

J. HAZARDS AND PUBLIC SAFETY

This section evaluates the hazards and public safety issues associated with the Railyard Master Plan Project (project). It describes the setting for hazardous materials, hazardous waste, and other hazards-related topics, including hazards associated with airport operations and wildfires. It discusses policies relevant to these hazards, evaluates potential impacts resulting from implementation of the Draft Master Plan, and identifies mitigation measures to reduce the significance of potential impacts, as appropriate. The section also addresses emergency response and evacuation issues for the Master Plan Area. Potential hazards associated with pedestrian safety, particularly at railroad track crossings, are described and discussed in Section IV.C, Transportation, Circulation and Parking.

1. Setting

The setting for hazards and public safety includes the following topics: regulatory framework; physical setting with regard to known hazardous waste release sites within the Master Plan Area, airport operations, wildfires, and emergency response and evacuation plans; and goals, policies and programs in the Town of Truckee General Plan.

a. Regulatory Framework. The following section describes the regulatory framework that affects the management of hazardous materials and hazardous waste (including site investigation and remediation), lead and asbestos abatement, and the handling of other hazardous building materials.

(1) Hazardous Waste Regulations. The United States Environmental Protection Agency (U.S. EPA) defines a “hazardous” waste as one “which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” Materials and wastes that exhibit hazardous properties require special handling and management. Their treatment, storage, transport and disposal are highly regulated by the federal, State and local governments. Compliance with federal and State hazardous materials laws and regulations minimizes the risk to the public presented by these potential hazards.

The investigation and cleanup of hazardous materials or wastes that have been released to the environment are regulated by several State and federal laws (e.g., Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) and the Superfund Amendments and Reauthorization Act of 1986 (SARA)). In California, the U.S. EPA has granted most enforcement authority over federal hazardous materials and hazardous waste regulations to the California Environmental Protection Agency’s (Cal/EPA) offices, boards, and departments. The Department of Toxic Substances Control (DTSC) and California Regional Water

Quality Control Board, Lahontan Region (Water Board) provide oversight on investigation and remediation of sites affected by hazardous materials releases in Truckee. Oversight may also be provided on the County level by the Nevada County Department of Environmental Health.

The federal hazardous waste laws, generally known as RCRA, provide for the “cradle to grave” regulation of hazardous materials and wastes. Any business, institution or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused or disposed. The DTSC is the State agency responsible for implementing RCRA. The DTSC also implements and enforces California’s hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. The California Hazardous Waste Control Law and its associated regulations are similar to RCRA but regulate a larger number of chemicals because the California law defines hazardous waste more broadly. Hazardous wastes regulated by California but not by the U.S. EPA are called non-RCRA hazardous wastes.

Information about hazardous waste sites is maintained in government agency lists, files, and databases. The lists identify sites with leaking underground fuel tanks, hazardous waste facilities subject to corrective actions, solid waste disposal facilities from which there is a known migration of hazardous waste, and other sites where environmental releases have occurred. The lists are sometimes referred to collectively as the Cortese list. Pursuant to Government Code §65962.5, before a local agency accepts an application as complete for any development project, the applicant must certify whether or not the Plan Area is on the compiled lists.

(2) Hazardous Materials Management. Several local, State, and federal requirements pertain to hazardous materials management, including use, storage, disposal, and training of workers handling hazardous materials. Generally, State requirements mirror federal requirements. In some cases they are more stringent. State requirements, which can be implemented through the adoption of local ordinances, are often enforced by the local administering agency, such as the fire department or county environmental health department.

There are specific requirements for storage of hazardous materials in excess of threshold limits. For example, the State Office of Emergency Services requires a Hazardous Materials Business Plan (Business Plan)¹ for storage of quantities of hazardous materials equal to or greater than 55 gallons of liquid hazardous materials (including hazardous wastes), 500 pounds of solids, or 200 cubic feet of compressed gases. A Business Plan is required to contain facility maps, up-to-date inventories of all hazardous materials equal to or above the threshold limits stated above, emergency response procedures, equipment, and an

¹ California Health and Safety Code, Chapter 6.95, Section 25500 et seq; 19 CCR 2620 et seq.

employee training program. In Truckee, the requirements for Business Plans are administered by Nevada County Department of Environmental Health.

Businesses that generate hazardous waste (e.g., waste oil, waste antifreeze) are subject to Business Plan and Contingency Plan requirements if these wastes are generated in quantities equal to or greater than the threshold requirements outlined above. Contingency Plan² requirements include identification of an emergency coordinator, identification and location of emergency response equipment, and reporting procedures in the event of a spill or other emergency. Hazardous wastes must be properly packaged, stored, manifested, and disposed of at a permitted off-site facility in accordance with local, State, and federal requirements; generators of hazardous wastes must be registered by the U.S. EPA.³ Requirements for hazardous waste management are regulated by DTSC and the U.S. EPA.

(3) Lead, Asbestos and Other Hazardous Building Materials. The Master Plan Area contains several older buildings, some of which would be demolished as the Master Plan Area is developed. Prior to 1978, lead compounds were commonly used in interior and exterior paints. Prior to the 1980s, building materials often contained asbestos fibers, which were used to provide strength and fire resistance to the materials. If maintained in good condition, lead-based paint and asbestos-containing materials are not expected to present a health risk; however, demolition or renovation of buildings containing these materials has the potential to release lead particles and/or asbestos fibers to the air, where they may be inhaled by construction workers and the general public. In addition, other common items, such as electrical transformers, fluorescent lighting, electrical switches, heating and cooling equipment, and thermostats can contain hazardous materials, which may pose a risk if not handled and disposed of properly.

Lead is suspected to cause cancer and birth defects. Asbestos is known to cause cancer. Federal, State, and local requirements govern the abatement requirements for lead based paint and removal of asbestos or suspected asbestos containing materials (ACM), including special construction worker health and safety standards for sites where lead and/or asbestos may be present. The U.S. EPA and DTSC require that lead-based paint with lead concentrations equal to or greater than the U.S. Department of Housing and Urban Development (HUD) definition of lead-based paints (greater or equal to 1 mg/cm² or 0.5 percent lead by weight) be removed prior to demolition if the paint is loose and peeling. If the paint is securely adhering to the substrate, the entire material may be disposed of as demolition debris, which is a non-hazardous waste. Loose and peeling paint must be disposed of as a State and/or federal hazardous waste, if the concentration of lead exceeds applicable waste thresholds. Hazardous wastes must be managed, labeled, transported, and disposed of in accordance with local requirements by trained workers, as described above.

² Title 22, California Code of Regulations (CCR) Section 66265.50-66265.56.

