

4.13 Hazards and Hazardous Materials

4.13.1 Abstract

This section describes the existing hazardous conditions in Monterey County in relationship to aviation, wildland fires, hazardous materials, and emergency response management in the 2007 General Plan area. This section presents the federal, state, and local policies and regulations in relation to these hazards; and identifies impacts and mitigation measures associated with implementation of the 2007 General Plan. This section also identifies means in which hazardous materials associated with implementation of the 2007 General Plan could be accidentally released into the environment.

- **Aviation:** There are four general aviation airports, two military airstrips, and more than thirty private airstrips, helipads, and agricultural landing fields located in Monterey County.
- **Wildland Fires:** Many areas of Monterey County are highly susceptible to wildland fire hazards due to the rugged topography and large areas of densely forested areas. Lack of precipitation in the summer months also contributes to an increased risk of wildland fires in the county. Much of the county is designated as a high or very high fire hazard area by the California Department of Forestry and Fire Protection (CDFFP), with the exception of the Salinas Valley and the Monterey Peninsula (Exhibit 4.13.1).
- **Hazardous Materials:** A hazardous material is defined by the California Department of Toxic Substances Control (DTSC) as a material that poses a significant present or potential hazard to human health and safety or the environment if released because of its quantity, concentration, or physical or chemical characteristics (26 CCR 25501). Common hazardous materials include petroleum hydrocarbons, pesticides, volatile organic chemicals, and certain metals. There are more than 450 hazardous waste generators and more than 10 contaminated sites in the County.
- **Emergency Response:** Emergency evacuation routes are designated throughout the county, and emergency response activities are coordinated by the Monterey County Office of Emergency Services (OES).

All potential hazards and hazardous materials impacts from development and land use activities associated with implementation of the 2007 General Plan would be less than significant and would not require mitigation. Hazards such as tsunamis, seiches, and mudflows are discussed separately in Section 4.4, Geology, Soils and Seismicity. Flood hazards are discussed in Section 4.3, Water Resources.

4.13.2 Introduction

This section identifies issues related to hazards and hazardous materials in the 2007 General Plan action area.

The “Environmental Setting” discussion below describes the current setting of the 2007 General Plan action area. The purpose of this information is to establish the existing environmental context against which the reader can understand the environmental changes caused by implementation of the 2007 General Plan. The environmental setting information is intended to be directly or indirectly relevant to the subsequent discussion of impacts.

The environmental changes associated with the action are discussed under “Impact Analysis.” This section identifies impacts, describes how they would occur, and prescribes mitigation measures to reduce significant impacts, if necessary.

4.13.3 Environmental Setting

4.13.3.1 Hazards

Aviation

There are four general aviation airports, two military airstrips, and more than 30 private airstrips and helipads in Monterey County. A description of the various aviation facilities in the county follows.

- Monterey Peninsula Airport, located on the outskirts of the City of Monterey, is the largest and busiest commercial airport in the county. The Federal Aviation Administration (FAA) indicates that 91,435 aircraft operations occur annually at the airport (Federal Aviation Administration 2008). The Monterey Peninsula Airport is located between Highway 68 and SR 218 just east of Del Rey Oaks, and south of Seaside (Exhibit 3.7). The airport borders the city limits of Monterey, Del Rey Oaks and Seaside. However, the Monterey Peninsula Airport is an independent Airport District, and is not incorporated into either the city limits of Monterey or the county. The Monterey Peninsula Airport District includes portions of Monterey, Pacific Grove, Del Monte Forest, Pebble Beach, Carmel-by-the-Sea, greater Carmel, Del Rey Oaks, Seaside, Sand City, the Monterey-Salinas Highway to Laureles Grade, and the west end of Carmel Valley (Monterey Peninsula Airport 2008).
- The City of Salinas Municipal Airport is the second busiest airport in the county. The airport is owned and operated by the City of Salinas and serves commercial, general aviation, and agricultural-related aircraft (e.g., crop dusters). The FAA indicates that 77,896 aircraft operations occur annually at the airport (Federal Aviation Administration 2008b). The airport is located

within the city limits of the City of Salinas, in the southeastern quadrant of the city (Exhibit 3.5). The airport is not located in the county's jurisdiction, and is not included within the boundaries of the Greater Salinas Area Plan.

