In October 2003, Rancho Cucamonga and neighboring cities in San Bernardino County experienced the Grand Prix and Old Fire wildland fires that destroyed 1,194 homes and burned a total of 161,175 acres throughout the City of Rancho Cucamonga and surrounding communities (USFS 2008).



- Airspace Protection Areas**
- FAA Height Notification Area¹
 - FAA Obstruction Surfaces²
 - Rancho Cucamonga City Boundary
 - Sphere of Influence

- Notes:
1. Based on FAR Part 77, Subpart B, which requires that the FAA 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) for a distance of 20,000 feet from nearest point of any runway. Beyond FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification.
 2. FAR Part 77 Obstruction Surfaces: Based on FAR Part 77, Subpart C, which establishes standards for determining obstructions to air navigation.
 3. Existing airport elevation is 944 feet above mean sea level (MSL). Future airport elevation assumed at 944 feet MSL. Actual to be determined.



D:\Projects\Hogle\J007\Graphics\lex_Airsp.ai

Airspace Protection Areas

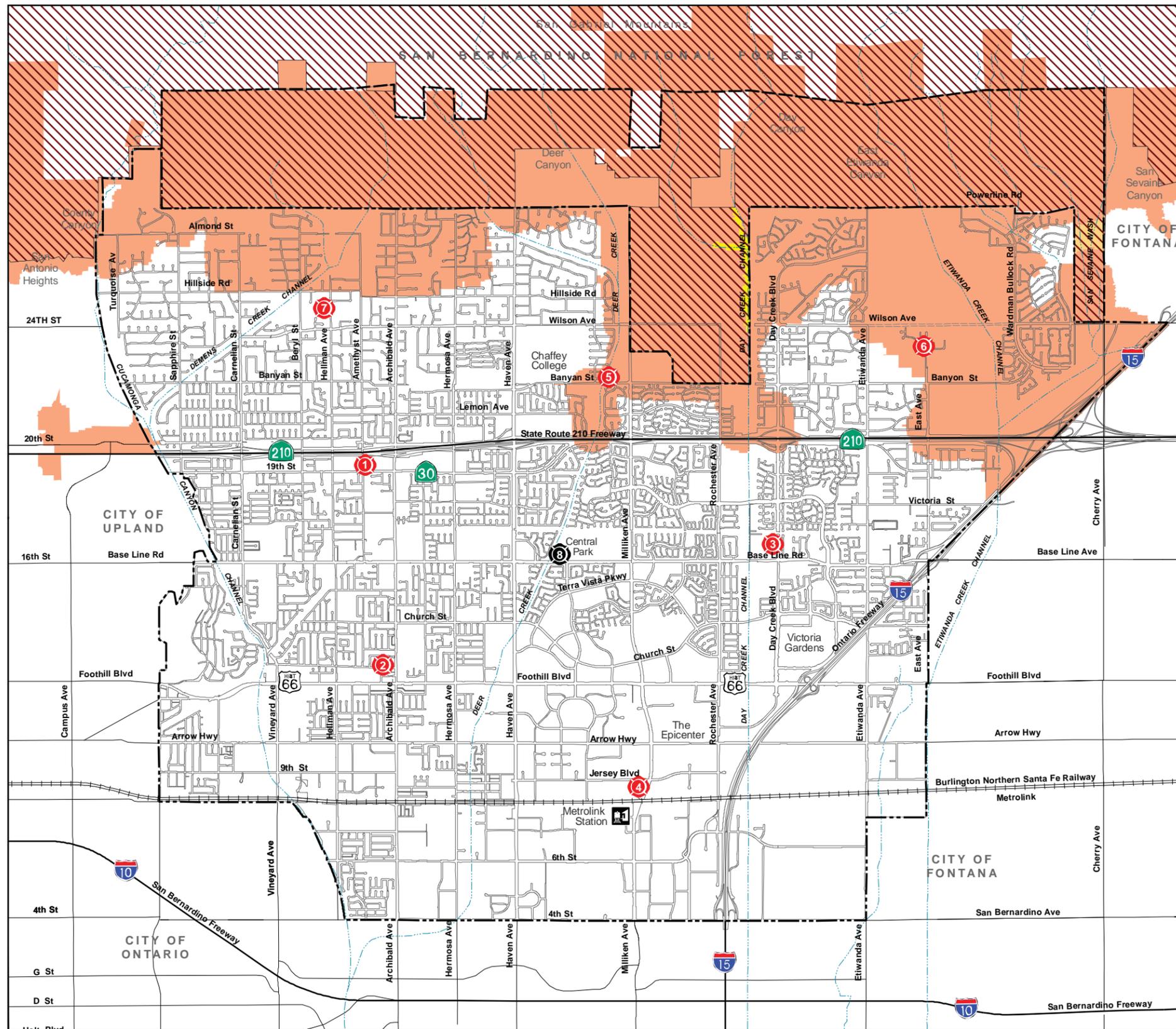
Rancho Cucamonga General Plan Update

Source: Ontario General Plan, Figure LU-6: Airport Environs, 2009; Exhibit 1-7, Compatibility Factors: Airspace. Mead & Hunt, Inc. 2009.

Exhibit 4.8-1



(REV: JFG 020310) R:\Projects\Hogle\J007\Graphics\EIR\Ex4.8-1_Airsp.pdf



Fire Protection Responsibility Areas¹

- Federal and State Responsibility Areas
- Local Responsibility Areas (LRA) - Incorporated

Fire Hazards Severity Zones²

- Moderate
- High
- Very High

Fire Stations

- Existing Fire Stations (2009)
 1. Fire Station No. 171
 2. Fire Station No. 172
 3. Fire Station No. 173
 4. Fire Station No. 174
 5. Fire Station No. 175
 6. Fire Station No. 176
 7. Fire Station No. 177
- Future Fire Station
 8. Fire Station No. 178

Base Map

- Rancho Cucamonga City Boundary
- Sphere of Influence

Note: 1. This data depicts the official map of Fire Hazard Severity Zones in the State Responsibility Area of California as adopted by CAL Fire on November 7, 2007.

Website: http://frap.cdf.ca.gov/webdata/maps/san_bernardino_sw/fhszs_map.62.pdf

2. This data depicts the final CAL Fire recommendations for Very High Fire Hazards Severity Zones (VHFHSZ) in Local Responsibility Areas as of November 13, 2008. The data DOES NOT depict the final adopted map since local government can add additional VHFHSZ's after receiving recommendations from CAL Fire. Users are directed to contact the appropriate local entity (County, City, Fire Department, or Fire Protection District) to determine the status of the local fire hazard severity zone ordinance.

