

## 4.7 Hazards and Hazardous Materials

This section describes the existing setting regarding hazards and hazardous materials and potential effects on the project site and surrounding areas that would occur from project implementation. Hazardous materials information in this section is based on two Phase I Environmental Site Assessment (ESA) reports prepared for portions of the project site. These include the following: 1) Phase I ESA Report for 1800 Sycamore Canyon Road/Shay Canyon Parcels, San Dimas, California (PIC Environmental Services, May 19, 2010); 2) Phase I ESA Report for 1426 North Cataract Avenue, Schuler Canyon, San Dimas, California (PIC Environmental Services, May 14, 2010); and the Phase I ESA - Northeast of South Amelia Avenue and East Foothill Boulevard, Glendora and San Dimas, California (Leighton & Associates, Inc., July 21, 1998). Hazards associated with wildland fires are based on the Draft Fire Protection Plan prepared by Scott Franklin Consulting (July 26, 2010). Each of these reports is included as Appendix F in this EIR.

### 4.7.1 Environmental Setting

The following discussion provides information on existing conditions on the project site relevant to hazardous materials, proximity to public airports and private airstrips, adopted emergency response and evacuation plans, and wildland fire hazards.

#### 4.7.1.1 Hazardous Materials

##### **Current and Past Uses on the Project Site**

Portions of the project site have been used historically for low intensity cattle grazing, limited citrus production, and equestrian uses, although each of these uses have been discontinued for some time. A number of abandoned structures that were formerly associated with these activities are present on the site, including a stable, corrals, several small barns and storage sheds, water tanks, fencing, and an abandoned leach field. Currently, the only actively used structure on the project site is a caretaker's residence located adjacent to the eastern boundary of the site. Besides several unpaved roadways, the remainder of the project site remains undeveloped. Access onto the site via these roadways is controlled by fences and locked gates.

##### **Recognized Hazardous Material Conditions on the Project Site**

Two Phase I Environmental Site Assessments (ESAs) were performed for the southerly portions of the project site in 2010, and a third Phase 1 ESA was prepared in 1998 that investigated approximately 400 acres in the area, including the entirety of the project site. The hazardous materials database searches performed as part of those efforts included at least a one-mile search radius extending across the entire project site and into adjoining off-site areas. Phase I ESAs are conducted to evaluate site conditions and determine whether there are any recognized hazardous materials conditions on a project site related to past or current uses. Hazardous materials conditions refers to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. Phase I ESAs typically include the following work:

- A physical reconnaissance of the site, and remote reconnaissance of adjoining properties;
- A review of reasonably ascertainable records and databases judged to be pertinent to the project objective;
- A review of historical site usage information, such as aerial photos and maps, judged pertinent to the project objective;
- Geologic and hydrogeologic information searches;
- Interviews with person(s) familiar with the subject site and/or environmental conditions on or adjoining the property.

The three Phase I ESAs performed on the proposed project site indicate that the site does not appear on any hazardous materials database lists. No historical information was found that would indicate that the site has ever been used in such a manner that hazardous materials are likely to be present. The database searches did reveal that five sites exist within a one-mile search radius of the project site, each having sustained soils and/or groundwater contamination as a result of an underground storage tank leak. However, each of these sites is located over one mile downslope from the project site and would therefore not have the potential to adversely impact the project site. Similarly, the pedestrian site surveys performed on the site failed to locate any previously unrecorded hazardous material conditions on the project site. All three of the Phase I ESA reports determined that the proposed project site contains no recognized environmental conditions or hazardous material impairments.

#### 4.7.1.2 Aviation Hazards

The project site is not located within the planning area or Airport Influence Area of any airport (Los Angeles County Airport Land Use Commission, 2004). The nearest airport to the project site is Brackett Field, which is located approximately 3.5 miles to the southeast in the city of La Verne adjacent to the Los Angeles County Fairgrounds. The airspace above the proposed project site is not designated as an approach or departure area for Brackett Field or any other airport or airstrip.

#### 4.7.1.3 Emergency Response Plans and Routes

##### **City of San Dimas Plans**

The San Dimas General Plan provides general guidance on potential evacuation routes in the City that could be utilized in the event of a large-scale emergency. San Dimas Avenue, Foothill Boulevard, Arrow Highway, and Interstate (I-) 210 are designated as emergency evacuation routes.