- Marina Municipal Airport is a public airport located two miles east of the central business district of Marina. The FAA indicates that 40,000 aircraft operations occur annually at the airport (Federal Aviation Administration 2008c). The airport is owned and operated by the City of Marina, and primarily serves general aviation aircraft. Marina Municipal Airport is built at the site of the former Fritzche Army Air Field located adjacent to Fort Ord. The airport is not located in the county's jurisdiction, and is not included within the boundaries of the Fort Ord Master Plan area.
- Mesa del Rey Airport is located one mile northeast of King City, and primarily serves general aviation and agricultural-related aircraft. The airport is located within the city limits of King City, and is owned and operated by the city. The airport is not located in the county's jurisdiction, and is not included within the boundaries of the Central Salinas Valley Area plan. The FAA indicates that 3,500 aircraft operations occur annually at the airport (Federal Aviation Administration 2008d).
- The Schoonver Tactical Air Strip at Fort Hunter Liggett is capable of supporting C-130 Hercules and C-12 Huron operations. Fort Hunter Liggett also contains the Tusi Helipad and the Doolittle Aircraft Training Area, which is used for Close Air Support training by Navy aircraft from Naval Air Station Lemoore in Kings County. Fort Hunter Liggett is under the jurisdiction of the Department of Defense, and is not included within the boundaries of the South County Area Plan.
- McMillan Airfield at Camp Roberts is capable of supporting C-130 operations. McMillan Airfield is also currently used for Unmanned Aerial Vehicle operations and testing. Camp Roberts is located south of Bradley along Highway 101, and also borders San Luis Obispo County. McMillan Airfield is under the jurisdiction of the California National Guard, and is not included within the boundaries of the South County Area Plan.
- There are more than 30 private airstrips, agricultural landing fields, and helipads in the County. Locations of these aviation facilities include Salinas Valley State Prison, the San Ardo oil fields, and hospitals in Monterey, Salinas, and King City.

Wildland Fires

Wildland fires are a major hazard in many areas of Monterey County. Rugged topography, dry summers, and an abundance of fuel combine to make much of Monterey County susceptible to wildland fire hazards during the warmer seasons of the year. Much of the county is designated as a high or very high fire hazard area by the California Department of Forestry and Fire Protection (Cal Fire), with the exception of the Salinas Valley and the Monterey Peninsula (Exhibit 4.13.1).

The state mandates that Cal Fire prepare Wildland Fire Hazard Maps for each county, rating fire hazards as low, moderate, high, or very high. These classifications are based on slope, climate, fuel loading (vegetation), and water availability. Wildland fires are a hazard for the more densely populated areas of the county as well. For example, the Salinas Rural Fire District, which serves almost all of unincorporated Greater Salinas, indicates that wildland fires are the major cause of fires in its jurisdiction.

Large areas of rugged terrain with highly flammable vegetation have high wildland fire potential. The principal ingredients of wildland fires—fuel, topography, and weather—combine to make highly hazardous fire conditions throughout much of the county. To compound the problem, local topography tends to accentuate the spread of fires due to the varied movement of winds and makes fire fighting with heavy equipment very difficult or nearly impossible.

The very high fire hazard throughout many county areas makes them unsafe for development and occupancy unless strong fire safety measures are taken. Many areas under County jurisdiction are without an organized structural fire protection programs. Even where organized protection does exist, fire suppression may be hampered by lack of water, rugged terrain, and delayed response times.

4.13.3.2 Hazardous Materials

A *hazardous material* is defined by the California Environmental Protection Agency (Cal-EPA) Department of Toxic Substances Control (DTSC) as a material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released (26 CCR 25501). For the purposes of this discussion, hazardous materials consist of raw materials and products, and hazardous wastes consist of wastes that are generated by facilities and businesses or that remain on site as a result of past activities.

Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic—causes human health effects;
- Ignitable—has the ability to burn;
- Corrosive—causes severe burns or damage to materials; and
- Reactive—causes explosions or generates toxic gases.

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that render a material hazardous also make a waste hazardous. Hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater; or through airborne releases in vapors, fumes, or dust. Soil and groundwater with concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from groundwater.

This following section describes common hazardous materials used in Monterey County, as well as known and potential hazardous waste sites in the county.

