4.9 HAZARDS AND HAZARDOUS MATERIALS

This section describes existing conditions pertaining to hazards and hazardous materials, identifies associated regulatory requirements, evaluates potential project and cumulative impacts, and identifies mitigation measures for any significant or potentially significant impacts related to implementation of the Sustainability Policy and Regulatory Update of the County of Santa Cruz (County) General Plan and Local Coastal Program (LCP) and County Code (Sustainability Update or project). The analysis is based on a review of County data and online hazardous material site databases. The following two issues that are often included in hazards and hazardous materials sections are addressed in other sections: potential impairment of emergency evacuation routes is addressed in Section 4.15, Transportation, and wildfire hazards are addressed in Section 4.17, Wildfire.

4.9.1 Environmental Setting

4.9.1.1 Hazardous Materials Definitions and Overview

As defined in the California Health and Safety Code section 25501, "hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant hazard to human health and safety, or to the environment, if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons, or harmful to the environment if released into the workplace or the environment. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated, or is being stored prior to proper disposal.

California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, section 66261.10 provides the following definition for hazardous waste:

> [A] waste that exhibits the characteristics may: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to CCR Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (levels depend on the substance involved). Carcinogens, substances known to cause cancer, are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic

component of gasoline). Ignitable substances, such as gasoline, hexane, and natural gas, are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which react violently with water) may cause explosions or generate gases or fumes.

4.9.1.2 Hazardous Materials in Santa Cruz County

Use, Storage, and Disposal of Hazardous Materials

The county encompasses a variety of commercial, industrial, and other land uses (i.e., agricultural uses) that involve the handling, storage, and disposal of potentially hazardous materials. Commercial manufacturing, petroleum exploration, industrial fabrication, biotechnology, gas stations and other automotive-service-related businesses, and utilities may use potentially hazardous materials, including petroleum-based fuels, chlorinated solvents, acrylic coatings, corrosive or caustic additives, as well as chemical fertilizers, pesticides, and herbicides.

The county supports relatively limited amounts of manufacturing and heavy commercial uses. Existing land devoted to manufacturing uses totals approximately 4,483 acres, which are typically zoned under the Light Industrial (M-1), Heavy Industrial (M-2), Mineral Extraction Industrial (M-3), and Commercial Services (C-4) zone districts (County of Santa Cruz 2019). Existing M-1 and M-2 designated lands are concentrated in two locations: the former Davenport CEMEX plant, consisting of 103 acres, occupies the majority of M-2 designated land, while the remainder is located within the urban area along Soquel Drive in the Live Oak and Soquel communities. The majority of C-4 designated land is also in this area (County of Santa Cruz 2017).

The county has a variety of non-retail, commercial service and light industrial land uses such as auto services, storage, landscape/timber businesses, research and development, manufacturing and processing. These uses are concentrated in the vicinity of 41st Avenue, Highway 1 and Soquel Drive as well as additional pockets of Live Oak. The County does not currently have heavy industrial land use aside from quarries in the San Lorenzo Valley, Carbonera and the North Coast, four of which are still active. The CEMEX cement plant in Davenport has closed and is in the planning process for site re-use.

Most of the manufacturing designated land (approximately 886 acres) is occupied by eight existing operational and multiple historic stone and mineral quarries designated as M-3, which have limited potential for use or storage given past hazardous materials contamination. As such, uses located within these allowed zoning districts may have engaged or continue to engage in hazardous operations, contain aboveground and underground storage tanks containing fuel, utilize flammable or explosive substances and other hazardous compounds, and/or may expose workers and nearby uses to known hazards associated with mineral extraction processes (County of Santa Cruz 2017).

The most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed and can contaminate surface water through runoff.

Other household hazardous wastes (e.g., used paint, pesticides, cleaning products, and other chemicals) are common and often improperly stored in garages and homes.

As further described in Section 4.2, Agriculture, Forest, and Mineral Resources, agriculture and timber harvesting have a long history in the county. Agricultural production activities, including both conventional and organic agriculture, occur throughout the county. Agricultural and timber harvesting operations use regulated hazardous materials—particularly commercial pesticides. Pesticides, including rodenticides, insecticides, herbicides, fungicides, and other pest-controlling substances, are applied in various locations throughout the county to support commercial cultivation of both agricultural crops and timber. Pesticides, fertilizers, and associated contaminants may be present in near-surface soils in residual concentrations at locations with past or ongoing agricultural and timber harvesting activities. Many sites within Agriculture (A), Commercial Agriculture (CA), and Residential Agricultural (RA) zone districts are currently regulated under the State Water Resources Control Board's (SWRCB's) Irrigated Lands Regulatory Program (ILRP) to prevent agricultural runoff of pesticides, fertilizers, and sediments from irrigated lands through Waste Discharge Requirements (WDRs or "Orders") issued by the SWRCB. These are predominantly located in the southern portion of the county with some sites also found along the north coast area of the county.

Pesticides can result in health impacts to those who come in contact with such chemicals. Pesticide use is regulated by the County Agricultural Commissioner's Office, with permits required for pesticide application. Such pesticide use is carefully regulated under state law and consistent with guidelines issued by the California Department of Pesticide Regulation (DPR), which generally govern the type of pesticide applied, location, timing, and rules of applications. Special consideration is given to application near schools. Agricultural support businesses in the South County Region include those that provide pesticides for commercial agricultural operations. Agricultural and timber harvesting activities also often use fuels and oils, such as diesel and gasoline for equipment and vehicles, which are regulated by the County Environmental Health Division.

Transport of Hazardous Materials

Both the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) regulate the transportation of hazardous waste and material, including transport via rail and highway, as further explained in Section 4.9.2. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act (RCRA). DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act. This Act administers container design, and labeling and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste.