³ Title 22, CCR; 40 Code of Federal Regulations (CFR).

State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition or renovation activities where lead-based paint is present.

Removal of asbestos or suspect ACM, including removal as part of building demolition, is regulated by the U.S. EPA, federal and State Occupational Safety and Health Administration (OSHA), DTSC, and the Northern Sierra Air Quality Management District (NSAQMD). All friable (crushable by hand) ACM, or non-friable ACM subject to damage, must be abated prior to demolition in accordance with applicable requirements. Friable ACM must be disposed of as an asbestos waste at an approved facility. Non-friable ACM may be disposed of as a non-hazardous waste at landfills that accept such wastes. Workers conducting asbestos abatement must be trained in accordance with State and federal OSHA requirements.

Fluorescent lighting tubes and ballast, computer displays, and several other common items containing hazardous materials are regulated as “universal wastes” by the State. Universal waste regulations allow common, low-hazard wastes to be managed under less stringent requirements than other hazardous wastes. Management of other hazardous wastes is governed by DTSC hazardous waste rules.

b. Historic Environmental Releases. The setting for known historic releases of hazardous materials or hazardous wastes is based on site-specific investigations and reports for the properties within the Master Plan Area and the results of a search of State databases that comprise the Cortese list.⁴ Databases on the Cal/EPA website (www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm) were reviewed to determine whether properties within the Master Plan Area are identified on any list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5. Properties within ½ mile of the Master Plan Area are listed in Table IV.J-1; those within the Master Plan Area are shown in boldface type in the table. Three of these, Berry-Hinckley Industries Cardlock, Cal Nevada Tire, and Holliday Development, are described in greater detail later in this section along with an investigation of soil and groundwater inside the Balloon Track, which is not listed in the regulatory agency databases.⁵ In general, the listed sites have historically used underground storage tanks (USTs) to store fuel or other materials and some of these tanks have leaked. The reported leaking USTs have been investigated by

⁴State Water Resources Control Board (SWRCB) Geotracker Database (geotracker.swrcb.ca.gov accessed February 6, 2008; the Geotracker site includes: leaking UST, registered UST, and sites within the spills, leaks and investigation cleanups program (SLIC). Solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit. Active Cleanup and Abatement Orders from the SWRCB. DTSC Hazardous Waste and Substance Site List (www.envirostro.dtsc.ca.gov); includes Federal Superfund National Priority List (NPL) sites, State response sites, voluntary cleanup sites, and school cleanup sites. Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

⁵ Broadbent & Associates, Inc., 2007a. *Investigation Report, Targeted Investigation Inside Balloon Track UPRR Truckee Railyard, Truckee, California*. January

regulatory agencies and most are being remediated. The current status of each active site as described by documents available on the Cal/EPA website is included in Table IV.J-1.

Environmental releases at facilities outside of the Master Plan Area could be carried on site by groundwater or surface water flows. Based on local topography and information contained in groundwater monitoring reports for the sites located about ¼-mile west of the Master Plan Area on West River Road and Donner Pass Road, groundwater and surface water flow direction is generally to the south, toward the Truckee River although there is a southeasterly component of the flow at some sites.^{6,7,8} While the southeasterly component of the groundwater flow could carry the contaminants toward the Master Plan Area, groundwater investigations at the sites indicate that it is unlikely that contaminants would migrate as far as the Master Plan Area. The investigations have defined the extent of the contamination, which appears to be restricted to well-defined plumes beneath the properties where the releases occurred and/or adjoining properties. Water samples collected from monitoring wells installed between the sites and the Master Plan Area have contained either very low or non-detectable concentrations of contaminants.

Berry-Hinckley Industries Cardlock and Holliday Development. Starting in 2005, a series of studies has been performed within the western portion of the Master Plan Area to assess possible soil and groundwater contamination associated with historical uses in the area.^{9,10,11,12} The area is occupied by Union Pacific railroad operations, Truckee River Glass Company, Inc., Berry-Hinckley Industries cardlock facility, and a loading area for the Truckee Tahoe Lumber Company. Past uses of the site have reportedly included automobile repair,

⁶ Geocon Consultants, 2007. *Soil Vapor Survey, Risk Assessment and Closure Request Report, Former Nevada County Department of Transportation and Sanitation Maintenance Yard, Truckee, California*, prepared for the Town of Truckee. January.

⁷ Conestoga-Rovers, 2007. *Third Quarter 2007 Site Status Report, Truckee Chevron-Union Pacific-Texaco Commingled Plume and Berry-Hinckley Bulk Terminal, Donner Pass Road and West River Road, Truckee, California*. October 22.

⁸ McGinley & Associates, 2007b. *Groundwater Monitoring and Remediation Report – Third Quarter 2007, Former Pat and Ollies Downtown Station, 10145 Donner Pass Road, Truckee California*. October.

⁹ Broadbent & Associates, Inc., 2007b. *Investigation Report, Targeted Investigation Inside Theater Block UPRR Truckee Railyard, Truckee, California*. February.

¹⁰ McGinley & Associates, 2007c. *Groundwater Monitoring and Remediation Report – Third Quarter 2007, Former BHI Store #545, 10161 Church Street, Truckee, California*. November.

¹¹ McGinley & Associates, 2006. *Results of Vapor Sampling: Berry-Hinckley Industries, Store No. 545, 10161 Church Street, Truckee, California*. December 29.

¹² McGinley & Associates, 2007a. *Addendum to Results of Vapor Sampling: Berry-Hinckley Industries, Store No. 545, 10161 Church Street, Truckee, California*. January 22.

Table IV.J-1 Documented Environmental Releases, Hazardous Materials Usage or Hazardous Waste Generation in Master Plan Area^a

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Berry-Hinckley Industries Cardlock	10161 Church Street	UST	Facility is within Master Plan Area.
Berry-Hinckley Industries Cardlock	10161 Church Street	Leaking UST	Soil and groundwater have been contaminated by the release of fuels from a leaking UST. The site is located within the area designated as "Downtown Extension" in the Draft Master Plan. See text for a summary of site investigations to date.
Berry-Hinckley Industries Truckee Plant	10250 West River Street	SLIC site ^d	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater is contaminated with petroleum hydrocarbons; the contaminants are commingled contaminants from Chevron Service Station #9-0612. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.
Cal Nevada Tire	10009 Highway 267 (Brockway Road)	UST	Facility is within Master Plan Area on the southeast corner of the intersection of Donner Pass Road and Brockway Road.
Cal Nevada Tire	10009 Highway 267 (Brockway Road)	Leaking UST	Soil and groundwater have been contaminated by the release of fuels from a leaking UST. Site groundwater is monitored and a work plan for remediating contamination was submitted to the Water Board in December 2007. The site is located within the area designated as "Downtown Railroad" in the Draft Master Plan.
Caltrans Equipment Building No. 2	10152 Keiser Avenue	SLIC site	Site is located adjacent to Interstate 80 approximately 0.1 miles north of the northern edge of the Master Plan Area. Motor oil, diesel fuel oil and additives have reportedly been released. The extent of the release was not described on the Water Board website.