Common Hazardous Materials Used in Monterey County

The Environmental Protection Agency’s Resource Conservation and Recovery Act Information (RCRAInfo) database indicates that, as of March 17, 2008, there were 452 transporters, treaters, storers, and disposers of hazardous waste in Monterey County. The most common are commercial and industrial users such as agricultural producers, automotive repair, dry cleaners, gas stations, pest control, energy providers, and retailers. Institutional users of hazardous materials include schools, colleges, correctional facilities, utilities, hospitals, military installations, landfills, and other public agencies.

4.13.3.3 Contaminated Sites

The California Department of Toxic Substances Control (DTSC) EnviroStor Database indicates that, as of August 7, 2008, there were 28 contaminated sites in Monterey County that are listed in federal or state databases. These sites are summarized below in Table 4.13-1.

Table 4.13-1. Contaminated Sites in Monterey County

#	Site	Listing Status	Location
1	Berman Steel-Salinas	State Response	Salinas
2	Camp Roberts—Army National Guard	State Response	Camp Roberts
3	Chalone Peaks Middle School	School Cleanup	King City
4	Crazy Horse Sanitary Landfill	Federal Superfund—Listed	Salinas
5	Dynegy Moss Landing	Hazardous Waste—Operating Permit	Moss Landing
6	Embassy Suites Hotel	State Response	Seaside
7	Fanoe Ranch	Voluntary Cleanup	Gonzales
8	Firestone Tire & Rubber Co	Hazardous Waste—Non-Operating	Salinas
9	Firestone Tire (Salinas Plant)	Federal Superfund—Delisted	Salinas
10	Fort Hunter Liggett	State Response	Jolon
11	Fort Hunter Liggett, U.S. Army	Hazardous Waste—Non-Operating	Jolon
12	Fort Hunter Liggett-Cantonment Reuse	State Response	Jolon
13	Fort Ord—East Garrison (VCA)	Federal Superfund—Listed	Fort Ord
14	Fort Ord—University Villages (VCA)	Federal Superfund—Listed	City Of Marina
15	Fort Ord Redevelopment Authority (Early Transfer)	Federal Superfund—Listed	Fort Ord
16	Fort Ord State Park—MOU with DPR	Federal Superfund—Listed	City Of Marina
17	Fort Ord, CA	Federal Superfund—Listed	Fort Ord
18	Fort Ord—Del Rey Oaks Development	Federal Superfund—Listed	Monterey

#	Site	Listing Status	Location
19	Granite Canyon Marine Lab	State Response	Monterey
20	PG&E Moss Landing Switchyard	Hazardous Waste—Non-Operating	Moss Landing
21	PG&E Gas Plant Salinas	State Response	Salinas
22	PG&E, MGP Monterey	Voluntary Cleanup	Monterey
23	Point Pinos Lighthouse	State Response	Pacific Grove
24	Pure-Etch Co	Hazardous Waste—Non-Operating	Salinas
25	U.S. Army DLIFLC & POM	Hazardous Waste—Non-Operating	Fort Ord
26	Verticare Helicopters	State Response	Salinas
27	Berman Steel-Salinas	State Response	Salinas
28	Camp Roberts – Army National Guard	State Response	Camp Roberts

Source: California Department of Toxic Substances Control. EnviroStor Database. Accessed August 7, 2008.

4.13.3.4 Emergency Management

Office of Emergency Services

The Monterey County Office of Emergency Services (OES) is responsible for initiating and coordinating disaster and emergency preparation, response, recovery, and mitigation operations within Monterey County. OES develops and maintains various emergency plans, including incident response plans for certain types of incidents and coordinated emergency response plans for certain geographical threat areas. During an emergency condition, OES is the designated lead agency and activates the Emergency Operations Center.

Emergency Evacuation

Monterey County has designated emergency evacuation routes throughout the county. The evacuation routes are designated and maintained to ensure the safe and efficient movement of people, belongings, and emergency personnel including their support services during times of declared emergencies. These routes include U.S. 101, State Highways, several numbered county roads, and various other county roads. These routes are considered “Pre-designated Emergency Evacuation Routes” and may be deployed when necessary. These routes are listed in Table 4.13-2.