Truck routes are designed to provide access to areas that utilize truck service (primarily commercial and industrial areas). State-designated truck routes within the county include State Routes (highways) 1, 9, 17, 35, 129, 152, and 236 (Caltrans 2020). Trucks transporting hazardous materials or wastes are allowed to use normal truck routes pursuant to state law. Highways 1, 9, and 17 are primary transportation routes through the coastal and mountainous regions of the county and present risk from possible spills of

hazardous materials. Hazardous materials are also transported via Highways 129 and 152, which are main routes through the southern region of the county. Highways 35 and 236 wind through rural areas of the Santa Cruz Mountains.

The Santa Cruz Branch Rail Line, which spans the county from Davenport to Watsonville, historically transported lumber, quarried material, and agricultural products out of the county. Incoming freight included coal and gypsum for delivery to the cement factory located in Davenport. Following the closure of the cement plant in 2010, freight business on the rail line was reduced by 90%. Currently, there is no daily freight service on the rail line outside of the Watsonville/Pajaro area. Within the Watsonville/Pajaro area, there are freight trips every weekday, and weekends as needed. These trips are localized and do not extend outside of the Watsonville/Pajaro area. The rail line in Watsonville is used to transport perishables (including raspberries, strawberries, and other agricultural products), lumber, and biofuels. There is the possibility an accidental spill of hazardous materials could have occurred in the past, during the time when the railway was more active.

Hazardous Material Sites

As discussed above, the county contains current and former land uses involving hazardous materials, resulting in the potential for past and/or ongoing site contamination, and the type of potential contamination varies across the county. Existing and historical land uses in the county have varying degrees of hazards risk. Hazardous materials may be found in the materials of older buildings or may have been used routinely for the operation of certain land uses, such as auto repair shops, agricultural fields, medical offices, dry cleaners, and photo processing centers. Potentially hazardous materials that currently occur throughout the county are typical of those commonly found in smaller urban areas and in agricultural or timber production zones, and generally include gasoline, diesel, propane, pesticides/herbicides, paints, oils, lubricants, and anhydrous ammonia used as a refrigerant in large commercial coolers. In addition, some properties in the county have experienced historical releases of hazardous materials, resulting in potentially contaminated soils and/or groundwater. Land uses that are particularly sensitive to the release of hazards or hazardous materials include residential, educational, assisted living, and daycare, which are located throughout the county.

Numerous regulated hazardous waste facilities and sites with known past or existing contamination are located in the county. The Department of Toxic Substances Control's (DTSC's) EnviroStor database and SWRCB's GeoTracker database provide information on sites that have known or potential contamination, and sites where DTSC's and SWRCB's regulatory oversight has been requested or required to address contamination issues. Based on a search of these databases, 1,530 known past or existing regulated sites are located in Santa Cruz County. These include, but are not limited to, 707 permitted Irrigated Lands Regulatory Program (ILRP) sites which address agricultural runoff and are primarily located in South County, 367 leaking underground storage tank (LUST) cleanup sites which tend to be concentrated in urban areas, 167 Waste Discharge Requirements (WDR) sites, 65 cleanup program sites, and 1 Superfund site which is located in the City of Scotts Valley. Table 4.9-1 provides a complete list of sites identified in the database searches.

Table 4.9-1. Known Past or Existing Regulated Hazardous Sites in Santa Cruz County

Site/Facility Type	Number of Sites
Cleanup Sites	
LUST Cleanup Sites	367
Cleanup Program Sites	65
Evaluation Sites	12
Tiered Permit Sites	11
Voluntary Cleanup Sites	11
School Cleanup/Investigation Sites	9
State Response Sites	9
Military Cleanup/Evaluation Sites	4
Federal Superfund Sites	1
Corrective Action Sites	1
Inspection Sites	1
Unidentified Site Type	43
Permitted Facilities	
IRLP Sites	707
WDR Sites	167
Permitted USTs	111
Land Disposal Sites	6
Hazardous Waste – Standardized	4
Hazardous Waste - RCRA	1
Total	**1,530**

Source: DTSC 2020a; SWRCB 2020a.
Notes: IRLP = Irrigated Lands Regulatory Program; LUST = leaking underground storage tank; RCRA = Resource Conservation and Recovery Act; UST = underground storage tank; WDR = Waste Discharge Requirements.

Cortese List Sites

The Hazardous Waste and Substances (i.e., Cortese) List 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 facilities/sites. Government Code section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List) and update it at least annually. The Cortese List is not maintained as a single list, but the following databases provide information that meet the Cortese List requirements:

- List of hazardous waste and substance sites from the DTSC's EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395).
- List of leaking underground storage tank (LUST) sites from the SWRCB GeoTracker database (Health and Safety Code 25295).
- List of solid waste disposal sites identified by SWRCB with waste constituents higher than hazardous waste levels outside the waste management unit (Water Code section 13273 subdivision [e] and 14 CCR section 18051).

- List of active cease and desist orders and cleanup and abatement orders from SWRCB (Water Code sections 13301 and 13304).
- List of hazardous waste facilities subject to corrective action pursuant to section 25187.5 of the California Health and Safety Code, as identified by DTSC.

A review of the data resources that comprise the Cortese List indicates that there are 150 Cortese List sites in unincorporated Santa Cruz County as summarized in Table 4.9-2.

Table 4.9-2. Known Cortese List Sites in Santa Cruz County

Site/Facility Type	Number of Cases		
	Unincorporated	Incorporated	Total
Hazardous Waste and Substances Sites - DTSC EnviroStor	0	0	0
LUST Sites from SWRCB GeoTracker Database	145	222	367
Solid Waste Disposal Sites	0	0	0
Active CDOs and CAOs from SWRCB	5	15	20
Hazardous Waste Facilities Subject to Corrective Action identified by DTSC	0	0	0
Total Cortese List Sites	**150**	**237**	**387**

Sources: CalEPA 2020a, 2020b, 2020c; DTSC 2020b; SWRCB 2020b.
Notes: DTSC = Department of Toxic Substances Control, SWRCB = State Water Resources Control Board, CDO = cease and desist order, CAO = cleanup and abatement order.