Website: http://frap.cdf.ca.gov/webdata/maps/san_bernardino_sw/fhsz1_map.62.pdf



D:\Projects\Hogle\J0077\Graphics\ex_Fire.ai

Fire Hazard Severity Zones

Rancho Cucamonga General Plan Update

Source: City of Rancho Cucamonga, 2007, California Department of Forestry and Fire Protection, 2008.

Exhibit 4.8-2



(REV: JFG 020310) R:\Projects\Hogle\J0077\Graphics\EIR\Ex4.8-2_Fire.pdf

Hazardous Materials

There are numerous users, handlers, generators and transporters of hazardous materials and wastes in the Study Area. Review of Federal and State databases shows that various industrial and commercial operations use hazardous materials in quantities that require them to report to regulatory agencies. A total of 2,611 hazardous materials sites have been identified within the Study Area; however, some facilities report to a number of regulatory agencies and thus, are repeatedly listed in several databases. A complete listing and description of each of each site is included in Appendix F.

4.8.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. The project would result in a significant adverse impact related to hazards and hazardous materials if it would:

- Threshold 4.8a:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Threshold 4.8b:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Threshold 4.8c:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Threshold 4.8d:** 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 4.8e:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;
- Threshold 4.8f:** For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;
- Threshold 4.8g:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or,
- Threshold 4.8h:** 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.

4.8.4 GENERAL PLAN GOALS AND POLICIES

A number of goals and policies in the proposed 2010 General Plan Update address the protection of people and property from hazards and hazardous materials. Implementation of these goals and policies and their corresponding implementation actions would reduce hazards to existing and future developments in the City. These include:

Policy LU-8.3: Require adequate access for emergency vehicles and evacuations.