Table 4.13-2. Emergency Evacuation Routes

Road Designation	Routes		
U.S. Highways	U.S. 101		
State Highways	Highway 1	Highway 25	Highway 68
	Highway 129	Highway 146	Highway 156
	Highway 183	Highway 198	Highway 218
Numbered County Roads	Arroyo Seco Road (G17)	Bitterwater Road (G13)	Carmel Valley Road (G16)
	Fort Romie Road (G17)	Hall Road (G12)	Interlake Road (G14)
	Jolon Road (G14)	Jolon Road (G18)	Lake Drive (G19)
	Laureles Grade (G20)	Metz Road (G15)	Reservation Road (G17)
	River Road (G17)	San Juan Road (G11)	San Miguel Canyon Road (G12)
Other County Roads	Alisal Road	Aromas Road	Blackie Road
	Blanco Road	Bradley Road	Bryson-Hesperia Road
	Cachagua Road	Calera Canyon Road	Camphora Gloria Road
	Carpenteria Road	Castroville Boulevard	Cattlemen Road
	Cholame Road	Chualar Canyon Road	Cooper Road
	Corral de Tierra Road	Crazy Horse Canyon Road	Davis Road
	Dolan Road	Echo Valley Road	Elkhorn Road
	Elm Avenue	Espinosa Road	Gloria Road
	Gonzales River Road	Harkins Road	Indian Canyon Road
	Indians Road	Johnson Canyon Road	Lockwood-San Lucas Road
	Lone Oak Road	Milpitas Road	Mission Road
	Molera Road	Nacimiento-Fergusson Road	Nashua Road
	Oasis Road	Old Stage Road	Palo Colorado Canyon Road
	Paris Valley Road	Parkfield-Coalinga Road	Peach Tree Road
	Pesante Road	Pine Canyon Road	Priest Valley Road
	Reliz Canyon Road	Robinson Canyon Road	Salinas Road
	San Benancio Road	San Juan Grade Road	San Lucas Road
	17 Mile Drive	Spreckels Road	Strawberry Road
	Tassajara Road	Vineyard Canyon Road	

Source: County of Monterey General Plan. Safety Element. 2007.

4.13.4 Regulatory Framework

4.13.4.1 Federal and State

Airport Land Use Compatibility Regulations

Planning boundaries are established for height, noise, and safety around each airport and active airfield. Airport planning activities also establish policies that determine the compatibility of new land uses proposed within each planning area

boundary. State Airport Land Use Law establishes an Airport Land Use Commission (ALUC) in most counties for the purpose of preparing comprehensive airport land use plans (CLUPs) for all general purpose airports within the county and to review existing and proposed land uses for consistency with the airport safety provisions of the CLUPs. The law requires a jurisdiction to submit its General Plan and other land use regulations to the ALUC for review and to amend the plan as may be necessary to achieve consistency with CLUPs adopted by the ALUC.

More specifically, the ALUC is a seven-member commission created under the authority of California State Aeronautics Act (Public Utility Code Section 21670). The primary purpose of the ALUC is to ensure that new land uses around public use airports do not create excessive noise and safety hazards for the public. Development proposals in the vicinity of local airports are referred to the ALUC by governing jurisdictions (county or incorporated city) for review. More detailed information on specific airports located within the county can be found in Section 4.8, Noise.

The Monterey County ALUC reviewed the 2006 General Plan Update (GPU4) for consistency with the CALUPs in December 2006. The ALUC found that the plan conformed to the CLUPs. Additionally, Federal Aviation Regulations (FAR) Part 77 defines a series of imaginary surfaces surrounding all public use airports. Any proposed object or structure that would penetrate any of these imaginary surfaces as they apply to the affected airport facilities is considered by the FAA to be an obstruction to air navigation. An obstruction to air navigation may not be a hazard to air navigation; however, the FAA presumes it to be a hazard and treats it as such until an FAA aeronautical study determines that it does not have a substantial adverse effect on the safe use of the navigable airspace by aircraft. The imaginary surfaces the FAA uses to determine whether a structure or an object would be an obstruction to air navigation includes the primary surface, approach surface, horizontal surface, conical surface, and transitional surfaces. The CLUPs determine compatibility of surrounding land uses based upon height restrictions, noise levels associated with the airport operations, and exposure of persons to crash hazards.