Hazardous Building Materials

Development and redevelopment projects often involve demolition of existing older structures. Many older buildings contain building materials that consist of hazardous materials, which can be hazardous to people and the environment once disturbed. These materials include asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs).

Asbestos is a naturally occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the EPA in the 1970s. ACMs were commonly used for insulation of heating ducts as well as ceiling and floor tiles, among others. ACMs contained within building materials present no significant health risk because there is no exposure pathway. However, once these tiny fibers are disturbed, they can become airborne and become a respiratory hazard. The fibers are very small and cannot be seen with the naked eye. Once they are inhaled, they can become lodged into the lung potentially causing lung disease or other pulmonary complications.

Prior to the EPA ban in 1978, lead-based paint was commonly used on interior and exterior surfaces of buildings. Through such disturbances as sanding and scraping activities, or renovation work, or gradual wear and tear, old peeling paint, or paint dust particulates have been found to contaminate surface soils or cause lead dust to migrate and affect indoor air quality. Exposure to residual lead can cause severe adverse health effects especially in children. Elevated lead concentrations can also exist in soils along older roadways as a result of aerially deposited lead (ADL) from the historical use of leaded gasoline.

PCBs are organic oils that were formerly used primarily as insulators in many types of electrical equipment including transformers and capacitors. After PCBs were determined to be a carcinogen in the mid- to late 1970s, the EPA banned PCB use in most new equipment and began a program to phase out certain existing PCB-containing equipment.

4.9.1.3 Airport Hazards

Airports present the potential for hazards associated within aviation incidents or excessive noise. One public airport and three private airports are located within the county, listed as follows:

- The public Watsonville Municipal Airport, located at 100 Aviation Way on the northwest boundary of the City of Watsonville
- The private Monterey Bay Academy airport, located at 681 Beach Drive, 4 miles west of the City of Watsonville
- The private Las Trancas Airport, located at 3564 SR 1 in Davenport
- The private Bonny Doon Village Airport, located at 8647 Empire Grade in Bonny Doon

Watsonville Municipal Airport is located on a 344-acre site to the northwest of Watsonville. The airport principally serves the general aviation fleet ranging from jet aircraft to twin-engine and single-engine non-jet aircraft varying in (City of Watsonville 2010). There is a significant helicopter operation at the airport driven mainly by the helicopter flight school. In 2015, there were an estimated 55,000 general aviation operations on two runways, the longest at 4,500 feet. There is no control tower but the airport has instrument landing capability. Operated by the City of Watsonville, this is the sole public use airport in Santa Cruz County, and is classified as a general transport airport serving general aviation and business jets (AMBAG 2018). The current Watsonville Airport Master Plan was adopted in 2003 and is currently being updated.

4.9.2 Regulatory Framework

4.9.2.1 Federal Regulations

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides the EPA with the authority to require reporting, record-keeping, and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from the Toxic Substances Control Act, including food, drugs, cosmetics, and pesticides.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress in 1980. CERCLA provides a federal “Superfund” to clean up uncontrolled or abandoned hazardous waste sites, as well as accidents, spills, and other emergency

releases of pollutants and contaminants into the environment. Through CERCLA, EPA was given power to seek out those parties responsible for any release and ensure their cooperation in the cleanup.

Emergency Planning and Community Right-To-Know Act

Authorized by Title III of the Superfund Amendments and Reauthorization Act (SARA), the Emergency Planning and Community Right-to-Know Act (EPCRA) was enacted by Congress in 1986 as the national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. To implement EPCRA, Congress requires each state to appoint a State Emergency Response Commission (SERC). The SERCs are required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district. Santa Cruz County is located in Administrative, Mutual Aid, and Local Emergency Planning Committee Region II, Coastal (California Governor's Office of Emergency Services 2014). Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act FIFRA (7 United States Code 136 et seq.) provides federal control of pesticide distribution, sale, and use. The U.S. EPA was given authority under FIFRA to study the consequences of pesticide usage and to require users (farmers, utility companies, and others) to register when purchasing pesticides. Later amendments to the law required users to take exams for certification as applicators of pesticides. All pesticides used in the United States must be registered (licensed) by the U.S. EPA. Registration assures that pesticides will be properly labeled and that, if used in accordance with specifications, they will not cause unreasonable harm to the environment.

Hazardous Materials Transportation Act

Transportation of hazardous materials is regulated by the DOT's Office of Hazardous Materials Safety. The office formulates, issues, and revises hazardous materials regulations under the Federal Hazardous Materials Transportation Law. The hazardous materials regulations cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications. The hazardous materials transportation regulations are codified in the Code of Federal Regulations (CFR), Title 49, Parts 100 through 185.

The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials. Training requirements include pre-trip safety inspections, use of vehicle controls and equipment including emergency equipment, procedures for safe operation of the transport vehicle, training on the properties of the hazardous material being transported, and loading and unloading procedures. All drivers must possess a commercial driver's license as required by 49 CFR Part 383. Vehicles transporting hazardous materials must be properly placarded. In addition, the carrier is responsible for the safe unloading of hazardous materials at the site,

and operators must follow specific procedures during unloading to minimize the potential for an accidental release of hazardous materials.

Transportation by rail is regulated per 49 CFR Part 174, Subpart C, which includes requirements for marking and placarding of rail cars and the segregation of hazardous materials. Subpart D covers the requirements for handling of placarded rail cars, including position in the train and maximum allowable speed (50 miles per hour for most hazards substances). Subparts E, F, G, J, and K include requirements for transportation of explosives, gases, flammable liquids, poisonous materials, and radioactive materials, respectively. Safety requirements include inspections at every stop, specific training, and train crew knowledge of the rail car contents and location.