The proposed project site contains a number of unpaved fire roads that were developed many decades ago in the San Gabriel foothills to assist in the deployment of firefighting resources during a wildland fire event. The Wildwood Motorway, Ferguson Motorway, and Sycamore Canyon Road each serve this purpose and are part of a larger interconnecting fire road network that serves the Northern Foothills area (see Figure 2-1). These roadways, as well as a number of other unnamed roadways, pass through the project site and are an important component of firefighting preparedness in the Northern Foothills area.

### 4.7.1.4 Wildland Fire Hazards

The project site is located within a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (2007). This designation is based on a number of relevant factors, including the presence of flammable fuels, steep terrain, and local climate conditions.

The San Gabriel Foothills are subject to frequent fire events, some of which can be very large, fast-moving, and difficult to control. This is largely a function of the types of vegetation that are present in the area, as well as terrain and climatic factors that influence when and how fires burn. Vegetation in the area is comprised of scrub brush, non-native grassland, and chaparral, which burns readily. This is especially true during the summer and fall months, toward the end of the dry season, when live fuel moisture content is very low. Santa Ana wind events coincide with this period of low fuel moisture in the late summer and fall, and the hot, dry winds that are generated during these events can create extremely hazardous fire conditions. While wildland fires can occur at any time of the year in this part of California, the most destructive and costly wildland fires have historically occurred from September to November. Table 4.7-1 lists the large fires that have occurred in the San Gabriel and San Bernardino Mountain Foothills between 1980 and 2009. In addition to the large fires listed in the table, a number of smaller fires in the immediate vicinity of the project site have also been recorded over the last 30 years.

**Table 4.7-1 Large Fires in the San Gabriel and San Bernardino Mountains Foothills, 1980-2009**

Fire Name	Date	County	Acres	Cause	Structures Lost	Deaths
Panorama Fire	November 1980	San Bernardino	23,600	Arson	325	4
Williams Fire	September 2002	Los Angeles	38,094	Undetermined	77	0
Grand Prix Fire	October 2003	San Bernardino	59,448	Arson	196	0
Old Fire	October 2003	San Bernardino	91,281	Arson	1,003	7
Padua Fire	October 2003	Los Angeles	10,466	Arson	59	0
Station Fire	August 2009	Los Angeles	160,557	Arson	209	2

Source: City of San Dimas 2004, Natural Hazard Mitigation Plan; CALFIRE Website

Based on the fire history of the area, together with the type of terrain, fuels, and climatic conditions that are present, it can be determined that the project site is substantially at risk for wildland fire. The area's designation as a Very High Fire Hazard Severity Zone reflects this fact. Based on this finding, any structures located on the site would be susceptible to high wildland fire risk, as would any persons living or working on the site. This condition is true not just for the project site, but also for all similar environments throughout southern California.

## 4.7.2 Regulatory Framework

### 4.7.2.1 City of San Dimas General Plan

The General Plan contains goals, objectives, and policies relative to fire hazards in the Safety Element of the plan. The Safety Element contains policies restricting the use of flammable building materials in fire hazard zones, as well as a requirement that projects located in fire hazard zones be constructed with

greater setback zones to protect against wildland fire. The element also contains requirements for adequate water supplies, fire hydrants, sprinklers, and other design criteria in high hazard zones. Finally, the element requires the preservation of existing fire roads in the Northern Foothills area.

#### 4.7.2.2 City of San Dimas Natural Hazard Mitigation Plan

The City of San Dimas adopted a Natural Hazard Mitigation Plan (NHMP) in 2004. The plan assesses the risks and vulnerabilities related to a number of natural hazards, and also identifies action items and implementation initiatives for each type of hazard. The hazard that is relevant to the analysis of the proposed project is wildland fire.

#### 4.7.2.3 Los Angeles County Fire Department Regulations

The City of San Dimas is provided with firefighting services by the Los Angeles County Fire Department (LACoFD). LACoFD has some oversight authority regarding water and emergency access issues, but the City exercises independent discretion regarding those requirements associated the amendments adopted by LACoFD when it determines it is necessary. Both the County and the City have adopted the latest edition of the California Fire Code (2007), but the City has not adopted the additional amendments that LACoFD does.