Table IV.J-1 Documented Environmental Releases, Hazardous Materials Usage or Hazardous Waste Generation in Master Plan Area (continued)

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Chevron Service Station #9-0612	10231 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater is contaminated with petroleum hydrocarbons; the contaminants are commingled with contaminants from the Berry-Hinckley Industries Truckee Plant. A remedial action plan was submitted to the Water Board in March 2007. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.
Former Nevada County Department of Transportation and Sanitation Maintenance Yard	10257 West River Street	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Gasoline was reportedly been released from an UST. Site soils have been remediated and site closure was requested in January 2007.
Dependable Tow	10260 West River Street	SLIC site	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Gasoline has reportedly been released.
Holiday Development	4.3-acre Parcel West of Balloon Track	SLIC site	Site is located within the Master Plan Area. See text for a summary of site investigations to date (Berry-Hinckley Industries Cardlock, Hotel Parcel and Theatre Parcel).
McManus Property	10156 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater has been contaminated with petroleum hydrocarbons, primarily diesel. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.
Pat and Ollies Too	10145 Donner Pass Road	Leaking UST, Cleanup and Abatement Order	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater has been contaminated with petroleum hydrocarbons from leaking USTs. Groundwater monitoring and remediation at the site are ongoing. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.

Table V.J-1 Documented Environmental Releases, Hazardous Materials Usage or Hazardous Waste Generation in Master Plan Area (continued)

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Pat and Ollies Too	10145 Donner Pass Road	UST	Facility is located approximately ¼-mile west of the western edge of the Master Plan Area.
Sierra Tavern Building	10112 Donner Pass Road	Cleanup and Abatement Order	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. The nature and extent of the release was not described on the Water Board website.
Small Mall	10164 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Diesel fuel oil and additives have reportedly been released. The extent of the release was not described on the Water Board website.
Unocal 541	10041 Commercial Row / Highway 267	UST	Facility is located approximately ¼-mile west of the western edge of the Master Plan Area.

^aSites listed by State regulatory agencies pursuant to Government Code Section 65962.5 that are within ½ mile of the Master Plan Area (see text for explanation of lists).

^dSpill, leaks, investigations and cleanups (SLIC) site listed by the Regional Water Quality Control Board, Lahontan Region.
 Source: State Water Resources Control Board Geotracker Database, 2008. Website: geotracker.swrcb.ca.gov.

railroad operations, warehousing, and fuel dispensing. For purposes of investigation and discussion the area has been divided into the Theater Parcel and the Hotel Parcel, which are descriptive of future uses that could be developed under the Draft Master Plan (see Figure IV.J-1).¹³ The Theater Parcel encompasses the Berry-Hinckley Industries cardlock facility, which is underlain by groundwater contaminated by fuels released from USTs. Removal of the contaminants from groundwater by a treatment system is ongoing. Using the data collected from the site investigations, human health risk assessments have been prepared for the parcels.^{14,15}

The risk assessment for the Theater Block Site evaluated the health risks for construction workers and future utility workers who might contact contaminated subsurface soil. For these receptors, the risk assessment considered possible exposure to contaminated soil via incidental ingestion, contact with skin, and inhalation of dust. The assessment also considered potential risks for future occupants of the building(s) that would be constructed in the Theater Block. Because the entire site would be covered by buildings, sidewalks, and streets, there would be no direct contact with contaminated soil, but the risk assessment considered that vapors of volatile chemicals in the soil and groundwater beneath the site could enter the building(s) and be inhaled by the building occupants. The risk assessment considered that the building occupants might be residents, commercial workers, or occasional visitors. It concluded that the risks for all receptors are at or below the level generally considered acceptable for non-cancer health hazards. The estimated theoretical lifetime excess cancer risks were in the lower end of the generally acceptable risk range of one-in-a-million to one-in-ten-thousand (namely, 10^{-6} to 10^{-4}).

The risk assessment for the Hotel Parcel evaluated the health risks for construction workers, future utility workers, future landscape workers, and future park (open space) visitors who might contact contaminated subsurface soil. For these receptors, the risk assessment considered possible exposure to contaminated soil via incidental ingestion, contact with skin, and inhalation of dust. The assessment also considered potential risks for future occupants of the hotel facility that would be constructed in the Hotel Parcel. Because the entire site would be covered by the building and concrete or asphalt paving there would be no direct contact with contaminated soil, but the risk assessment considered that vapors of volatile chemicals in the soil and groundwater beneath the site could enter the building(s) and be inhaled by the building occupants. The risk assessment considered that the building occupants might be hotel workers or visitors. It concluded that the risks for all receptors are at or below the level generally considered acceptable for non-cancer health hazards. The

¹³ Town of Truckee, 2007. *Truckee Railyard Draft Master Plan, Public Review Draft*. November 1.

¹⁴ Exponent, 2007. *Human Health Risk Assessment, Theater Block Site, Truckee, California*. March.

¹⁵ Exponent, 2008. *Human Health Risk Assessment, Hotel Parcel, Truckee, California*. January.