Occupational Safety and Health Act

The Occupational Safety and Health Administration (OSHA) was established in 1971 is responsible at the federal level for ensuring worker safety. All OSHA standards are regulated under 29 CFR Parts 1900 through 1990, Parts 2200 through 2205, and Part 2400. Occupational Safety and Health Standards are regulated under 29 CFR Part 1910. OSHA sets federal standards for implementing workplace training, exposure limits, and safety procedures for the handling of hazardous substances and hazardous materials (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from "cradle-to-grave." This regulation, which was enacted in 1976, includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The Federal Hazardous and Solid Waste Amendments of 1984 focused on waste minimization and phasing out land disposal of hazardous waste, as well as corrective action for releases. Amendments in 1986 enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive UST program.

U.S. Department of Transportation

The DOT established standards for the transport of hazardous materials and hazardous wastes (49 United States Code, Part 172, Subchapter C – Shipping Papers). The standards include requirements for labeling, packaging, and shipping hazardous materials and hazardous wastes, as well as training requirements for personnel responsible for shipping papers and manifests.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003 (Federal Emergency Management Agency [FEMA] 2003) is a signed agreement among 27 federal departments and agencies, including the American

Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

4.9.2.2 State Regulations

Certified Unified Program

CalEPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program, established by Senate Bill 1082 in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans, or HMBPs)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans (HMMPs), and Hazardous Material Inventory Statements

CalEPA certifies local government agencies as Certified Unified Program Agencies (CUPAs) to implement hazardous waste and materials standards. Santa Cruz County Environmental Health is designated as the local CUPA in Santa Cruz County.

California Safe Drinking Water and Toxic Enforcement Act of 1986

California Health and Safety Code Division 20, Chapter 6.6 establishes regulation on the prohibition of contaminating drinking water. This includes discharges or release onto land which may pass into a drinking water source.

California Unified Agency Review of Hazardous Materials Release Sites

California Health and Safety Code Division 20 Chapter 6.65 establishes regulation on identification of hazardous material release sites and agency overview of remedial actions on these sites. The regulation

also provides agency oversight on all aspects of site investigation and remedial action. Monitoring, testing, and site conditions, restrictions, and limitations can be required and enforced by the overseeing agency.

Petroleum Underground Storage Tank Cleanup

California Health and Safety Code Division 20. Chapter 6.75 establishes regulations that require corrective action for petroleum releases from underground storage tanks.

California Hazardous Waste Control Law

California Health and Safety Code Division 20, Chapter 6.5 establishes regulations to protect the public health and the environment by assisting generators of hazardous waste in meeting the responsibility for the safe disposal of hazardous waste. The California Hazardous Waste Control Law is administered by the CalEPA and pertains to administering a state hazardous waste program in lieu of the federal RCRA program, pursuant to section 3006 of Public Law 94-580, as amended. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

California Accidental Release Prevention Program

Similar to the Federal Risk Management Program, the California Accidental Release Prevention Program includes additional state requirements and an additional list of regulated substances and thresholds. The regulations of the program are contained in CCR Title 19, Division 2, Chapter 4.5. The intent of the California Accidental Release Prevention Program is to provide first responders with basic information necessary to prevent or mitigate damage to public health, safety, and the environment from the release or threatened release of hazardous materials.

California Department of Toxic Substances Control and California Highway Patrol Hazard Transportation Program

The California DTSC administers the transportation of hazardous materials throughout the state. Regulations applicable to the transportation of hazardous waste include Title 22, Division 4.5, Chapter 13 and Chapter 29 of the CCR, as well as Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13 of the California Health and Safety Code. The DTSC requires that drivers transporting hazardous wastes obtain a certificate of driver training that shows the driver has met the minimum requirements concerning the transport of hazardous materials, including proper labeling and marking procedures, loading/handling processes, incident reporting and emergency procedures, and appropriate driving and parking rules. The California Highway Patrol also requires shippers and carriers to complete hazardous materials employee training before transporting hazardous materials.

California Health and Safety Code

The handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under sections 25500 through 25543.3, facilities handling hazardous materials are required to prepare a HMBP, which contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for HMBPs. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in quantities greater than or equal to 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less), or extremely hazardous substances in threshold planning quantities. In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a Risk Management Plan and California Accidental Release Plan.

California Division of Occupational Safety and Health Hazard Handling Procedures

The California Division of Occupational Safety and Health (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR sections 337 through 340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Department of Pesticide Regulation

The California Department of Pesticide Regulation (DPR) protects human health and the environment by regulating pesticide sales and use and by fostering reduced-risk pest management relative to chemical applications. The DPR's Guide to Pesticide Regulation in California offers information on pesticide laws and regulations, details about state and local enforcement, and information about initiatives designed to protect people and the environment (DPR 2017). State pesticide regulations are some of the most stringent in the country, and they address the effects of pesticide use on water, ground water, soil, and air.

California Department of Food and Agriculture

The State of California Food and Agricultural Code regulates the use of pesticides. Section 12972 requires that the use of pesticides not result in substantial drift to non-target areas. Section 12977 empowers the regional or local agricultural commissioner to enforce this provision. Section 12982 states that the local health officer shall investigate any health hazard from pesticide use and take necessary action, in cooperation with the agricultural commissioner, to abate the hazard. CCR Title 3, section 6614 restricts pesticide application when there is a reasonable possibility of substantial drift to non-target areas; contamination of the bodies or clothing of persons not involved in the application process; damage to non-

target crops, animals, or other public or private property; or contamination of public or private property, including the creation of a health hazard that prevents normal use that property.

4.9.2.3 Local Regulations

County of Santa Cruz General Plan/Local Coastal Program

California Government Code section 65302(g) requires the development of Safety Elements. The County of Santa Cruz General Plan/LCP is a comprehensive, long-term planning document for the unincorporated areas of the county and includes the County's LCP, which was certified by the CCC in 1994. The County General Plan and LCP provides policies and programs to establish guidelines for future growth and all types of physical developments. The Public Safety Element of the County's General Plan includes objectives and policies that address hazards and hazardous materials. This element was updated and adopted by the County Board of Supervisors in September 2020 and is currently pending review and approval by the California Coastal Commission. Relevant policies are reviewed in Section 4.9.3.3, Project Impact Analysis.