Comprehensive Environmental Response, Compensation, and Liability Act

Discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List (NPL) for cleanup activities.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) pertains primarily to emergency management of accidental releases. It requires formation of state and local emergency planning committees, which are responsible for collecting material handling and transportation data for use as a basis for planning. Chemical inventory data is made available to the community at large under the “right-to-know” provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials via boat, rail, and highways, through air, or in pipelines. It includes provisions for material classification, packaging, marking, labeling, placarding, and shipping documentation.

Resource Conservation and Recovery Act

RCRA Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste statute in the State of California. HWCL implements RCRA as a “cradle-to-grave” waste management system in the state. HWCL specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. HWCL exceeds federal requirements by mandating source reduction planning and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates a number of types of wastes and waste management activities that are not covered by federal law with RCRA. The law is administered and

enforced by the California Department of Toxic Substances Control (DTSC). DTSC administers the Hazardous Waste Tracking System to follow hazardous wastes shipments through the state.

4.13.4.2 Local

Monterey County Hazardous Materials Program

The Monterey County Health Department, Division of Environmental Health, manages and regulates the storage, use, and disposal of hazardous wastes through the Hazardous Materials Program. Hazardous materials in use by businesses are reported to the Division under the Hazardous Materials and Business Plan Program. The Program provides measures for hazardous waste onsite treatment, spill prevention control and countermeasures for aboveground and underground storage tanks, site mitigation, and risk management and prevention. This program is administered by the Division under authority delegated by the state to it as a Certified Unified Program Agency (CUPA). The Division also fields the county's hazardous materials Emergency Response Team (ERT). The ERT responds to any hazardous materials incidents that may occur in the county.

Monterey County Office of Emergency Services

The Office of Emergency Services (OES) is an agency of the County Administrative Office. It has a full time staff of four County employees and a volunteer emergency communications coordinator. During emergency situations, when the Monterey County Operational Area Emergency Operations Center is activated, the Center employs an ad hoc staff comprised of up to 90 personnel from various county agencies, emergency response organizations, utilities and volunteer relief organizations from throughout the county. OES works in concert with other State and local governments and federal agencies to provide for coordinated and effective multi-agency response and relief during emergency situations.

4.13.5 Project Impacts

This section describes the CEQA impact analysis relating to hazards and hazardous materials for the project and the alternatives. It describes the methods used to determine the project's impacts and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each applicable impact discussion.

4.13.5.1 Methodology

Impacts to public safety from hazards and hazardous materials and wastes due to upset conditions, accidental releases, or natural phenomena were evaluated in relation to the 2007 General Plan. Corresponding policies and elements were used to assess the adequacy to which the 2007 General Plan and the corresponding policies and elements address hazards- and hazardous materials-related impacts.

Using the criteria for determining significance described below, analysis of the hazards and hazardous materials impacts of the project on the community was made based on the location and condition of the potential hazardous materials release sites and on the current and planned uses of the location. Additionally, aviation hazards, wildland fire hazards, and hazards associated with inadequate emergency response access were assessed to determine the potential for impacts to residents. To evaluate impacts on the environment, the impact analysis (focused on impacts to humans) assessed potential impacts from accidents, explosions, and other releases.

4.13.5.2 Thresholds of Significance

Appendix G of the CEQA Guidelines was used to derive the significance thresholds which are used to determine whether the 2007 General Plan would have a significant environmental impact. The 2007 General Plan would result in a significant impact on hazardous materials if it would:

- create a significant hazard through the routine use, transport, or disposal of hazardous materials;
- create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials;
- expose sensitive land uses (i.e., schools, hospitals, nursing homes) to hazardous materials;
- allow development to occur on contaminated lands, creating a significant public hazard;
- create an aviation safety hazard;
- expose persons or property to wildland fire risks; or
- interfere with the implementation of an emergency response or evacuation plan.

4.13.5.3 Impact Analysis

Implementation of the 2007 General Plan to the 2030 planning horizon and buildout in 2092 would potentially result in impacts due to potential public safety

hazards caused by the presence, use, manufacture, or transport of hazardous materials within the county. Additionally, aviation, wildland fire, and inadequate emergency response access could result in public safety impacts.

Exposure to Hazardous Materials

Impact HAZ-1: New development in accordance with the 2007 General Plan would expose persons to hazardous materials from routine use, transport, or disposal of hazardous materials or the release of hazardous materials. (Less-Than-Significant Impact.)