Implementation Action: *Continue to coordinate the review of development proposals within hillside areas with emergency personnel.*

Policy PS-1.2: Strive to limit loss of life and property as a result of wildland fires through adequate wildland fire protection services, education and enforcement of defensible space and brush clearance requirements, and wildland fire evacuation and preparedness plans.

Implementation Action: *Expand the information tools utilized by the City in coordination with the Fire District to provide educational materials on how to minimize risks associated with wildland fires.*

Policy PS-2.4: Regularly review and update emergency evacuation plans that are in place in the event of emergencies and/or disasters.

Implementation Action: *Annually review and update as necessary the Hazard Mitigation Plan and Emergency Operations Plan.*

Goal PS-3: Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga.

Policy PS-3.1: Continue to coordinate hazardous material planning and appropriate response efforts with other City departments, as well as local, County, and State agencies to further improve readiness to mitigate local impacts resulting from hazardous material-induced emergencies.

Implementation Action: *Continue to coordinate with adjacent jurisdictions regarding plans for responding to hazardous materials-induced emergencies.*

Policy PS-3.2: Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.

Implementation Action: *Continue to enforce Federal and State regulations for the storage and use of hazardous materials. Conduct regular inspections of businesses involved in the use and storage of same.*

Policy PS-3.3: Educate residents and businesses about proper disposal methods of household hazardous waste, and the availability of less toxic materials that can be used in place of more toxic household materials.

Implementation Action: *Continue to provide education materials to City residents regarding the proper handling and disposal of hazardous wastes, and continue to maintain a convenient drop-off facility for disposal.*

Policy PS-9.1: Participate in the Airport Land Use Compatibility Plan and Technical Advisory Committee for LA/Ontario International Airport to protect Rancho Cucamonga interests regarding land use and safety.

Implementation Action: *Continue to participate in the Technical Advisory Committee regarding the LA/Ontario International Airport Land Use Compatibility Plan to protect Rancho Cucamonga interests regarding land use and safety.*

Policy PS-9.4: Create policies or procedures that provide flexibility regarding how prospective buyers and tenants of properties within the LA/Ontario International Airport Influence Area are informed of potential aircraft overflight impacts.

Implementation Action: *Upon completion of the LA/Ontario International Airport Land Use Compatibility Plan, determine approach to address airspace protection (FAR Part 77) and overflight notification.*

4.8.5 STANDARD CONDITIONS OF APPROVAL

SC 4.8-1 Future development and redevelopment shall comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation, and which governs the transport of hazardous materials, such as contaminated soil, asbestos, or lead-containing materials. Vehicles transporting hazardous waste materials are required to comply with the regulations, as implemented by the California Department of Transportation (Caltrans).

SC 4.8-2 Future development and redevelopment shall comply with the Resource Conservation and Recovery Act regarding the generation, transportation, treatment, storage, and disposal of hazardous waste; the management of non-hazardous solid wastes; and underground tanks that store petroleum and other hazardous substances. As part of this Act, corrective action by the owner or operator of the leaking underground storage tank (LUST) or clean up of LUSTs by the USEPA would reduce hazards associated with ground and water contamination by tank leaks, spills, or accidental releases.

SC 4.8-3 Future development and redevelopment shall comply with the California Hazardous Waste Control Act, which regulates facilities that generate or treat hazardous wastes. Permits for individual facilities allow the Department of Toxic Substances Control (DTSC) and/or the Certified Unified Program Agency (CUPA, in this case the San Bernardino County Fire Department) to inspect the facilities for compliance and to enforce the provision of the Act.

SC 4.8-4 As the designated CUPA, the San Bernardino County Fire Department shall implement the State and Federal regulations for all future development and redevelopment related to:

- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- California Accidental Release Prevention Program;
- Underground Storage Program;
- Aboveground Petroleum Storage Act Program;

- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs; and
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements.

SC 4.8-5 Future development and redevelopment shall comply with the California Accidental Release Prevention Program (CalARP), which prevents the accidental release of regulated toxic and flammable substances. It does so by requiring stationary sources using hazardous materials that exceed a threshold quantity to develop and submit a Risk Management Plan that addresses the potential impacts of accidental hazardous materials releases and that includes measures to reduce hazards through prevention, response, and remediation measures.