County of Santa Cruz Environmental Health Division

As previously discussed, Santa Cruz County Environmental Health is designated by CalEPA as the CUPA within the geographic boundaries of the county and is responsible for implementing a unified hazardous materials regulatory program throughout the county. Santa Cruz County Environmental Health enforces the local ordinance and state laws pertaining to use and storage of hazardous materials, including the issuance and administration of HMMPs, the California Accidental Release Prevention (CalARP) Program, underground storage tank (UST) programs, aboveground storage tank (AST) programs, and hazardous waste generation and disposal. Compliance is verified through annual routine inspections of all regulated facilities and investigation of citizen-based complaints or inquiries regarding improper handling and/or disposal of hazardous materials or hazardous wastes.

Hazardous Materials Area Plan

Pursuant to section 25503 of the California Health and Safety Code, the Santa Cruz County Hazardous Materials Area Plan outlines procedures for the preparation and response to incidents from hazardous materials throughout the county.

Local Hazard Mitigation Plan

The Santa Cruz County Local Hazard Mitigation Plan developed by the County Planning Department focuses on the assessment of identified risks and implementation of loss reduction measures to ensure critical County services and facilities survive a disaster. Topics covered in the plan include flood, wildfire, earthquake, coastal storm, surge/tsunami, landslide/coastal erosion, and dam failure in the unincorporated areas of the county. The update to this plan was recently approved by FEMA and the State Office of Emergency Services.

Operational Area Emergency Management Plan

The County Office of Emergency Services[1] developed the Operational Area Emergency Management Plan (EMP), which addresses the planned response to emergencies and incidents affecting the unincorporated areas of the county. The purpose of the EMP is to establish a comprehensive approach to emergency management and provide guidance to agencies within the operational area in the protection of public health and safety and preparing for or responding to incidents.

Santa Cruz County Code

Hazardous Materials and Hazardous Waste Disposal

Chapter 7.100 of the Santa Cruz County Code (SCCC) regulates hazardous materials and hazardous wastes. The section indicates that Chapters 6.11 (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program), 6.5 (Hazardous Waste Control), 6.7 (Underground Storage of Hazardous Substances), 6.75 (Petroleum Underground Storage Tank Cleanup) and 6.95 (Hazardous Materials Release Response Plans and Inventory) of the California Health and Safety Code are adopted and are to be used in conjunction with the provisions of this chapter of the SCCC. In addition, Titles 19 (Public Safety), 22 (Social Security), 23 (Waters), and 27 (Environmental Protection) of the California Code of Regulations, and this chapter, will be utilized in the implementation and enforcement of requirements relative to hazardous materials, hazardous waste, and underground storage tanks.

Airport Regulations

Under current state law, development near the Watsonville Municipal Airport is required to be in conformance with the California Airport Land Use Planning Handbook. SCCC Chapter 13.12, Airport Combining District, regulates land use and development within the Airport Influence Area (AIA), which is defined as the area within two miles of the boundary of the Watsonville Municipal Airport. These regulations incorporate the requirements of the California Airport Land Use Planning Handbook (October 2011), published by the California Department of Transportation, Division of Aeronautics (Handbook), and applicable Federal aviation regulations, including, but not limited to, Part 77 (commencing with section 77.1) of Title 14 of the Code of Federal Regulations, all as may be amended from time to time, and which address the height, use, noise, safety, and density criteria that are compatible with airport operations.

In order to carry out the purposes of this chapter, all of the lands within the AIA of the Watsonville Municipal Airport and within the following six safety zones are incorporated into the Airport Combining Zone District. Within each safety zone, density standards for residential uses and intensity standards for nonresidential uses are established.

- Safety Zone 1—Runway Protection Zone. This zone contains aircraft on very close final approach or departure and should be clear of all objects, structures, and activities. This is the zone with the highest level of exposure to potential aircraft hazards and has the greatest land use restrictions.

[1] In 2020, this department was combined with the newly established Office of Response, Recovery, and Resilience.

- Safety Zone 2—Inner Approach/Departure Zone. This zone represents the approach and departure corridors with aircraft overflying at low altitudes.
- Safety Zone 3—Inner Turning Zone. This zone is for aircraft turning base to final on landing approach or initiating turn to en route direction on departure.
- Safety Zone 4—Outer Approach/Departure Zone. This zone is for approaching aircraft usually at less than traffic-pattern altitude.
- Safety Zone 5—Sideline Zone. This zone is often overflown; the primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crosswind gusts or engine torque.
- Safety Zone 6—Traffic Pattern Zone. This zone is routinely overflown by aircraft operating in the regular airport traffic pattern. The potential for aircraft accidents is relatively low and the need for land use restrictions is minimal.

4.9.3 Impacts and Mitigation Measures

4.9.3.1 Thresholds of Significance

The thresholds of significance used to evaluate the impacts of the proposed project related to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines and, if applicable, other agency standards, as listed below. A significant impact would occur if the project would:

HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

HAZ-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.

HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

HAZ-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.

HAZ-5 Result in a safety hazard or excessive noise 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 two miles of a public airport or public use airport.

4.9.3.2 Analytical Methods

Adoption and implementation of the proposed Sustainability Update would not directly result in impacts related to hazardous materials use and disposal resulting from new development. However, the proposed General Plan/LCP amendments could indirectly lead to future development with potential resulting impacts related to hazards and hazardous materials. The proposed County Design Guidelines component of the

proposed project does not include guidelines related to hazards or hazardous materials. The other components of the proposed project include:

- Amendments to the General Plan/LCP, including policies that support new development, redevelopment,, and potential intensified redevelopment, primarily within the Urban Services Line (USL).
- Amendments to the SCCC that include changes to permitted/allowed uses in some zone districts, as noted in Section 3.5.2 of this Environmental Impact Report (EIR).
- Amendments to General Plan land use designation and/or zone districts for 23 specified parcels.