#### 4.7.2.4 City of San Dimas Fire Regulations

The latest edition (2007) of the California Fire Code provides for special requirements in high fire hazard zones, including, among other things, criteria for access roads, water availability, fire hydrants, building construction, and the installation of fire sprinklers. The site’s designation as a Very High Fire Hazard Severity Zone also requires that site-specific Fire Protection Plans be prepared for all projects. These requirements include the preparation of plans both at the larger project level and also at the individual lot level as specific individual lot plans are developed.

### 4.7.3 Project Impacts and Mitigation

#### 4.7.3.1 Issue 1 – Impacts Related to Hazardous Materials

<b>Hazards and Hazardous Materials Issue 1 Summary</b>	
<b>Would implementation of the proposed project create significant hazards to the public or the environment as a result of the project site being included on a list of hazardous materials sites?</b>	
<b>Impact:</b> The proposed project site is not included on any hazardous materials database lists.	<b>Mitigation:</b> No mitigation required.
<b>Significance Before Mitigation:</b> Less than significant.	<b>Significance After Mitigation:</b> Less than significant.

## Standards of Significance

Based on the CEQA Guidelines, implementation of the proposed project would have a significant adverse impact if it would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

## Impacts Analysis

The Phase I ESAs performed for the project site indicated that no portion of the site is included on any hazardous materials database lists. No historical information was found that would indicate that the project site has ever been used in such a manner that hazardous materials are likely to be present. Similarly, the pedestrian site surveys performed on the site failed to locate any previously unrecorded hazardous material conditions. As such, it is reasonable to conclude that no hazardous materials conditions occur on the site. Further, numerous laws and regulations are in place that dictate specific actions that are to be undertaken in the event of discovery of previously unknown hazardous materials during construction. These regulations direct such activities as recordation, remediation, and disposal of any hazardous materials found. Compliance with these existing regulations would result in a less than significant impact.

## Summary

Hazardous materials are not known to occur on the project site. Existing regulations control the disposition and remediation of previously unknown hazardous materials that could be discovered on the site during project construction. Therefore, impacts would be less than significant.

## Mitigation Measures

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

### 4.7.3.2 Issue 2 – Emergency Response Plans and Routes

<b>Hazards and Hazardous Materials Issue 2 Summary</b>	
<b>Would implementation of the proposed project impair or interfere with an adopted emergency response plan or emergency evacuation plan?</b>	
<p><b>Impact:</b> Implementation of the proposed project would have the potential to conflict with local emergency access routes.</p> <p><b>Significance Before Mitigation:</b> Significant.</p>	<p><b>Mitigation:</b> Improve one secondary emergency access route to LACoFD standards (mitigation for this impact is provided in Section 4.11.3.3 of this EIR as <b>Tra-3A</b>).</p> <p><b>Significance After Mitigation:</b> Less than significant. However, if mitigation measure Tra-3A is found to be infeasible, then the impact would be significant and unavoidable.</p>

## Standards of Significance

Based on the CEQA Guidelines, implementation of the proposed project would have a significant adverse impact if it would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

## Impact Analysis

The San Dimas General Plan designates San Dimas Avenue, Foothill Boulevard, Arrow Highway, and I-210 as emergency evacuation routes to be used in the event of a large-scale emergency. Based on the proposed project's location some distance away from most of these routes, together with the project's relatively small impact in terms of the amount of traffic generated on Foothill Boulevard, the proposed project would not physically interfere with emergency use along any of these routes. For a detailed discussion of the project's contribution to traffic levels on Foothill Boulevard, please refer to Section 4.11 (Transportation and Traffic) of this EIR.

The proposed project site and surrounding properties contain a number of unpaved fire roads that were developed many decades ago in the San Gabriel Foothills to assist in the deployment of firefighting resources during a wildland fire event. The Wildwood Motorway, Ferguson Motorway, and Sycamore Canyon Road each serve this purpose and are part of a larger interconnecting fire road network that serves the Northern Foothills area. These roadways pass through the project site and are an important component of firefighting preparedness in the Northern Foothills area. These roads continue to be used by fire protection service personnel.