SC 4.8-6 Future development and redevelopment shall comply with South Coast Air Quality Management District (SCAQMD) Rule 1403, which provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, structures that may contain asbestos are required to be subject to an asbestos survey by a Certified Asbestos Consultant (certified by the Occupational Safety and Health Administration [OSHA]) to identify building materials that contain asbestos. Asbestos removal should include prior notification (to the SCAQMD) and compliance with removal procedures and time schedules; asbestos handling and clean-up procedures; and storage, disposal, and land filling requirements under this rule.

SC 4.8-7 Future development and redevelopment shall comply with the *California Code of Regulations* (Title 8, Section 1532.1), which requires removal of lead-based paint or other materials containing lead to be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. All demolition that could result in the release of lead must be conducted to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

SC 4.8-8 Future development and redevelopment shall comply with the *California Health and Safety Code* (Sections 39650 et seq.) and the *California Code of Regulations* (Title 8, Section 1529), which prohibit emissions of asbestos from asbestos-related demolition or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to Federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. The standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

SC 4.8-9 Future development and redevelopment shall comply with Part 77 of the Federal Aviation Regulations (FAR), which requires notification the Federal Aviation Administration (FAA) to be notified of any project that may encroach upon established navigable airspace. Once notified, the FAA is responsible for the review of site and building plans to determine the effects of proposed construction on air navigation. Measures are then identified to ensure the continued safety of air navigation. Likewise, FAA notification, review, and approval are required for any construction or alteration of a temporary or

permanent structure, equipment, highway, railroad, roadway, or natural growth that:

- Is more than 200 feet in height
- Extends into an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway that is 3,200 feet or longer
- Extends into an imaginary surface extending outward and upward at a slope of 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway that is less than 3,200 feet long.

SC 4.8-10 Future development shall prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbecues and grills, and firebreak fuel modification areas are imposed on new developments.

SC 4.8-11 The State Board of Forestry and the California Department of Forestry and Fire Protection (CDF) shall continue to implement the California Fire Plan for all Future development, redevelopment, and existing development within the City of Rancho Cucamonga or the City's Sphere of Influence, to reduce wildland fire hazards at the San Bernardino National Forest and foothills in Rancho Cucamonga.

SC 4.8-12 The City shall implement its Fire Protection District Strategic Plan to increase fire protection and emergency services in the northern end of the City. The Strategic Plan calls for continued efforts to assess and identify high risk areas in the community, development of seasonal programs to communicate the mitigation program goals and objectives to the public, development of fuel modification/brush abatement programs, and a gates and lock access program. The District's Wildland Fire Team shall continue to hone their skills on wildland firefighting techniques, as well as test preparation plans and inter-department communications.

4.8.6 ENVIRONMENTAL IMPACTS

Transport, Use, and Disposal of Hazardous Materials

Threshold 4.8a: **Would the proposed General Plan Update create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Future development and redevelopment pursuant to the proposed 2010 General Plan Update may utilize or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public. In addition, small business operations, individual households, and maintenance activities are likely to utilize hazardous materials in limited quantities, such as paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and automotive substances. These hazardous materials would be stored and used at individual sites and may create a

public health and safety hazard through routine transport, use, or disposal. Construction activities associated with new development and redevelopment would also involve the use of hazardous materials for construction. These would include paints, thinners, solvents, acids, curing compounds, grease, oils, and other chemicals, which could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used, or disposed.

Compliance with existing hazardous material regulations would prevent undue hazards. A number of existing regulations ensure that industrial and commercial users, generators, and transporters provide operational safety and emergency response measures so that no major threats to public health and safety are created. These include the Hazardous Material Transportation Act (SC 4.8-1), the Resource Conservation and Recovery Act (4.8-2), the California Hazardous Waste Control Act (SC 4.8-3), the Certified Unified Program Agency (CUPA) (SC 4.8-4), and the California Accidental Release Prevention Program (SC 4.8-5). Also, the Rancho Cucamonga Household Hazardous Waste Facility accepts small quantities of hazardous materials for proper disposal, discouraging the dumping of these materials into the garbage, the storm drain, or the ground.