As described in Section 4.0, Introduction to Analyses, this EIR estimates of the potential to accommodate approximately 4,500 housing units over existing conditions as shown on Table 4.0-2, with approximately 75% projected to occur within urban areas. This EIR estimates the potential to accommodate approximately 6,210,000 square feet of non-residential uses as shown on Table 4.0-3, with approximately 60% expected to occur within urban areas. These forecasts provide an estimate of potential growth that could occur as a result of adoption and implementation of the proposed Sustainability Update for the purpose of evaluation in this EIR. This estimate of growth may or may not occur, and this estimate does not establish a limit to development. Annual limits for residential units are set annually by the County pursuant to Measure J and SCCC provisions as explained in Section 4.13 of this EIR, Population and Housing. Additionally, some of this projected development and growth would occur under the existing General Plan/LCP without the proposed project.

This impact analysis assumes that future development arising from the proposed project would be constructed and operated in compliance with the policies and regulations applicable to hazards and hazardous materials, as described above in Section 4.9.2, Regulatory Setting. A review of applicable regulatory records was conducted to characterize the existing environmental setting in the Project area, as described above in Section 4.9.1, Environmental Setting, and to identify any existing hazardous waste and substances sites within the county.

EIR Notice of Preparation Comments

Public and agency comments were received during the public scoping period in response to the Notice of Preparation (NOP), which is included in Appendix A. A summary of the comments received during the scoping period for this EIR, as well as written comments received, are included in Appendix B. No comments were received related to hazards and hazardous materials.

4.9.3.3 Project Impact Analysis

Impact HAZ-1: Routine Transport, Use, or Disposal of Hazardous Materials (Significance Threshold HAZ-1). Adoption and implementation of the proposed Sustainability Update could indirectly result in creation of a hazard to the public or environment through the routine transport, use or disposal of hazardous materials as a result of future development accommodated by the proposed General Plan/LCP and County Code amendments. With implementation of existing and proposed General Plan/LCP policies and actions and adherence to federal, state and local regulations, a significant hazard would not be expected to result. ***(Less than Significant)***

The proposed project would not directly result in new development but could indirectly lead to future development and redevelopment throughout the county, primarily within urban areas within the County's USL. Potential future development accommodated by the proposed General Plan/LCP, as summarized above, could result in land uses that use and/or dispose of hazardous materials, similar to development under the County's existing General Plan/LCP. As noted above in Section 4.9.1.2, Hazardous Materials in Santa Cruz County, routine transport, use, and disposal of hazardous materials currently occurs within the county and would continue to occur under the proposed Sustainability Update. New development, particularly industrial development, would be expected to use some hazardous materials and generate hazardous waste. The majority of the increase industrial uses are estimated in the southern part of the County, within the USL with some in the San Lorenzo Valley and the north coast area. Agricultural operations may use pesticides, and residential uses also would be expected to use and dispose of common hazardous household products. Medical facilities may also generate and dispose of biological or other hazardous materials.

As indicated above, the type of industry and business that currently exist within the county and which are supported in the proposed Sustainability Update are not the type that would be significant sources of hazardous material use or generators of substantial amounts of hazardous waste. However, hazardous materials would continue to be used by some businesses, including fuels, chlorine, dry-cleaning solutions, and substances used in some commercial and industrial businesses. The routine use of chemicals and materials used in small businesses could create a hazard to the public or environment if not properly transported, stored, used and/or disposed.

The transportation of hazardous materials and wastes is subject to strict federal and state regulations. Certain types of uses are regulated by the state. Chemicals stored in aboveground or underground storage tanks are regulated by the state as well, and storage and containment parameters are established to provide containment in the event of accidental release. County regulations require permits for businesses that use hazardous materials and establish requirements for storage and containment of hazardous materials.

State and local regulations require all businesses that store or handle specified quantities of hazardous materials to provide the Environmental Health Division with a Hazardous Materials Business Plan (HMBP) and obtain a Hazardous Materials Permit. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment from a release of hazardous materials. The HMBP also provides

emergency response personnel with information to help them better prepare and respond to chemical incidents at regulated facilities. At a minimum, a HMBP includes chemical inventories, emergency contacts for the facility, a site map, emergency response, and employee training plans. State law requires that businesses with equal to or more than the State Reporting Thresholds of 55 gallons of a liquid, 200 cubic feet of a compressed gas, or 500 pounds of a solid complete and submit a HMBP. SCCC 7.100 requires HMBPs for quantities less than the state thresholds.

The existing Public Safety Element of the County's General Plan/LCP includes policies and actions that would serve to reduce impacts related to the transport, use or disposal of hazardous materials as summarized on Table 4.9-3. No amendments to the element are included in the proposed project.[2] In addition, the proposed Sustainability Update would not substantially change agricultural designations or policies related to agricultural uses, and thus, no substantial increase in use of pesticides would be expected with implementation of the project.