Emergency access to and from the proposed project site would be primarily from Cataract Avenue. The City of San Dimas and the LACoFD consider the proposed project to have a single point of access which starts at the intersection of Foothill Boulevard and Cataract Avenue. The maximum number of residences that LACoFD considers to be acceptable from a single point of access is 75 residences. When considered with the other existing residences located along Cataract Avenue (north of Foothill Boulevard) and W. Dalepark Drive (east of Cataract Avenue), and other future development in the area, the addition of 61 residences associated with the proposed project would exceed the 75 residence limit from the Foothill Boulevard/Cataract Avenue intersection. Therefore, to meet LACoFD standards, as the City of San Dimas applies those standards, the proposed project must provide a secondary access route to serve the project site in the event of an emergency. The City of San Dimas confers with the LACoFD and considers their recommendations regarding these standards in evaluating the adequacy of emergency access. In addition, the City evaluates other criteria, including but not limited to biological habitat impacts, existing slopes adjacent to motorways, suitability of width and alignment, and potential number of users in determining the appropriate standards for emergency access improvements.

Four additional secondary access points along the eastern and western boundaries of the project site are shown in Figure 4.10-1. These four additional emergency access points, as described in the project description, would maintain, preserve and continue the established connections. Enhancements to the existing fire roads and motorways, in the form of turnarounds and standardized gates with Knox boxes, would be implemented within the project boundary, excepting the proposed 0.18-acre turnaround located at the eastern portion of the project on County of Los Angeles property. Other than the

construction of the turnaround off-site, the proposed project would not include any off-site improvements to the existing motorways that would be used for emergency access to the project site.

The proposed project could impact future use of these routes for firefighting purposes if appropriate access points to the project site and through routes on the project site are not maintained. These roadways provide access not only to the project site during an emergency, but they also provide access from the project site into adjoining areas. The San Dimas General Plan specifically indicates that these emergency access routes should be maintained. The LACoFD has also expressed an interest in maintaining the availability of these roadways. The proposed project would provide on-site improvements to the existing emergency access routes and would improve all on-site roadways and motorways to LACoFD standards. However, existing off-site roadways and motorways that would provide secondary access to the project site would not undergo improvements and would remain in their existing unimproved condition. While these motorways have a longstanding historic use and are currently used and maintained by LACoFD, they do not satisfy existing standards for improvements and, as existing, are not adequate to address increased demand for emergency response and evacuation associated with the project. In addition, each is located on a private property and none, at this time, have authorizations from those property owners to ensure current or future use. Implementation of the proposed project could present a potential hazard associated with project site evacuation from an event such as a wildfire due to the condition of the off-site roadways that would be used for emergency evacuation. Therefore, the proposed project would result in a significant impact related to adequate emergency evacuation. Section 4.11.3.3, Transportation and Traffic, Issue 3 – Emergency Access, of this EIR provides a detailed analysis of the project's potential to result in inadequate emergency access.

## Summary

The project would not physically interfere with an adopted emergency response or evacuation plan because the project is far removed from most designated evacuation routes. The proposed project would have a very limited impact in regard to overall traffic volumes along the evaluation route located closest to the project site along Foothill Boulevard.

The proposed project would construct on-site roadways with adequate access for emergency vehicles. Existing off-site roads and motorways that would provide secondary access to the project site would not undergo improvements and would remain in their existing condition, with the possible exception of the 0.18-acre emergency vehicle turnaround. Currently, these off-site roadways do not meet LACoFD standards, which generally require access roads to meet a 24-foot minimum roadway width and be all weather accessible. While the proposed project provides a number of benefits to firefighting capability in the area, including the provision of emergency access points, additional water availability, and fuel modification measures, the condition of existing off-site roadways presents a potential hazard associated with project site evacuation from an event such as a wildfire to be used for secondary access is inadequate. If the proposed project were able to provide one additional emergency access route (other than the main entrance off Cataract Avenue) that meets City and LACoFD standards, the impact would be reduced to a less than significant level. However, because none of the proposed off-site emergency access routes are currently proposed to be improved to meet City and LACoFD standards, they are considered to be inadequate for the purpose of emergency response and evacuation. Therefore, a significant impact would occur.