Goal PS-3 of the Public Health and Safety Element of the proposed 2010 General Plan Update also seeks to protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga. Supporting policies include coordination with various agencies to further improve readiness to mitigate local impacts resulting from hazardous material-induced emergencies (Policy PS-3.1); identification and regulation of businesses that handle hazardous materials (Policy PS-3.2); and education of residents and businesses about proper disposal methods and the availability of less toxic materials that can be used in place of more toxic household materials (Policy PS-3.3).

Impacts would be less than significant since hazardous material use, transport, and disposal would occur in accordance with existing regulations and in compliance with the proposed 2010 General Plan Update.

Impact 4.8a: Future development and redevelopment would comply with applicable hazardous materials regulations (SCs 4.8-1 through 4.8-5), impacts would be less than significant; no mitigation is required.

Accidental Release of Hazardous Materials

Threshold 4.8b: Would the proposed General Plan Update 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?

Future development and redevelopment in the City may include industrial and commercial uses that would utilize large quantities of hazardous materials. As discussed above, these users would be subject to various State and Federal regulations on storage, use, handling, transport or disposal of hazardous materials and hazardous wastes. Compliance with pertinent regulations would avoid the creation of a significant hazard to the public and reduce the potential for the release of hazardous materials into the environment.

There are sites in the City that have historically used or produced hazardous materials, and redevelopment of these sites may lead to the exposure or release of hazardous materials in existing structures (such as asbestos and lead-based paint) or in the ground. Compliance with the following SCs would allow for the clean-up of sites prior to their redevelopment and reuse:

SCAQMD Rule 1403 (SC 4.8-6), the Cal-OSHA regulations on asbestos abatement (SC 4.8-8), the Cal-OSHA regulations on lead abatement (SC 4.8-7), required soil or groundwater remediation under the Resource Conservation and Recovery Act (SC 4.8-2), the California Hazardous Waste Control Act (SC 4.8-3), CUPA (SC 4.8-4), and the California Accidental Release Prevention Program (SC 4.8-5). Thus, potential hazards would be removed or remediated, and impacts would be less than significant.

Impact 4.8b: Future development and redevelopment would comply with existing regulations (SC 4.8-2 through 4.8-8) and would not create a significant hazard associated with the release of hazardous materials into the environment. Impacts would be less than significant and no mitigation is required.

Impacts to Schools

Threshold 4.8c: Would the proposed General Plan Update emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

While most schools are or would be located near residential areas where hazardous materials use would be limited, future development and redevelopment pursuant to the proposed 2010 General Plan Update may be located within 0.25 mile of an existing or proposed school. Developments that emit hazardous emissions or handle hazardous or acutely hazardous materials may pose hazards to nearby school children in the event of an accidental release or spill.

However, compliance with existing hazardous material regulations would prevent undue hazards. These include the Hazardous Material Transportation Act (SC 4.8-1), the Resource Conservation and Recovery Act (4.8-2), the California Hazardous Waste Control Act (SC 4.8-3), Certified Unified Program Agency (CUPA) (SC 4.8-4), and the California Accidental Release Prevention Program (SC 4.8-5). Also, the City of Rancho Cucamonga Household Hazardous Waste Facility accepts small quantities of household hazardous materials for disposal, discouraging the dumping of these materials into the garbage, the storm drain, or the ground. Therefore, impacts related to the exposure of school-aged children to hazardous emissions, materials, substances, or wastes would be less than significant assuming compliance with applicable standard conditions.

Impact 4.8c: Future development and redevelopment that would emit hazardous emissions would need to comply with existing regulations (SCs 4.8-1 through 4.8-5) to prevent hazards to existing and proposed schools. Impacts would be less than significant and no mitigation is required.

Known Hazardous Materials

Threshold 4.8d: Would the proposed General Plan Update 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?

There are facilities in the City and its SOI that handle hazardous materials and are listed on various databases for hazardous materials. Of the known hazardous materials sites within the Study Area, 46 of these facilities were identified as having a high potential for, or known release

of, hazardous substances into the ground, groundwater, or surface waters (LGI 2009). These facilities are listed below by location and/or ownership.