Table 4.9-3. Proposed and Retained Policies that Avoid/Minimize Impacts Related to Hazardous Materials

Potential Impact	Policies
Creation of Hazard	• Maintain County Hazardous Materials ordinance to eliminate or minimize use of such materials, minimize release, emission or discharge of hazardous materials, properly handle all hazardous materials. (Public Safety Policy 6.6.1/ 9.9.1*) • Eliminate and minimize the use of hazardous and toxic materials in the operations and programs of County government. (Public Safety Policy 6.6.2,/6.9.2*) • Waste collection, storage or disposal facilities shall be designed and sized primarily to meet the hazardous waste management needs of this county, and PS 6.7.3 requires siting only in areas included in the Hazardous Waste Management Plan. (Public Safety Policy 6.7.2, 6.7.3/6.10.2*, 6.10.3*) • Provide siting criteria to avoid sensitive resources and buffers with residential uses and sensitive populations. (Public Safety Policy 6.7.9) • Require buffer zones between hazardous waste management facilities and the nearest urban and suburban residentially zoned areas. (Public Safety Policy 6.7.10/6.10.10*, 6.10.11*)

Notes: * In September 2020, the County Board of Supervisors adopted revisions to the General Plan Public Safety Element. The revisions (all except sections related to coastal bluffs and beaches) were approved by the California Coastal Commission in February 2022 subject to County acceptance of modifications..

Public Safety Policy 6.6.1 calls for maintaining the County's hazardous materials ordinance to eliminate or minimize use of such materials, minimize release, emission or discharge of hazardous materials, properly handle all hazardous materials. Implementation of this policy and Chapter 7.100 of the SCCC would regulate any further development projects that use or dispose of hazardous waste. The existing Public Safety Element directs the County to eliminate and minimize use of hazardous and toxic materials in County

[2] In September 2020, the County Board of Supervisors adopted revisions to the General Plan Public Safety Element, which are currently pending certification at the California Coastal Commission.

operations and programs, which would be applicable to any new or expanded County governmental uses. The Element also regulates siting of facilities that collect, store or dispose of hazardous wastes (policies 6.7.2 through 6.7.11) to avoid impacts to sensitive resources and residential populations. Furthermore, any future use or business that would use, store or handle specified quantities of hazardous materials would be required to prepare a HMBP and provide to the County Environmental Health Division to ensure that hazardous materials are properly stored, contained and disposed and to protect the environment from a release of hazardous materials. The HMBP also provides emergency response personnel with information to help them better prepare and respond to chemical incidents at regulated facilities.

Implementation of the proposed Sustainability Update would not change any policies or regulations related to hazardous materials, nor would it directly result in new development, but new development accommodated by the project that utilizes hazardous materials or generates hazardous waste, would be regulated pursuant to federal, state, and local laws to ensure proper transportation, handling, and disposal. With adherence to applicable regulations, as well as implementation of existing General Plan/LCP policies, the proposed project's indirect impact related to creation of hazards due to hazardous material transport, use or disposal would be considered *less than significant*.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Impact HAZ-2: Hazard Due to Accident (Significance Threshold HAZ-2). Adoption and implementation of the proposed Sustainability Update could indirectly result in creation of a hazard due to a future development's accidental release of hazardous materials into the environment. With adherence to federal, state, and local regulations, a significant hazard would not be expected to result. ***(Less than Significant)***

The Sustainability Update would accommodate new development throughout the county, particularly in urban areas, and some locations where development would take place may be on sites that are contaminated with hazardous materials. Future development could expose the public to hazardous materials due to siting near contaminated soils or groundwater, airborne releases, or accidental releases. New development located within industrial areas or known areas of historic use of chemicals or hazardous materials could require site assessment to determine potential presence of soil or groundwater contamination and to conduct further monitoring with implementation of remedial actions if necessary, if sources of contamination are identified. This is typically completed as part of real estate transactions and the CEQA environmental review process. Remediation of contaminated sites would ultimately reduce the future risk of hazardous materials releases in these areas; however, site cleanup could entail transport of hazardous materials off site, which could potentially result in the accidental release of hazardous materials.

Businesses that generate airborne toxic emissions would be subject to the Monterey Bay Air Resources District's (MBARD's) Rule 1000, requirements for regulating sources of toxic air contaminants (TACs). This includes preparation of a health risk assessment in situations where TACs may exceed regulatory thresholds.

The redevelopment of existing development sites would result in demolition of buildings, some of which may contain asbestos and/or lead-based paint that could expose workers to a hazardous material release. All demolition activities would be required to be undertaken according to OSHA standards to protect workers from asbestos and lead based paint. Any demolition of buildings containing asbestos also would be required to comply with the MBARD's Rule 306 that requires reporting and investigation of certain buildings with asbestos as established under federal law. The National Emissions Standards for Hazardous Air Pollutants (NESHAPS) as set forth in the Code of Federal Regulations—40 CFR Part 61–is designed to prevent "visible emissions" of asbestos when buildings are renovated or demolished. Under federal law, a building must be inspected for asbestos prior to demolition or renovation, and federal and state agencies must be notified prior to demolition. According to the California Air Resources Control Board, removal and disposal of asbestos procedures and controls must be specified in the notification form.

Therefore, adoption and implementation of the proposed Sustainability Update would not directly result in new development, but new development accommodated by the project could result in exposure to hazardous materials due to proximity to contaminated sites or accidental release of hazardous materials. With adherence to federal, state and local regulations, the proposed project's indirect impact related to exposure to hazardous materials would be considered *less than significant*.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Impact HAZ-3: Use of Hazardous Materials or Emissions Near Schools (Significance Threshold HAZ-3). Adoption and implementation of the proposed Sustainability Update could indirectly result in future development with hazardous emissions within 0.25 mile of an existing or proposed school. With adherence to federal, state, and local regulations, a significant hazard would not be expected to result. (***Less than Significant***)