2030 Planning Horizon

Impact of Development with Policies

The 2007 General Plan would designate growth areas which include existing urban areas, Community Areas, Rural Centers, and AHOs. In addition, existing lots of record would develop under county zoning and subdivision requirements. Hazardous materials such as pesticides, fertilizers, petroleum, and vehicle fluids, asbestos-containing materials, lead paint, polychlorinated biphenyls (PCBs), underground storage tanks, and aboveground storage tanks may all be found in these areas. The former Fort Ord has unexploded ordnance on portions of its site. Under the base reuse agreement, this ordnance must be removed or otherwise disarmed before the area can be developed. Hazardous materials including fuels, pesticides/herbicides, and industrial chemicals are routinely transported along county roads. In addition, soils in Monterey County contain naturally occurring asbestos, which can become hazardous as dust particles.

Exposure to sensitive groups is of special concern. This includes children, the infirm, and elderly. The 2007 General Plan does not propose any specific actions that would increase the exposure of sensitive groups. Exposure of persons to known and unknown hazardous materials during implementation of the 2007 General Plan to the 2030 planning horizon would potentially result in a significant impact.

2007 General Plan Policies

The 2007 General Plan and Area Plan policies summarized below set forth comprehensive measures to avoid and minimize adverse impacts from potential exposure effects from routine use, transport, and disposal of hazardous materials.

Policy S-5.2 provides that the Monterey County Operational Area Emergency Operations Plan shall include general procedures to implement the nationwide National Incident Management System (NIMS), statewide Standardized Emergency Management System

(SEMS), activate and operate the Operational Area Emergency Operations Center (EOC), coordinate responders, and implement other tactical response measures.

Area Plan Policies

None of the area plans contain policies related to hazardous materials.

Community Area Policies

Fort Ord Master Plan—Hazardous and Toxic Materials Safety

Fort Ord Master Plan Hazardous and Toxic Materials Safety Policy A-1 (Record of Decision reporting) ensures that the County monitors and reports to the public all progress made on the RA-ROD (Record of Decision).

Fort Ord Master Plan Hazardous and Toxic Materials Safety Policy B-1(RA-ROD implementation) states that the County shall monitor implementation procedures of the RA-ROD and work cooperatively with the U.S. Army and all contractors to ensure safe and effective removal and disposal of hazardous materials, ensure compliance with all applicable regulations and hazardous materials, and provide for the protection of the public during remediation activities.

Fort Ord Master Plan Hazardous and Toxic Materials Safety Policy B-2 (RA-ROD implementation at Fort Ord) requires that the County monitor implementation procedures of the RA-ROD and work cooperatively with the U.S. Army and all contractors and future users/operators of landfill or hazardous materials storage sites at the former Fort Ord.

Fort Ord Master Plan Hazardous and Toxic Materials Safety Policy C-1 (hazardous material management and disposal plans) ensures that the County requires hazardous material management and disposal plans for any future projects involving the use of hazardous materials.

Federal and State Hazardous Materials Statutes and Regulations

Federal and state statutes and regulations discussed above govern the transport, handling, storage, and disposal of hazardous wastes. Future land uses anticipated by the 2007 General Plan would be subject to these requirements.

Significance Determination

The 2007 General Plan Policies section above discusses applicable policies and explains how they would avoid and minimize adverse impacts from

hazardous materials. Additionally, as discussed above, federal and state statutes and regulations (including the DTSC's hazardous waste tracking authority), the Environmental Health CUPA (covering use, storage, and disposal as described above) and local response agencies such as the ERT, are in place to reduce potential exposure to hazardous materials, their routine transport, and potential spills. Therefore, the potential for hazardous material exposure related to implementation of the 2007 General Plan is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan policies and compliance with the applicable laws and regulations would ensure that the use of hazardous materials would not create adverse risks to human health or the environment. Impacts in this regard would be less than significant.

Buildout

Impact of Development with Policies

Buildout of the General Plan in the year 2092 would result in potential localized exposure to hazardous materials in designated growth areas from new urban development permitted by the General Plan, in addition to those impacts discussed under the 2030 planning horizon. Hazardous materials such as pesticides, fertilizers, petroleum, and vehicle fluids, asbestos-containing materials, lead paint, PCBs, underground storage tanks, aboveground storage tanks, and unexploded ordnance could all be found in the areas planned for development. In addition, soils in Monterey County contain naturally occurring asbestos, which can become hazardous as dust particles. These impacts would potentially be significant.