- 6th Street/Hellman Avenue
- 9805 6th Street, Suite 104, Brownwood Furniture Incorporated
- 9810 6th Street, Hartwell Corporation
- 12150 6th Street, Mobil Oil Corporation
- 8477 Archibald Avenue
- 9393 Arrow Highway, Intermetro Industries Corporation
- 11200 Arrow Highway, Steelscape Incorporated
- 11711 Arrow Highway, Schlosser Forge Company
- 12167 Arrow Highway, Soil Treatment, Rancho Cucamonga
- 12281 Arrow Highway, Parallel Products of California
- 12281 Arrow Highway
- 12451 Arrow Highway, CMC Fontana Steel
- 12455 Arrow Highway, Ameron International
- 12455 Arrow Highway, Ameron International Concrete and Steel Pipe GRP
- 12459 Arrow Highway, Tamco
- 12459 Arrow Highway A, TI Wire
- 9133 Center Avenue, Metal Coaters of California, Incorporated
- 8939 Etiwanda Avenue, Sterling Can Corporation
- 8996 Etiwanda Avenue, Generating Station, Etiwanda
- 9082 Foothill Boulevard, Unocal #6972
- 12549 Foothill Boulevard
- 5885 Haven Avenue
- 7211 Haven Avenue, Terra Vista Cleaners
- 9060 Haven Avenue, Degussa Construction Chemicals Operations, Inc.
- 8613 Helms Avenue
- 8740 Hellman Avenue, Vacuum Metalizing Company, Inc.
- Arlon Materials for Electronics Division
- 9433 Hyssop Drive
- 8786 Industrial Lane
- 8875 Industrial Lane, Western Metal Decorating Company
- 10667 Jersey Boulevard, Robert Manufacturing Company
- 11000 Jersey Boulevard, PAC Rancho, Incorporated
- 11155 Jersey Blvd, Suite K, Precision Aerospace Corporation
- 11239 Jersey Boulevard, Rancho Cucamonga Fire Station #174
- 11266 Jersey Boulevard, General Latex and Chemical Corporation
- 11559 Jersey Boulevard, Mission Foods Rancho Cucamonga
- 10477 Lemon Avenue
- 6539 Milliken Avenue
- 8530 Milliken Avenue, Innovative Polymer Systems Incorporated
- 8075 Monet Avenue, Chevron 301784
- 9121 Pittsburg Avenue
- 9060 Rancho Park Court, Studio 1
- 9420 Santa Anita Avenue, Pacer Technology
- 11060 Tacoma Drive, Alshin Tire Corp
- Victoria Avenue/East Avenue, Etiwanda High School Expansion

Future development and redevelopment pursuant to the proposed 2010 General Plan Update may include uses that handle hazardous materials and are likely to include the same industries currently found in the City. Also, existing facilities that are listed in the databases may be redeveloped to other uses in the future. Thus, redeveloped sites and/or new uses that would handle or use hazardous materials may occur under the proposed 2010 General Plan Update.

As discussed above, the proposed 2010 General Plan Update contains a goal and policies to reduce hazards from hazardous material use. Also, compliance with the following existing regulations would prevent the creation of threats to public health and safety: the Hazardous Material Transportation Act (SC 4.8-1); the Resource Conservation and Recovery Act (SC 4.8-2), the California Hazardous Waste Control Act (SC 4.8-3), the CUPA (SC 4.8-4); and the California Accidental Release Prevention Program (SC 4.8-5). Thus, impacts would be less than significant; no mitigation is required.

Impact 4.8d: Future development may include facilities that would be listed in government databases. Redevelopment on sites currently listed on databases may also occur. Compliance with existing regulations (SCs 4.8-2 through 4.8-5) would reduce impacts to less than significant; no mitigation is required.

Airport Hazards

Threshold 4.8e: For areas located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed General Plan Update result in a safety hazard for people residing or working in the project area?

There is no airport in the City of Rancho Cucamonga. The nearest airport to the City is the LA/Ontario International Airport, located approximately 1.2 miles south of the City's southern boundary.