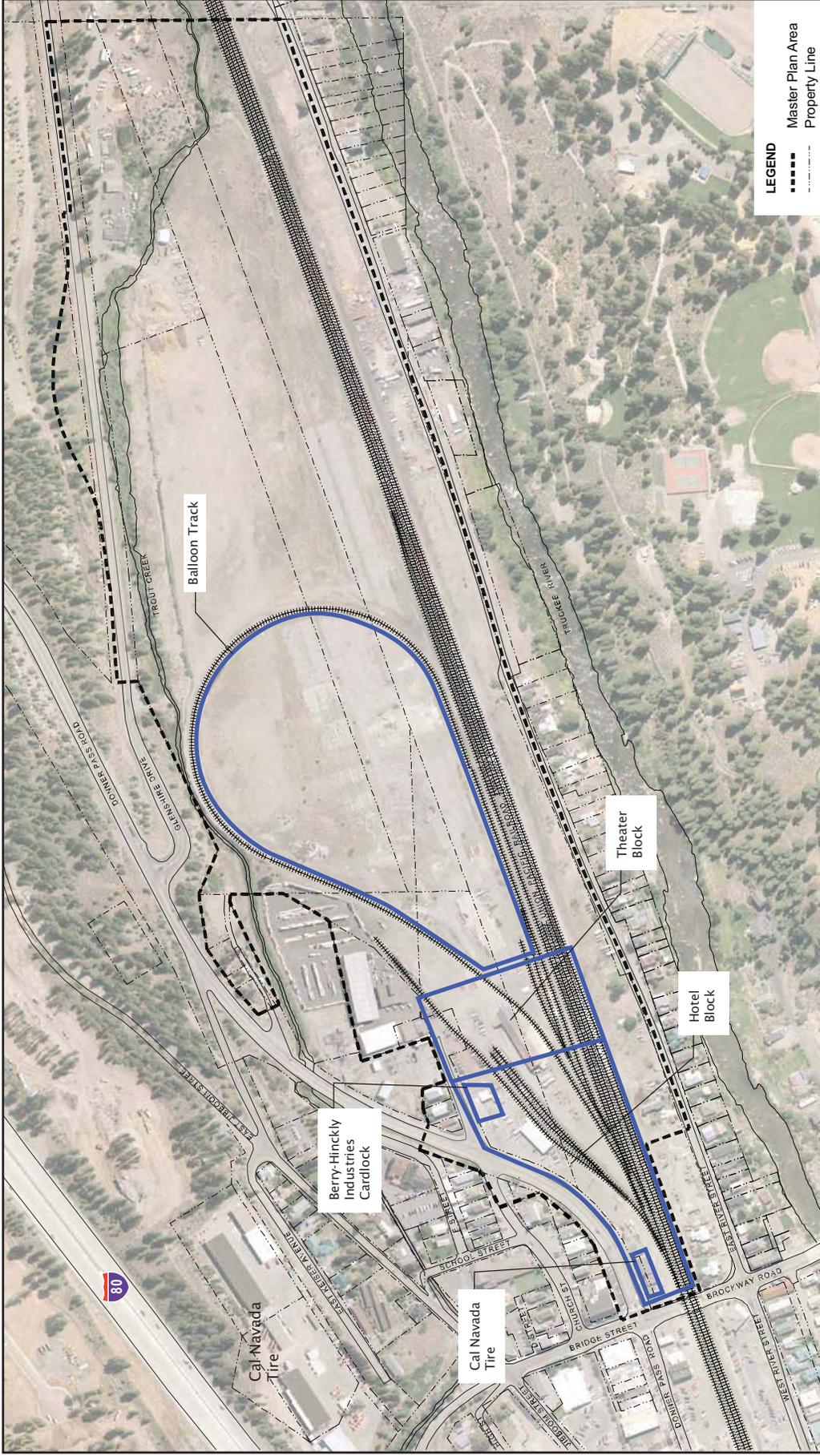
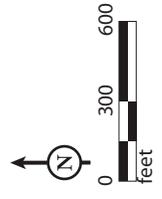


FIGURE IV,J-1
Truckee Railyard Master Plan EIR
Approximate Boundaries of Hazardous
Material Study sites in Master Plan Area

Approximate boundaries of sites within the Master Plan Area that have been investigated for Hazardous Materials releases as noted in the text



estimated theoretical lifetime excess cancer risks were in the lower end of the generally acceptable risk range of one-in-a-million to one-in-ten-thousand.

(1) Balloon Track Site. The Balloon Track site is the currently vacant area circumscribed by the existing railroad balloon track (see Figure IV.J-1). Historically, the site supported railroad operations from the late 1800s to approximately the mid-1950s.¹⁶ After that time, most of the site was leased to sawmill operations. Sawmill operations ceased in 1989 and structures on the site were removed in 1990. Other operations on the site have included a locomotive turntable, engine house, oil storage areas and conveyance piping, boiler house, repair shop, mills, log ponds/decks and kilns. Soil samples have been collected from the area and analyzed for various chemicals that may have been used or generated by former activities on the site, including metals, diesel- and oil-range petroleum hydrocarbons, pesticides, polychlorinated biphenyls (PCBs), semivolatile organic compounds, and polynuclear aromatic hydrocarbons (PAHs). Groundwater samples were collected from borings or from monitoring wells and analyzed for diesel- and oil-range petroleum hydrocarbons, volatile and semivolatile organic compounds and PAHs.

The soil analytical results were compared to U.S. EPA soil screening levels for residential and commercial land uses and against ambient background concentrations. For most compounds, concentrations were less than the screening levels and/or background concentrations. However, some soil samples from a few areas of the site contained concentrations of diesel- and oil-range petroleum hydrocarbons, PCBs, and some metals that exceed the screening criteria. The groundwater analytical results were compared to the Water Board's water quality objectives. Detected chemicals in groundwater were less than screening levels. The soil and groundwater site investigation report concludes that, depending on future site development plans, additional soil samples may be collected in some areas in order to support site development decisions.

(2) Cal Nevada Tire. This site is currently occupied by a service station and mini-market; it was formerly operated by Cal Nevada Tire and by Texaco.¹⁷ Fuel products were released from an UST and have contaminated soil and groundwater at the site. Some of the fuel products are volatile and a remediation system has recently been proposed to remove these chemicals from soil vapor as part of the clean-up activities at the site.¹⁸ This site is located on the southeast corner of the intersection of Brockway Road and Donner Pass Road. It is within the area designated "Downtown Railroad" in the Draft Master Plan.

¹⁶ Broadbent & Associates, Inc., 2007a, op. cit.

¹⁷ Environmental Control Associates, Inc., 2007a. *April 2007 Groundwater Monitoring Report*. August 2.