2007 General Plan Policies

The 2007 General Plan contains goals and policies that address hazardous materials impacts from buildout of the 2007 General Plan; see discussion above under "2030 Planning Horizon."

Significance Determination

The regulation of hazardous materials and wastes has grown increasingly strict over the past several decades. This analysis assumes that the trend will remain constant and the future regulatory scheme will be at least as stringent as those currently in place. As discussed above, federal and state statutes and regulations are in place to reduce potential exposure to hazardous wastes and materials, including those in transit. The responsibilities of the County Division of Environmental Health as CUPA and its ERT group protect local

residents under the authority granted by the state. Therefore, the potential for hazardous material exposure is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan policies and compliance with the applicable laws and regulations would ensure that the use of hazardous materials would not create adverse risks to human health or the environment. Impacts in this regard would be less than significant.

Aviation Hazards

Impact HAZ-2: The 2007 General Plan would establish new land uses that would potentially create aviation safety hazards. (Less-Than-Significant Impact.)

2030 Planning Horizon

Impact of Development with Policies

Development under the 2007 General Plan to the 2030 planning horizon would result in new urban development, including new residential, commercial, and public/institutional land uses in the vicinity of airports, private airstrips, and helipads. New development near aviation facilities, particularly multi-story structures or developments with aerial features such as antennas, would create potential significant hazards to aviation.

2007 General Plan Policies

The 2007 General Plan contains policies and concepts to address potential aviation hazards.

Circulation Element

Circulation Element Policies C-7.1 through C-7.4 requires that new development avoids creating any aviation hazards. Policy C-7.1 (airport land use compatibility) ensures that land use activities that interfere with the safe operation of aircraft shall be prohibited. Policy C-7.2 (mitigation for safety and noise impacts near airports) requires that land uses in areas that may be impacted by airport operations be compatible with those operations and incorporate measures to mitigate potential safety and noise impacts on those uses. Policy C-7.3 (safe operation of airports) ensures that measures to provide for the continued safe operation of airports shall be

implemented. Policy C-7.4 (land use compatibility with airport plans) states that land uses in the vicinity of public airports shall be consistent and compatible with the airport comprehensive land use plans. Policy C-7.5 (control of private airstrips and agricultural landing fields) requires that private airstrips and agricultural landing fields shall be controlled to ensure they:

- a) do not permanently preclude cultivation of prime farmlands or farmlands of statewide importance;
- b) are outside of flight paths to and from existing airports;
- c) do not impact or limit public roadways and facilities; and
- d) do not provide a hazard or annoyance for neighboring areas.

This policy reduces potential impacts from placement of, and changes to, private airstrips and agricultural landing fields.

Area Plan Policies

In addition to the policies identified above, the following Area Plan supplemental policies have been developed to address aviation hazards.

Greater Salinas Area Plan

The Greater Salinas Area Plan does not contain any policies related to aviation hazards. The Jefferson STA within the Area Plan was revised to conform to ALUC recommendations in order to avoid conflicts with the Marina Airport. Greater Monterey Peninsula Area Plan

Policy GMP-2.8 (development by area airports) requires that development directly beneath runway approaches of the Monterey Peninsula Airport and Marina Municipal Airport shall:

- a) be of low intensity,
- b) not generate electrical interference to radio communication between pilots and the air traffic control tower,
- c) not contain sources of glare which would blind or confuse pilots and, and
- d) be required to grant aviation easements to the Monterey Peninsula Airport District or other appropriate entity as a condition of development approval.

Policy GMP-4.2 (land use compatibility around the Greater Monterey Peninsula Airport and promotion of planning practices that are consistent with the Airport Land Use Plan) provides for reduction of aviation hazards by ensuring compatible land uses and consistency with the Airport Land Use Plan.

Cachagua Area Plan

Policy CACH-2.3 (permitting of airports and airstrips and compatibility with surrounding land uses) reduces aviation hazards by requiring airport and airstrip permits to be compatible with land uses.

Community Area Policies

Fort Ord Master Plan

The Fort Ord Master Plan does not contain any policies related to aviation hazards.