## Mitigation Measures

Implementation of Mitigation Measure Tra-3A, presented in Section 4.11.3.3, Transportation and Traffic, Issue 3 – Emergency Access, would reduce impacts associated with emergency response plans and access routes to a level below significant. However, if mitigation measure Tra-3A is determined to be infeasible, impacts related to emergency access would remain significant and unavoidable. Please refer to Section 4.11.3.3, Transportation and Traffic, Issue 3 – Emergency Access, for a detailed analysis of the project’s potential to result in inadequate emergency access.

### 4.7.3.3 Issue 3 – Wildland Fire Hazards

<b>Hazards and Hazardous Materials Issue 3 Summary</b>	
<b>Would implementation of the proposed project 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?</b>	
<b>Impact:</b> Implementation of the proposed project would place structures and people at risk of wildland fire.	<b>Mitigation:</b> Acceptance by the Los Angeles County Fire Department of an approved Fire Protection Plan ( <b>Haz-3A</b> ).
<b>Significance Before Mitigation:</b> Significant.	<b>Significance After Mitigation:</b> Less than significant.

## Standards of Significance

Based on the CEQA Guidelines, implementation of the proposed project would have a significant adverse impact if it would 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.

## Impacts Analysis

The proposed project site’s location within a designated Very High Fire Hazard Severity Zone indicates that a potentially significant impact would result from project implementation. This finding is based upon specific physical characteristics of the project site and adjoining areas, including the presence of highly flammable vegetation, steep slopes and other terrain features, climatic conditions that are favorable to wildland fire, and an established local fire history that contains a record of large and catastrophic wildland fires in the area. As such, a high level of care is required to ensure that persons and structures are not placed in harm’s way as a result of project implementation.

The Fire Protection Plan prepared for this project and included in this EIR in Appendix F was developed to assess the proposed project on an overall project level. As per LACoFD regulations for sites in Very High Fire Hazard Severity Zones, individual Fire Protection Plans are required to be prepared for each residential lot and structure as individual building plans are developed. The project-level Fire Protection Plan analysis found that construction of the project would be feasible provided that specific measures are undertaken to reduce the overall fuel load around combustible structures and all fire code

requirements for properties in Very High Fire Hazard Severity Zones are implemented. The plan also provides a number of additional requirements specific to this project that were designed to meet the unique features of the project site. These include the provision of adequate emergency access and the maintenance of adequate emergency water flow for firefighting purposes.

The Fire Protection Plan analysis found that a minimum Fuel Modification Zone (FMZ) of 150 feet around each combustible structure would be required to contain the spread of fire into the project area from adjoining wildland areas. An overview of the proposed project’s conceptual landscape plan, including the recommended FMZs, is illustrated in Figure 3-3, Conceptual Landscape/Fuel Modification Plan, of this EIR. The 150-foot FMZ determination is based upon results of predicted fire behavior modeling and standard analytical techniques approved by the LACoFD. To provide an additional measure of safety, the plan recommends an extension of the required FMZ to 200 feet. This 200-foot FMZ would be divided into incremental subzones extending outward from combustible structures that would be comprised of specific vegetation types and treatments. Table 4.7-2 summarizes the compositions of the three subzones. Additional detail can be found in the Fire Protection Plan report and the Fuel Modification Plan maps contained therein (Appendix F).

The purpose of the subzones is to progressively restrict the intensity of ground fires near structures, and to eliminate the presence of ladder fuels that could carry flames from ground level into tree tops. The Fuel Modification Plan also lists specific plant types that would be prescribed for each zone, and also prohibits a number of plant types that would be specifically prohibited. The prohibited plants include eucalyptus trees, which are highly flammable and are known to readily carry fire. Driveways would be required to be maintained at subzone A specifications.

**Table 4.7-2 Proposed Fuel Modification Subzone Descriptions**

Subzone	Distance from Combustible Structures	Lawns and Groundcovers	Shrubs	Trees
A	0 to 50 feet	Maintained at <4 inches	Maintained at <2 feet on 4-foot centers	Oak, walnut, sycamore preferred; limbed to 1/3 of height or 6 feet, whichever is greater
B	51 to 100 feet	Maintained at <4 inches	Maintained at <3 feet on 5-foot centers	Limbed to 1/3 of height or 6 feet, whichever is greater; 10 feet clearance between canopies
C	101 to 200 feet	Maintained at <4 inches	Maintained at <3 feet; <5 feet between shrub canopies	Limbed to 1/3 of height or 6 feet, whichever is greater; 10 feet clearance between canopies

Sources: Scott Franklin Consulting 2010, Draft Fuels Modification Plan, Tentative Tract Map No. 70583; Forma Landscape Architecture 2009, Brasada Composite Fuel Modification Plan.