¹⁸ Environmental Control Associates, Inc., 2007b. *Soil Vapor Extraction Pilot Test Work Plan, Former Cal Nevada Tire UST Site*. December 6.

c. Emergency Response and Evacuation Plans. The Town of Truckee is currently drafting an Emergency Operations Plan (EOP), which identifies the Town's emergency planning, organization, and response policies and procedures. It is intended to ensure that Town government can continue to function in the event of a disaster. The EOP addresses how the Town will respond to extraordinary events or disasters, from preparation through recovery, and identifies the responsibility of each department based on each identified hazard or threat. It identifies major arterials that would serve as principal routes for evacuating people from the disaster zone. These arterials would also serve as routes for moving emergency equipment and supplies. Major identified arterials that serve the Master Plan Area include Donner Pass Road (east and west), West River Street, Brockway road, and Highway 267.

d. Wildland and Urban Fire Hazards. The entire Truckee area is considered to be in a high fire hazard severity zone as defined by the California Department of Forestry (CDF). Risks are particularly pronounced in certain parts of the community where homes are located within areas of dense vegetation and forest land and where steep slopes and other similar conditions exist. Calculation of threat from wildfire hazard is based on a number of combining factors including fuel loading (vegetation), topography, and climatic conditions such as winds, humidity and temperature. Much of the Master Plan Area is rated high to very high with regard to the potential threat of wildland fires.¹⁹

The Truckee Fire Protection District was an active participant in the development of the Nevada County Fire Plan, the current version of which was accepted by the Nevada County Board of Supervisors in May 2005.²⁰ The Fire Plan has recently undergone revision and was recommended by the Fire Plan Committee for adoption by the Board of Supervisors in December 2007.²¹ The Fire Plan includes an extensive series of recommendations aimed at reducing wildland fire risk in the county, including fuel management and defensible space enforcement strategies, public education, infrastructure improvements to increase fire-fighting capacity, and coordination with local fire agencies to ensure consistent and effective wildland fire mitigation efforts.

e. Airport Safety. The Town of Truckee lies within the planning area for the Truckee-Tahoe Airport, which is located about 1 mile southeast of the Master Plan Area. Development within the airport's planning area is subject to the requirements of the

¹⁹ California Department of Forestry and Fire Protection, 2007. *Draft Fire Hazard Severity Zones in Local Responsibility Areas*. September 27.

²⁰ Nevada County, 2004. *The Nevada County Fire Plan, A Framework for Reducing Threats to Public Safety and Reducing Costs and Losses as a Result of Wildfire in Nevada County*, prepared by the Nevada County Fire Plan Committee. August.

²¹ Nevada County, 2007 *The Nevada County Fire Plan, A Framework for Reducing Threats to Public Safety and Reducing Costs and Losses as a Result of Wildfire in Nevada County*, prepared by the Nevada County Fire Plan Committee. December 21.

Truckee-Tahoe Airport Land Use Compatibility Plan, which was adopted by the Foothill Airport Land Use Commission in December 2004.²² This Comprehensive Land Use Plan (CLUP) describes a series of land use safety and compatibility zones and associated guidelines for development around the Truckee-Tahoe Airport that are intended to safeguard against incompatible development adjacent to the airport.

The eastern one-third of the Master Plan Area is within the CLUP's Compatibility Zone C (Extended Approach/Departure Zone) and the western portion is within Zone D (Primary Traffic Patterns). The zones place various restrictions on development densities and intensities, building heights, and the types of uses allowed within the zones (Table IV.J-2). The Master Plan Area within Zone D is subject to several site-specific exceptions to the Zone D restrictions that are associated with the Central Truckee Redevelopment Area. The exceptions allow greater density and intensity of development and buildings with no more than three aboveground habitable floors that, to the extent feasible, incorporate design features to help protect the building occupants in the event of a small-aircraft crash. Examples of such features include concrete construction, upgrading the strength of the building roof, an enhanced fire sprinkler system, and an increased number of emergency exits.

f. Town of Truckee General Plan. Applicable goals, policies, and programs related to hazardous materials management, groundwater and surface water contamination, fire hazards, emergency response and other safety hazards from the Town of Truckee General Plan are presented below.

Safety Goal 4: Protect lives and property from risks associated with wildland and urban fire.

Policies

4.1: Continue to cooperate with the Truckee Fire Protection District (TFPD), the California Department of Forestry, and the U.S. Forest Service in creating and promoting fire prevention education programs.

4.2: Continue to cooperate with the Fire Protection District to implement fire safety ordinances to minimize wildland fire hazards, including incorporation of fire resistant building and roofing materials, and attainment and maintenance of "defensible space." Defensible space may include revegetation with less flammable species, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil.

4.3: Promote fire hazard reduction through cooperative fuel management activities in association with the Truckee Fire Protection District, the California Department of Forestry and the U.S. Forest Service. Such strategies may include identifying and implementing opportunities for fuel breaks in very high fire hazard severity zones, and ensuring that fire breaks are provided where necessary and appropriate.

²² Foothill Airport Land Use Commission, 2004. *Truckee Tahoe Airport Land Use Compatibility Plan*. Pared by Mead & Hunt, adopted December 2, 2004.

Table IV-J-2 Truckee-Tahoe Airport Land Use Compatibility Plan, Basic Compatibility Criteria

Zone	Locations	Maximum Densities / Intensities			Required Open Land ^b	Prohibited Uses ^c	Additional Criteria
		Residential (du/ac) ^a	Other Uses (people/ac)				
			Avg.	Single Acre			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	20%	<ul style="list-style-type: none"> ▪ Children's schools, libraries, day care centers ▪ Hospitals, nursing homes ▪ Buildings with >3 habitable floors above ground ▪ Highly noise-sensitive uses (e.g., outdoor theaters) ▪ Hazards to flight^d 	<p>Other Development Conditions</p> <ul style="list-style-type: none"> ▪ Minimum NLR^e of 20 dB in residences (including mobile homes) - and office buildings^e ▪ Airspace review required for objects >50 feet tall ▪ Overflight easement required
D	Primary Traffic Patterns	See Policy 3.1.3(b) ^g	100'	300'	10%	<ul style="list-style-type: none"> ▪ Highly noise-sensitive uses ▪ Hazards to flight^d 	<ul style="list-style-type: none"> ▪ Airspace review required for objects >100 feet tall ▪ Overflight easement required ▪ Children's schools, hospitals, nursing homes discouraged

^a Dwelling units per acre.

^b Open land requirements are intended to be applied with respect to an entire zone.

^c The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria.

^d Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited.

^e NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides.

^f An average density of 300 people per acre and a single-acre density of 1,200 people per acre are allowed within the Central Truckee Redevelopment Area that falls within Zone D

^g Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels. Developments not indicated in the Town's General Plan or a previously approved specific plan must conform to one of the following options. The basic option limits densities to no more than 0.2 dwelling units per acre. A high density option requires densities greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 acres).

Source: Foothill Airport Land Use Commission, 2004.

4.4: Require new development to incorporate adequate emergency water flow, emergency vehicle access and evacuation routes.

4.5: Continue to support the mitigation fee program for the Fire Protection District, to ensure that the District is able to meet the future fire protection needs of the community as it grows.

4.6: Support, as appropriate, efforts to implement the recommendations of the 2005 Nevada County Fire Plan, and programs of Fire Safe Nevada County.