The LA/Ontario International Airport serves commercial aircraft, air taxis, military aircraft, and general aviation plans. In 2007, a total of 7.2 million passengers and 533,000 tons of cargo passed through the airport on approximately 148,000 flights. At this airport, no aboveground structures are allowed within, what the airport designates as "Object Free Zones"; these are designated along both sides of the runways. The Runway Safety Area (RSA) is the area surrounding the runway that is suitable for reducing the risk or damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. In addition, Object Free Zones are designated along taxiways and in between runways. Runway Protection Zones (RPZs) are found at the ends of the runways (formerly Clear Zones); these are trapezoidal areas at the end of the runways which define the takeoff and landing areas. The RPZs are not allowed to have tall buildings; uses that have the potential for explosion; that generate electric interference, distracting lights, glare, dust or smoke; that attract birds; or that accommodate/promote public assembly. The RPZs are located within the airport property or the areas to the east and west of the LA/Ontario International Airport. They do not extend into the City of Rancho Cucamonga.

However, the future development and redevelopment in the City's southern section may extend into the navigable airspace of LA/Ontario International Airport and could affect aircraft landing and take-off operations. Future development and redevelopment within this area would need to comply with FAR Part 77 regarding height limitations in order to prevent hazards to users, occupants, and visitors of the development and to prevent obstruction to aircraft operations (SC 4.8-9). Compliance with these regulations would allow the FAA to review development

plans, to identify/prevent potential hazards to aircraft navigation, and to prevent exposure of persons or workers to aircraft hazards.

Cable Airport in the City of Upland is located approximately 3.5 miles west of Rancho Cucamonga, and the RPZ for this airport does not extend into the City. Aircraft operations at this airport would not be adversely affected by future development or redevelopment in the City, nor would development in the City affect activities at this airport.

Impact 4.8e: Compliance with FAA Part 77 guidelines (SC 4.8-9) would avoid obstructions to LA/Ontario International Airport's navigable airspace that may occur from future development and/or redevelopment in the City. Impacts would be less than significant; no mitigation is required.

Airstrip Hazards

Threshold 4.8f: For areas within the vicinity of a private airstrip, would the proposed General Plan Update result in a safety hazard for people residing or working in the project area?

There are no private airstrips within the City; thus, no hazards from airstrips would occur to future development and/or redevelopment.

Impact 4.8f: No impact related to hazards from private airstrips would occur with future development and redevelopment in the City; no mitigation is required.

Emergency Response

Threshold 4.8g: Would the proposed General Plan Update impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City has a developed roadway network that provides emergency access and evacuation routes to existing development. The SR-210 Freeway runs east-west through the City and the I-15 Freeway runs along its eastern edge. The I-10 Freeway is also located just 1 mile south of the City and runs in an east-west direction through the region. These freeways provide areawide evacuation routes, with major north-south and east-west roadways in the City connecting to the freeways and adjacent cities.

Redevelopment in the City would be located on sites that have existing access to public roadways and would not interfere with emergency response or evacuation of adjacent sites. Future development on scattered, vacant infill lots would also have direct roadway access and would not interfere with emergency response or evacuation of adjacent sites.

Future development at the northern section of the City and SOI would occur at the hillsides where access would have to be provided.

In the proposed 2010 General Plan Update, Policy PS-1.2 seeks to limit loss of life and property as a result of wildland fires through adequate wildland fire protection services; education on defensible spaces and brush clearance; and wildland fire evacuation and preparedness plans. Policy PS-2.4 calls for the regular review and update emergency evacuation plans that are in place in the event of emergencies and/or disasters. Policy LU-8.3 requires the provision of adequate access for emergency vehicles and evacuations.

The City's Emergency Management Division is responsible for maintaining and updating the City's emergency plans, which includes evacuation plans. In addition, the Rancho Cucamonga Fire Protection District requires a Fire Protection Plan for all development within hazardous fire areas (SC 4.8-10). The plan must address, among other things, access issues.

As part the Fire District reviews development plans, they assess the available emergency access into and out of individual developments for fire-fighting equipment. This review will ensure that future development and redevelopment would not interfere with emergency response or evacuation. Thus, impacts would be less than significant; no mitigation is required.

Impact 4.8g: Future development and/or redevelopment under the proposed 2010 General Plan Update are not expected to interfere with emergency response and evacuation, with compliance with existing Fire District regulations for access and project review (SC 4.8-10). Impacts would be less than significant; no mitigation is required.

Wildland Fires

Threshold 4.8h: Would the proposed General Plan Update 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?