The project as currently proposed surpasses standard LACoFD requirements in a number of areas, such as the provision of expanded FMZs, oversized water storage capacity, multiple road turnouts for large fire trucks, and other features. As per City regulations, the Fire Protection Plan requires review by the City prior to project permitting. As noted earlier, regulations also require that individual Fire Protection Plans be prepared and approved for each individual residence as they are proposed for construction. This review typically occurs during the plan check process. The preparation and implementation of Fire

Protection Plans has become a standard practice for all projects proposed for construction in Very High Fire Hazard Severity Zones. If approved these plans and the implementation of applicable fire codes would provide full mitigation for wildland fire impacts associated with the proposed project. However, until the project’s Fire Protection Plan is approved the project’s impact is significant.

## Summary

The proposed project site is located in a Very High Fire Hazard Severity Zone, and would be subject to a number of specific requirements, including the preparation, approval, and implementation of a Fire Protection Plan. Until the project’s Fire Protection Plan is approved by the City, the project’s impact with respect to wildland fire hazard would be significant.

## Mitigation Measures

Implementation of the following mitigation measure would reduce impacts associated with wildland fire hazards to a less than significant level.

**Haz-3A** Prior to tract map recordation for the proposed project, a comprehensive Fire Protection Plan must be approved by the City of San Dimas Development Services Department. This plan must be compliant with applicable City regulations and fire codes in place at the time of approval. At a minimum, the plan must contain the following: 1) specific requirements for suitable building materials and methods; 2) prescriptions for fuel modification zones and vegetation restrictions; 3) covenants, deeds, and restrictions for the maintenance of fuel modification zones, landscaping, and building restrictions on individual properties within the development; 4) the provision of suitable infrastructure as required by applicable codes including water supply, pipelines and hydrants; 5) the provision of suitable access and emergency access to the project site; and 6) any other applicable requirements as determined by the City of San Dimas.

### 4.7.4 Cumulative Impacts

<b>Hazards and Hazardous Materials Cumulative Issue Summary</b>		
<b>Would implementation of the proposed project have a cumulatively considerable contribution to a cumulative hazards and hazardous materials impact considering past, present, and probable future projects?</b>		
<b><i>Cumulative Impact</i></b>	<b><i>Cumulative Significance</i></b>	<b><i>Proposed Project Contribution</i></b>
<b><i>Hazardous materials:</i></b> Cumulative development would not have an adverse effect on hazardous materials.	Less than significant.	Not cumulatively considerable.
<b><i>Emergency response plans and routes:</i></b> Cumulative development would not have an adverse effect on emergency response plans and access.	Less than significant.	Not cumulatively considerable.
<b><i>Wildland fire hazards:</i></b> Cumulative development would not have an adverse effect on hazardous materials.	Less than significant.	Not cumulatively considerable.

#### 4.7.4.1 Hazardous Materials

The geographic context for this issue is the Greater Los Angeles Basin and adjoining areas of San Bernardino and Riverside Counties. Hazardous materials have become an ever-present part of modern life. When improperly handled and disposed of they can present a long-term hazard that can be difficult and costly to remediate. However, any potentially hazardous materials that could be utilized on the project site would likely be restricted to minimally hazardous building materials and household products. The handling and disposal of these products is controlled by existing laws and regulations, as well as a variety of programs and initiatives designed to prevent these products from entering and harming the environment. The cumulative projects identified in Table 4.0-2, Past, Present and Probable Future Cumulative Projects, would also be subject to these laws and regulations; therefore, a cumulative impact would not be significant. As such, the proposed project's cumulative impact would not be cumulatively considerable.