4.7: Ensure that the development review process addresses wildland fire risk, including assessment of both construction- and project-related fire risks particularly in areas of the Town most susceptible to fire hazards. Cooperate with the TFPD in reviewing fire safety plans and provisions in new development, including aspects such as emergency access, site design for maintenance of defensible space, and use of non-combustible materials.

Safety Goal 5: Protect the community from the harmful effects of hazardous materials

Policies

5.1: Continue to coordinate with the Nevada County Environmental Health Department in the review of all projects which require the use, storage or transport of hazardous waste to ensure necessary measures are taken to protect public health and safety.

5.2: Continue to cooperate with Tahoe Truckee Sierra Disposal to facilitate opportunities for safe disposal of household hazardous waste.

5.3: Support efforts to identify and remediate soils and groundwater contaminated with toxic materials, and to identify and eliminate sources contributing to such contamination.

Safety Goal 6: Minimize risks associated with operations at the Truckee-Tahoe Airport.

Policies

6.1: Maintain land use and development patterns in the vicinity of the Truckee-Tahoe Airport that are consistent with the adopted Comprehensive Airport Land Use Plan, including setbacks and height requirements.

Safety Goal 7: Prepare Truckee residents to respond to emergency situations.

Policies

7.1: Work with Caltrans to coordinate establishment of appropriate emergency access routes through the Town when closure of Interstate 80 is necessitated by weather-related or other emergencies.

7.2: Support the efforts of the Department of Homeland Security, Truckee Fire Protection District, Nevada County Office of Emergency Services, and other agencies to educate the public about emergency preparedness and response.

2. Relevant Railyard Draft Master Plan Policies

The Draft Master Plan does not include specific policies related to hazards and public safety.

3. Impacts and Mitigation Measures

This section analyzes the impacts related to hazards that could result from implementation of the Draft Master Plan. The section begins with criteria of significance, which establish the thresholds for determining whether a project impact is significant. The latter part of this section presents the potential hazards impacts associated with the proposed project. Mitigation measures are provided, as appropriate.

a. Criteria of Significance. The Draft Master Plan would have a significant impact on public health and safety from hazards and hazardous materials if it would:

- Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.
- Create a significant hazard to the public or environment through exposure to hazardous materials present in soils, surface water, ground water, and/or building materials as a result of historical land uses in the project vicinity.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.
- Be located on or adjacent to 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 result in a safety hazard for people residing or working in the area.
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Result in an increased risk of exposure to wildland or urban fire hazards.
- Result in a safety hazard for people residing or working within an airport land use Plan Area, or within 2 miles of a public airport of public use airport.

The significance criteria identified above are based on Section 15065 and Appendix G of the CEQA Guidelines.

b. Less-than-Significant Hazards and Public Safety Impacts. The less-than-significant impacts that would result from implementation of the Draft Master Plan are discussed below.

(1) Transport Use or Disposal of Hazardous Materials and Risk of Upset. Both the construction period and operation period, which would bring new commercial, light manufacturing and processing uses, live/work and work/live uses to the Master Plan Area,

would increase the volumes and types of hazardous materials transported, stored, used, and disposed within the Master Plan Area and the possible risk of upset and accidents involving the release of these materials. However, the types and quantities of materials likely to be used, such as fuels, paints, cleaners and other commercial products, are widely and commonly used safely in developments of the type proposed for the Master Plan Area. Compliance with the General Plan (specifically Goal 5 and associated policies), and applicable local, State, and federal regulations for hazardous materials and hazardous waste, described in the regulatory setting above, would avoid or reduce hazardous materials impacts associated with new development in the Master Plan Area to less-than-significant levels.

Construction Period Impacts. Some buildings could be demolished or rehabilitated during development of specific sites within the Master Plan Area. Site workers involved in demolition activities could be exposed to lead-based paint and asbestos-containing building materials, or other hazardous materials. Federal and State regulations govern the demolition or renovation of structures where lead or materials containing lead are present. Federal, State, and local regulations require the removal and proper disposal of asbestos or suspected asbestos-containing materials prior to demolition. Buildings would be inspected for lead-based paint and asbestos prior to demolition or rehabilitation. All lead-based paint and asbestos removal activities are required to be conducted by trained workers under direction of an appropriate health and safety plan to minimize potential exposure. Federal and State regulations also govern the management, transport, and disposal of hazardous materials (including hazardous wastes). Compliance with these laws and regulations would ensure the health and safety of workers and the public and reduce impacts to less-than-significant levels.

Diesel-powered earthmoving equipment, such as graders and excavators, would be used during construction of projects within the Master Plan Area. Fuels, degreasing agents and other hazardous materials used to operate or maintain the equipment could leak from storage containers or equipment, or be spilled. Other hazardous materials (e.g., paints, curing agents) would be brought into the Plan Area during construction. Transport, storage, or handling of these materials could result in releases to the environment and associated adverse human health effects. Project applicants and their construction managers are required to comply with local, State and federal hazardous materials regulations. Typical compliance measures include storage of hazardous liquids with secondary containment and preparation of a spill response plan as part of the site-specific construction phase Storm Water Pollution Prevention Plan (SWPPP). Compliance with the laws and regulations governing the transport, storage and handling of hazardous materials would ensure the health and safety of workers and the public and reduce impacts to less-than-significant levels.

Operation Period Impacts. Various businesses that use hazardous materials would be allowed under the Draft Master Plan. These include light manufacturing and processing uses in the “Industrial Heritage” area, such as furniture manufacturing, machine shops, printing and publishing, and service stations, as well as commercial, live/work and work/live uses in several Master Plan Areas. Examples of hazardous materials that could be stored by businesses include petroleum hydrocarbons (e.g., gasoline, diesel, motor oil, grease, lubricants), paints, and compressed gases, acids, and pesticides/herbicides for landscape management. New commercial and light manufacturing businesses would be required to store, handle and dispose of hazardous materials and hazardous waste in accordance with local, State and federal laws and regulations. Compliance with these laws and regulations would ensure the health and safety of workers and the public and reduce impacts to less-than-significant levels.

(2) Hazardous Emissions and Hazardous Materials Use Near Schools. The school nearest the Master Plan Area is the Forest Charter School Pioneer Site, which is located approximately ¼-mile to the northwest on the opposite side of Interstate 80 from the Master Plan Area. The Alder Creek Middle School is located approximately ¾-mile to the north. Sierra College (at Pioneer Commerce Center) is located approximately ½-mile to the north.²³ The types of commercial businesses and light manufacturing allowed by the Draft Master Plan are typical of urban and suburban development; they would not handle acutely hazardous or toxic materials that would present a substantial hazard via releases to the air or other means to off-site receptors. Businesses would comply with hazardous materials management laws and regulations, preparing a Business Plan if appropriate. Therefore, the impact would be less than significant.