Future development and redevelopment at the northern end of the City and within the SOI would be exposed to wildland fire hazards, especially in areas in designated Very High Fire Hazard Severity Zones. The large undeveloped areas, steep slopes, and Santa Ana winds could result in a significant risk of loss, injury, or death, as has occurred in the past, which would represent a significant impact. However, the City recognizes this risk and has policies that limit uses to Very Low density residential development (less than 2 units per acre) and Hillside residential uses (0.1 to 2 units per acre) in these areas to limit the number of persons and property exposed to wildland fire hazards. It has also developed Policy PS-1.2, which calls for wildland fire protection services; education on defensible spaces and brush clearance; and wildland fire evacuation and preparedness plans.

The State Board of Forestry and the California Department of Forestry and Fire Protection (CDF) shall implement the California Fire Plan, to reduce wildland fire hazards at the San Bernardino National Forest and foothills in Rancho Cucamonga (SC 4.8-11). The City's Fire Protection District also has a Strategic Plan to reduce the threat of wildland fires (SC 4.8-12). Additionally, the City requires all new development within hazardous fire areas to prepare a Fire Protection Plan that outlines measures for adequate water supply, emergency access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management (SC 4.8-10). In addition to these SCs, implementation of MM 4.8-1 would reduce impacts to less than significant levels.

Impact 4.8h: Potential wildland fire hazards at the northern end of the City and its SOI would represent a potentially significant impact. Compliance with Policy PS-1.2 and SCs 4.8-10, 4.8-11, and 4.8-12 as well as implementation of MM 4.8-1 would reduce impacts to less than significant levels.

4.8.7 CUMULATIVE IMPACTS

The cumulative impacts related to hazards and hazardous materials are analyzed on a County-wide basis. Existing developments in the County pose risks to public health and safety, as they

relate to hazards and hazardous materials. Future development and/or redevelopment in the City and in the rest of the County will increase these risks as more facilities or operations utilize hazardous materials; are located near airports; and are developed in hillside areas in Very High Fire Hazard Severity Zones.

There are existing regulations on a variety of activities and uses relating to health and safety at all levels of government. Future development projects in the County would also need to be made part of emergency planning efforts for natural or manmade disasters that may occur in the area. Compliance of individual projects with pertinent regulations would preserve public health and safety. Thus, new developments in the County are not expected to present significant risks to public health and safety.

Hazardous material explosions or contamination may potentially occur with future commercial and industrial developments that would handle these materials in large quantities. State, Federal, and County agencies are responsible for regulating hazardous materials use, storage, handling, generation, transport and disposal. Monitoring and enforcement by the San Bernardino County Fire Department would ensure compliance with existing regulations.

Future development and redevelopment would also be subject to review and approval by the Rancho Cucamonga Fire District, other jurisdictional fire agencies, and the County Fire Department for fire safety and preparedness; this review and approval would also ensure adequate emergency access and evacuation. Compliance with pertinent requirements of the fire agencies would prevent the creation of fire hazards. Impacts are expected to be less than significant.

Compliance by individual developments and facilities with existing health and safety regulations would prevent or reduce the creation of health risks and public safety hazards. No cumulative adverse impacts are expected.

4.8.8 MITIGATION MEASURES

MM 4.8-1: Future development and redevelopment shall comply with Chapter 7A of the California Building Code (CBC), which includes building standards for the Wildland-Urban Interface Fire Area. The standards call for the use of ignition-resistant materials and design to inhibit the intrusion of flame or burning embers projected by a vegetation fire and help reduce losses resulting from repeated cycles of interface fire disasters. These standards shall apply to the areas within the designated Very High Fire Hazard Severity Zone at the northern end of the City and Sphere of Influence (SOI).

4.8.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Transport, Use, and Disposal of Hazardous Materials

Less Than Significant.

Accidental Release of Hazardous Materials

Less Than Significant.

Impacts to Schools

Less Than Significant.

Known Hazardous Materials

Less Than Significant.

Airport Hazards

Less Than Significant.

Airstrip Hazards

Less Than Significant.

Emergency Response

Less Than Significant.

Wildland Fires

Less Than Significant With Mitigation.

Cumulative Impacts

Less Than Significant.