#### 4.7.4.2 Emergency Response Plans and Routes

The geographic context for this issue is the Greater Los Angeles Basin and adjoining areas of San Bernardino and Riverside Counties. The Greater Los Angeles Basin is susceptible to a number of natural and human-caused hazards that require emergency response planning and emergency evacuation routes. Fortunately, this region is at the forefront of such planning nation-wide, and comprehensive emergency response plans have been developed and adopted, and many are reviewed, rehearsed, and revised regularly. It is assumed that the cumulative projects identified in Table 4.0-2, Past, Present and Probable Future Cumulative Projects, would be designed or mitigated to avoid impacts to existing emergency response plans and routes, and a significant cumulative impact would be reduced to less than significant. Thus, the baseline cumulative impact would be less than significant. Implementation of mitigation measure Tra-3A would reduce project impacts to a level below significant and the proposed project would not contribute to a regional cumulative impact.

#### 4.7.4.3 Wildland Fire Hazards

The geographic context for this issue is the Greater Los Angeles Basin and adjoining areas of San Bernardino and Riverside Counties. Wildland fire hazards are a recognized hazard throughout southern California. In recent years a number of large catastrophic wildfires have impacted the area and have created significant loss of property and life. This is especially true in areas like the proposed project site that adjoin wildland areas. In the past, development in many of these areas was undertaken without due consideration of potential risks, and as a result much property and lives have been lost. However, recent wildfires have demonstrated that properties that have been planned and maintained with sufficient protections can be safely located in these areas. The preparation of Fire Protection Plans, the adoptions of the requirements contained therein, and compliance with stringent fire codes can reduce the potential hazard to these properties to less than significant levels. While the implementation of these measures does not guarantee absolute safety in these areas, it does afford a greater level of safety than would be the case if these types of measures were not implemented. The cumulative projects identified in Table 4.0-2, Past, Present and Probable Future Cumulative Projects, would be required to prepare an approved Fire Protection Plan if they are located in high fire severity zones. This would ensure to the extent feasible that cumulative impact associated with wildland fire hazards would not be significant.

The proposed project would be required to comply with applicable measures relative to fire safety in a Very High Fire Hazard Severity Zone. Compliance with these requirements is intended to provide full mitigation against impacts associated with wildland fire. As such, the proposed project's cumulative impact would not be cumulatively considerable.

#### 4.7.5 Issues With No Potential to Have a Significant Effect on the Environment

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

No hazardous or acutely hazardous materials are proposed to be used as part of the proposed project. Further, there are no existing or proposed schools within one-quarter mile of the project site. The nearest school is Shull Elementary School, which is located 1.5 miles from the project site. Therefore, this significance threshold is not applicable to the proposed project and no impact would occur.

***Would the project be located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or private airstrip and result in a safety hazard for people residing or working in the project area?***

The proposed project site is not located within an airport land use plan area, nor is it located within two miles of a public airport or private airstrip. The nearest airport is Brackett Field, which is located approximately 3.5 miles southeast of the project site. Therefore, this significance threshold is not applicable to the proposed project and no impact would occur.

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

No special status hazardous materials are proposed for use as part of the project. Any potentially hazardous materials used on the site would be those restricted to standard household cleaning and landscape care products, other household products, building materials such as paint, concrete, and asphalt, and similar substances. When used and disposed of in accordance with the manufacturer's instructions and applicable laws and regulations, these materials do not present a hazard to the environment. Therefore, this significance threshold is not applicable to the proposed project and no impact would occur.

## 4.7.6 References

California Department of Forestry and Fire Protection. 2007. Draft Fire Hazard Severity Zones, Los Angeles County.

City of San Dimas. 2004. Natural Hazard Mitigation Plan.

Forma Landscape Architecture. 2009. Brasada Composite Fuel Modification Plan.

Los Angeles County Airport Land Use Commission. 2004. Los Angeles County Airport Land Use Plan.

PIC Environmental Services. 2010. Phase Me Environmental Site Assessment Report For Undeveloped Property at 1426 North Cataract Avenue, San Dimas, California 91773. May 14.

PIC Environmental Services. 2010. Phase I Environmental Site Assessment Report For Undeveloped Property at 1800 Sycamore Canyon Road, San Dimas, California 91773. May 19.

Scott Franklin Consulting. 2010. Draft Fuels Modification Plan, Tentative Tract Map No. 70583. July 26.

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