(3) Emergency Response and Evacuation Plans. Implementation of the Draft Master Plan would include new residential and commercial uses in an area that is currently largely vacant with only a small amount of development. While the build out of the Master Plan Area would bring more people to the area, the Master Plan Area would be well-served by major arterials in the area. In an emergency, major streets in the Master Plan Area, including Donner Pass Road, Bridge Street, Brockway Road, and Interstate 80, would serve as principal routes for evacuating people. Development of the Master Plan Area would include the construction of internal streets to enhance circulation. Secondary streets within the Master Plan Area would be designed to provide access to these streets, which would serve as routes for moving emergency equipment and supplies. In addition, the proposed development within the Master Plan Area would not interfere with an existing emergency response or evacuation plan, given that it would conform to the Town General Plan Goal 7 and its associated policies that address Truckee’s response to emergency situations. Therefore, the impact would be less than significant.

²³ Tahoe Truckee Unified School District, 2008, <http://www.ttusd.org/>; Forest Charter School K-12 program, <http://forestcharter.com/>, February 6 and Sierra College <http://www.sierracollege.edu>.

(4) Wildland and Urban Fire Hazards. Although the entire Truckee area is in a high hazard severity zone for fire, the Master Plan Area lacks several site characteristics, such as dense vegetation or steep slopes, that increase the risk and/or intensity of fires. Future development would not change these aspects of the site, although it would construct new buildings and other structures in an area that is currently largely vacant with only a few commercial and residential buildings. However, the new development would include fire protection systems and adequate roads to allow access by emergency vehicles. Further, development would conform to the requirements of the Nevada County Fire Plan and the Truckee Fire Protection District. It would be consistent with Safety Goal 4 of the General Plan and its associated policies, which are intended to protect lives and property from risks associated with wildland and urban fire. Therefore, the impact would be less than significant.

(5) Airport Safety. The Master Plan Area is located within the land use planning area for the Truckee-Tahoe Airport and is subject to the requirements for the Truckee-Tahoe Airport Land Use Compatibility Plan. The size, scale, and density of buildings proposed for the Master Plan Area would conform to the requirements set forth in the airport's land use plan for Zones C and D, as presented in Table IV.J-2. Zone D restrictions that are associated with the Central Truckee Redevelopment Area allow greater density and intensity of development and buildings with no more than three aboveground habitable floors that, to the extent feasible, incorporate design features to help protect the building occupants in the event of a small-aircraft crash. Examples of such features include concrete construction, upgrading the strength of the building roof, an enhanced fire sprinkler system, and an increased number of emergency exits.

The Draft Master Plan calls for the relocation of the existing balloon track to the eastern portion of the site. This part of the Master Plan Area is in land use Compatibility Zone C, while the western two-thirds of the site is in Zone D as shown on Figure IV.J-2. As Zone C is the more restrictive of the two zones, the relocation of the balloon track to Zone C puts the least sensitive uses in the highest hazard area of the site. Implementation of the Draft Master Plan would comply with the Truckee-Tahoe Airport Land Use Compatibility Plan and the City's General Plan Safety Goal 6 and its associated policy, which are intended to minimize risks associated with operations at the Truckee-Tahoe Airport. Therefore, the impact would be less than significant.

c. Significant Hazards and Public Safety Impacts and Mitigation Measures. Three sites within the Master Plan Area are on the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Table IV.J-1). Two potentially significant impacts have been identified and are discussed below.

Impact HAZ-1: Site development would occur in areas with documented and/or partly characterized environmental releases associated with historical site uses. (S)