Future new development may be located within one-quarter mile of existing school facilities. As discussed in Section 4.14, Public Services, there are 10 public school districts throughout the county that support several public schools. The county also contains a number of private schools, charter schools, alternative education schools,, and the University of California and Cabrillo College campuses. New development that uses hazardous materials or emits TACs within 0.25 mile of school facilities could result in exposure of students to these materials. However, as discussed above in Impacts HAZ-1 and HAZ-2, hazardous material use is regulated by a number of state and local agencies, and TACs are regulated by the MBARD. With adherence to these regulations, exposure would be minimized as materials would be properly stored, used, and disposed of pursuant to these regulations, and TAC emissions would be controlled to prevent exceedances of regulatory thresholds or public health impacts. Therefore, adoption and implementation of the proposed Sustainability Update would not directly result in new development, but new development accommodated by the project that is within 0.25 mile of a school facility could result in exposure of students to hazardous materials. With adherence to federal, state, and local regulations, use of hazardous materials and emissions near schools would be considered *less than significant*.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Impact HAZ-4: Hazardous Materials Sites (Significance Threshold HAZ-4). Adoption and implementation of the proposed Sustainability Update could indirectly result in future development on a property that is on a hazardous materials sites list. With adherence to federal, state, and local regulations, a significant hazard would not be expected to result. (***Less than Significant***)

The provisions of Government Code section 65962.5, which are commonly referred to as the Cortese List, require the DTSC, the Regional Water Board, the California Department of Health Services, and the California Integrated Waste Management Board to submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, and/or hazardous materials releases to the Secretary of CalEPA. Unauthorized releases of hazardous materials on Cortese sites within the county could affect human health and the environment. Direct contact, inhalation, or ingestion of hazardous materials could potentially cause adverse health effects to construction workers and future site users. The disturbance and release of hazardous materials, if present, during earthwork activities could pose a hazard to construction workers, nearby receptors, and the environment.

As indicated in Section 4.9.1, Environmental Setting, there are 150 known Cortese sites within the county, and nearly all are LUST sites, including one of the parcels located on Portola Drive that is proposed for a General Plan/LCP land use and zoning map change. Future development accommodated by the Sustainability Update could occur on sites included on the Cortese List. As discussed above in Impact HAZ-2, any future development project that may occur as a result of the proposed project would be required to identify whether a proposed site is on the Cortese List as part of the CEQA environmental review process, and if so, would be required to complete site remediation measures in accordance with state and/or federal laws. Therefore, with adherence to federal, state, and local regulations regarding the safe handling, transport, use, storage, and disposal of hazardous materials, the proposed project would not indirectly result in a significant hazard due to siting of development on a site that is included on a hazardous materials list, and the impact would be *less than significant*.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Impact HAZ-5: Airport Safety (Significance Threshold HAZ-5). Adoption and implementation of the proposed Sustainability Update could indirectly result in future development within two miles of a public airport. With adherence to federal, state, and local regulations, a significant hazard would not be expected to result. (***Less than Significant***)

As indicated in Section 4.9.2, Regulatory Setting, SCCC Chapter 13.12, Airport Combining Zone District, identifies allowed and prohibited uses, densities, and other standards for development within six safety zones established in the two-mile area surrounding the Watsonville Municipal Airport. The purpose is to

prevent any exposure to safety issues with the airport and prevent any incompatible land uses from being developed adjacent to the airport. The proposed Sustainability Update does not include any land use changes within the AIA; the AIA is shown on Figure 4.9-1. Furthermore, the proposed Sustainability Update includes a number of policies in the Built Environment (BE) Element that would serve to protect residents from public safety hazards from aircraft, as summarized in Table 4.9-4. Therefore, with implementation of proposed policies and compliance with other federal and state regulations regarding airports, the proposed project would not result in a significant safety hazard related to location near airports, and the impact would be *less than significant*.

Table 4.9-4. Proposed and Retained Policies that Avoid/Minimize Airport Safety Impacts

Potential Impact	Policies and Implementation Strategies
Airport Safety	• All development within the AIA must comply with the height, use, noise, safety, and density criteria that are compatible with airport operations as established by the latest version of the California Department of Transportation Division of Aeronautics Airport Land Use Planning Handbook (and applicable federal aviation regulations. (BE-5.4.2) • New development within the airport safety zones must comply with the uses, densities, and intensities as established by the Handbook and federal law. (BE-5.4.4) • Density and intensity of new development must conform to the standards for each airport safety zone. (BE-5.4.5) • All uses in a mixed-use development must meet Airport Land Use Planning Handbook and federal criteria for allowable uses, density, and intensity. (BE-5.4.8) • Remodeling or expansion of existing nonconforming structures and uses within the AIA is subject to the Handbook, and to County policies and regulations on nonconforming structures and uses. (BE-5.4.9) • Limit the height of buildings, antennas, other types of structures, and trees so as not to pose a potential hazard to flight in accordance with criteria in policy. (BE-5.4.10) • Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the airport are allowed within the airport influence area only if the uses are consistent with the Handbook and FAA rules and regulations. (BE-5.4.11) • Require, as a condition to any parcel map, subdivision, discretionary permit or building permit for expansion of any structure or the creation of any new structures in the AIA, that a statement be recorded on the deed for the parcel(s) acknowledging the property is located in an AIA, and describing the annoyances and inconveniences associated with proximity to airport operations. (BE-5.4.12) • Maintain an Airport Combining District for properties located within the AIA around the Watsonville Municipal Airport, to provide development criteria related to airport safety zones, density, airspace obstructions, and noise contours that are compatible with airport operations. (BE- 5.4c)

4.9.3.4 Cumulative Impact Analysis

Cumulative development includes specific projects and growth within the unincorporated county and cities within the county as outlined on Table 4.0-1 in Section 4.0, Introduction to Analyses. Hazardous materials use and potential impacts are project and site-specific and can be mitigated with adherence to federal, state, and local laws and regulations as discussed in the preceding impact analyses. Cumulative development projects would be required to comply with applicable local, state, and federal regulations regarding hazardous materials that would avoid the aggregation of individual effects into a significant cumulative impact. Thus, cumulative growth and development would have a *less-than-significant cumulative impact* related to hazardous materials.

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4.9.5 Figures

Figure 4.9-1. Watsonville Municipal Airport Influence Area

SOURCE: County of Santa Cruz 2021

FIGURE 4.9-1

Watsonville Municipal Airport Influence Area

County of Santa Cruz Sustainability Policy and Regulatory Update

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