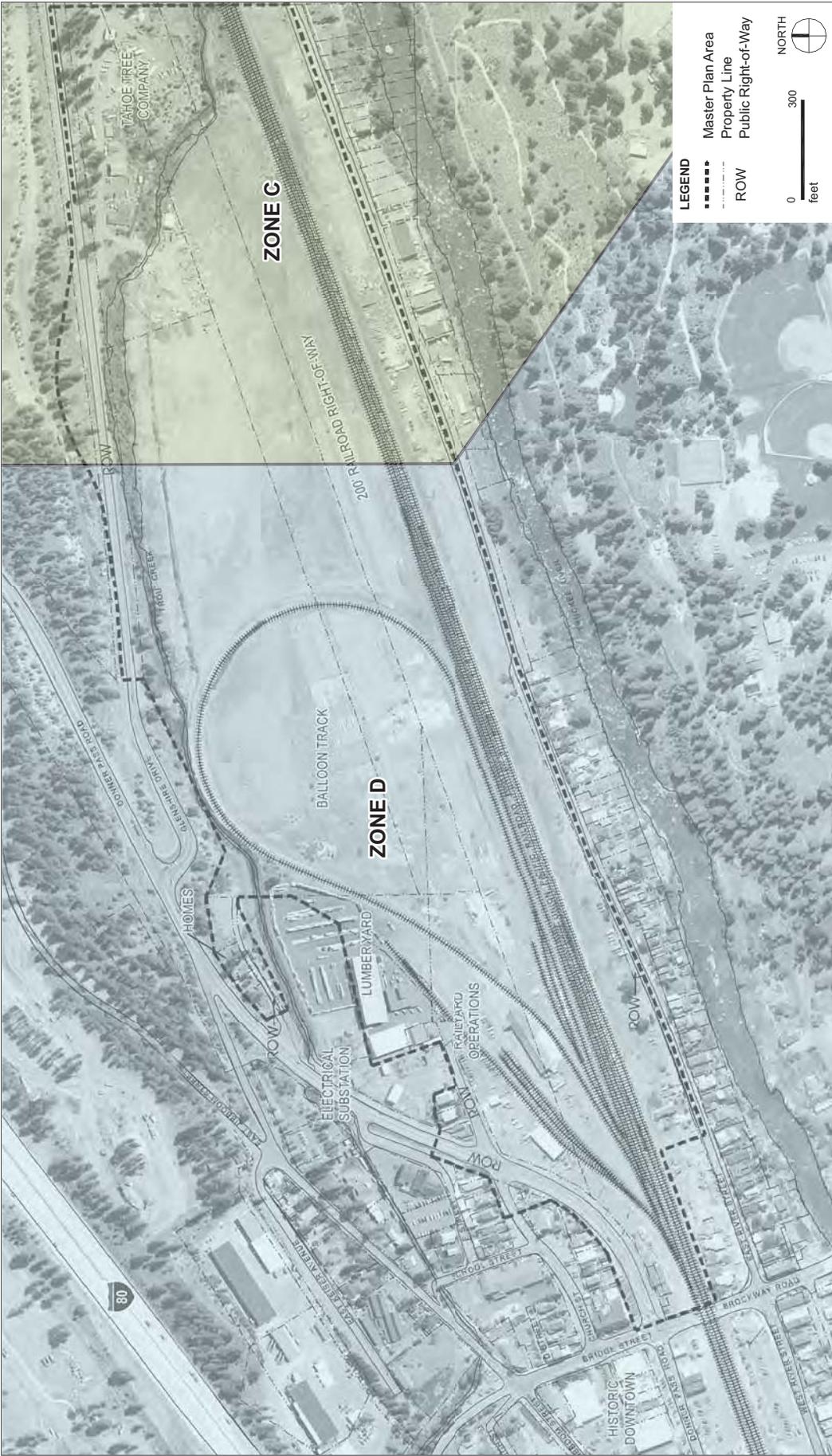


FIGURE IV.J-2

- Zone C
- Zone D

Truckee Railway Master Plan EIR

Truckee-Tahoe Airport Land Use Compatibility Zones

SOURCE: TOWN OF TRUCKEE, 2008.
 I:\RDG0801 truckee railway\figures\Fig_IVJ1.ai (6/18/08)

The Master Plan Area has areas of known and potential, but as yet uncharacterized, or only partly characterized, soil and groundwater contamination associated with historic site uses. Potential sources of the contamination include former commercial and industrial uses that have occupied the Master Plan Area. The chemicals in the soil and groundwater are hazardous and exposure to the chemicals via direct contact, inhalation or other means may present a risk to future site occupants. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure HAZ-1: Existing contamination shall be remediated, or engineering controls (engineered caps, vapor barriers, or other appropriate technologies) and administrative controls (land use restrictions) shall be implemented, to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. The parties responsible for implementing site clean-up actions may include the historical owners/operators of properties within the Master Plan Area, current owners of properties within the Master Plan Area, future developers of the properties within the Master Plan Area, or the Town of Truckee.

Acceptable health standards for the purpose of site clean-up shall mean an incremental lifetime cancer risk within the U.S. EPA's risk management range of one-in-a-million to one-in-ten-thousand (10^{-6} to 10^{-4}) or less and a non-cancer health hazard index of less than one based on the results of site-specific multimedia human health risk assessment(s). Groundwater health standards shall meet Cal/EPA requirements for the designated beneficial use(s) of groundwater in the Master Plan Area. Lahontan RWQCB and the Town shall certify that these requirements have been met before the Town issues a Certificate of Occupancy for buildings constructed as part of redevelopment projects within the Master Plan Area.

The nature and extent of contamination within some portions of the site is not fully characterized. In accordance with the requirements of the Lahontan RWQCB's Preliminary Endangerment Assessment process or other acceptable U.S. EPA or Cal/EPA regulatory guidance for site investigations, soil and groundwater samples shall be collected and analyzed in areas with inadequate historical information to determine whether chemicals in the soil and groundwater are present at concentrations that exceed acceptable health standards. To ensure that future site occupants are not exposed to site-related contamination that exceeds acceptable health standards, the following activities shall be conducted:

- The nature and extent of chemicals in soil and groundwater shall be investigated and described for each parcel or group of parcels to be redeveloped, with oversight by the Water Board prior to the City's issuance of a grading permit for the potentially affected areas.

- The environmental data collected as part of the site investigation shall be used as input for human health risk assessment(s) to determine whether any chemicals in soil or groundwater will present an unacceptable risk to site occupants (i.e., exceed acceptable health standards as described above) given the site uses proposed in the Draft Master Plan and any subsequent redevelopment plans proposed for the parcel(s).
- The results of the human health risk assessment shall be used to determine whether no further action is required prior to redevelopment or that remediation of contamination or implementation of engineering or administrative controls is required to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards.
- If remediation, engineering controls, or administrative controls are required to ensure that human health risk does not exceed acceptable health standards, these actions shall be completed before the site is occupied.

Monitoring and compliance shall consist of the following:

- Before the Town issues building permits for a site within the Master Plan Area, it shall confirm that the overseeing regulatory agency has provided clearance for the site with regard to site contamination, or that a Remedial Action Plan or equivalent and a site health and safety plan are complete and incorporated as part of the redevelopment construction plans for the site.
- Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall confirm that no further action is required by the regulatory agency overseeing the site clean-up, that engineering controls are in place and functioning, and/or that land use covenants are in place for the property that will ensure future occupants of the site are not exposed to contamination that exceeds acceptable health standards. (LTS)

Impact HAZ-2: Construction activities may unexpectedly encounter hazard materials or hazardous waste in soil or groundwater. (S)

Businesses that transport, store and handle hazardous materials have operated in the Master Plan Area in the past and continue to operate there now. In addition to hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Table IV.J-1), there are other businesses in the area that have reported hazardous materials releases or usage, including the storage of fuel or other chemicals in USTs and transport via pipelines. There is some possibility that historic or current businesses in the Master Plan Area have had unreported releases of hazardous materials. If these materials are encountered unexpectedly during construction they would present a risk to workers, the public or the environment.

Construction activities, by disturbing soil and groundwater, could result in the release of hazardous materials not identified as part of Mitigation Measure HAZ-1.

Mitigation Measure HAZ-2: The following two-part mitigation measure shall be implemented:

HAZ-2a: If soil, groundwater or other environmental media with suspected contamination (e.g., identified by odor or visual staining) is encountered unexpectedly during construction activities for individual development projects or if any USTs, abandoned drums or other hazardous materials or wastes are encountered, the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the appropriate regulatory agency and implementing actions to determine the nature and extent of any observed contamination. An environmental professional shall oversee the subsequent assessment of the site (including the collection, analysis and interpretation of any samples of soil, groundwater or other environmental media) in accordance with local, State and federal hazardous materials and hazardous waste laws and regulations. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications. General construction work shall not resume in the area(s) affected until the recommendations have been implemented under the oversight of the regulatory agency, as appropriate.

HAZ-2b: The contractor involved in site grading and site development activities for an individual development project shall ensure that underground pipelines or other underground or aboveground utilities within the Plan Area are identified and clearly marked prior to earthworking activities to avoid unexpected contact with these utilities. Emergency procedures shall be developed by the contractor that can be implemented in the event utilities are ruptured; these procedures shall be reviewed and approved by the Town of Truckee, prior to the issuance of a grading or building permit. On-site workers shall be trained in how to implement these procedures.

Implementation of the two measures detailed above will reduce this impact to a less-than-significant level. (LTS)