Significance Determination

The 2007 General Plan and Area Plan policies described above set forth comprehensive measures to avoid and minimize adverse impacts related to aviation by ensuring land use compatibility near airports and airstrips and by avoiding hazardous design and location of airports and airstrips. Additionally, federal and local regulations are in place to guide development in the vicinity of airports. Therefore, the potential for hazards related to aviation is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan and Area Plan policies and programs, as well as compliance with applicable federal, state, and local airport land use compatibility regulations ensure that the implementation of new land uses would not create significant hazards regarding aviation. Impacts in this regard would be less than significant.

Buildout

Impact of Development with Policies

Buildout of the General Plan in the year 2092 would result in new development throughout the county, including on existing lots of record. Proposed development near aviation facilities, particularly multi-story structures or developments with aerial features such as antennas, would be subject to review by the ALUC to ensure that they are not creating potential hazards to aviation or to potential occupants of the projects. Impacts are considered less than significant.

2007 General Plan Policies

The 2007 General Plan contains goals and policies that address aviation hazard impacts from buildout of the 2007 General Plan, which are discussed above.

Significance Determination

The 2007 General Plan and Area Plan policies described above set forth comprehensive measures to avoid and minimize adverse impacts related to aviation by ensuring land use compatibility near airports and airstrips and by avoiding hazardous design and location of airports and airstrips. Additionally, federal and local regulations are in place to guide development in the vicinity of airports. Therefore, the potential for hazards related to aviation is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan and Area Plan policies and programs, as well as compliance with applicable federal, state, and local airport land use compatibility regulations ensure that the implementation of new land uses would not create significant hazards regarding aviation. Impacts in this regard would be less than significant.

Wildland Fires

Impact HAZ-3: New development in accordance with the 2007 General Plan would increase exposure to wildland fires. (Less-Than-Significant Impact.)

2030 Planning Horizon

Impact of Development with Policies

Development under the 2007 General Plan up to the 2030 planning horizon would increase exposure to wildland fire risks, most notably in and around the Rural Centers that would develop within largely undeveloped rural areas outside the Salinas Valley. New development at the former Fort Ord and in the proposed Rural Centers of Bradley, Lockwood, Pleyto, and San Lucas would expose persons and property to moderate fuel areas at risk of wildland fires. In these areas, fuel loads from grass, brush, and/or trees are sufficient to sustain wildfires. Under dry, windy conditions, such fires can spread rapidly unless immediately attacked by fire services. Exhibit 4.13.1 illustrates fire hazard areas within the county.

Exposure of persons and property to wildland fires would be a potentially significant impact from implementation of the 2007 General Plan.

2007 General Plan Policies

The 2007 General Plan contains policies that would ensure that new fire facilities would be provided concurrently with anticipated growth.

Public Service Element

Public Service Element Policies PS-1.1 through PS-1.6 establish general standards for the provision of public facilities concurrently with future growth, which minimize impacts to emergency response and evacuation from new development. For example:

- a) Policy PS-1.1 (establishment of Adequate Public Facilities and Services (APFS)) requires that adequate Public Facility and Services (APFS) requirements shall:
- b) Ensure that APFS needed to support new development are available to meet or exceed the level of service standards of *Table PS-1* (“Infrastructure and Service Standards”, next page) concurrent with the impacts of such development;
- c) Encourage development in infill areas where APFS are available, while acknowledging the rights of property owner’s to economically viable use of existing legal lots of record throughout the county; and
- d) Seek to achieve acceptable level of service (LOS) standards through improvements funded by fair share impact fees and planned capital improvements (CIFP).

Policy PS-1.2 requires that the Adequate Public Facilities and Services (APFS) standards established in *Table PS-1*, “Infrastructure and Service Standards” be used to determine APFS appropriate for new discretionary development.

Policy PS-1.3 ensures that no discretionary application for new development shall be approved unless the County finds that APFS for that use exist or will be provided concurrent with the new development.

Policy PS-1.4 states that new development shall pay its fair share of the cost of providing APFS to serve the development.

Policy PS-1.5 ensures that improvements shall be installed concurrently with each phase of new development in accordance with an infrastructure phasing plan. An infrastructure phasing plan, if needed, shall be approved in concept at the time of project approval.

Policy PS-1.6 (requirement for developments to have adequate public facilities services and facilities for approval) only allows approval of those developments that have or can provide adequate concurrent public services and facilities.

Safety Element

Safety Element Policies S-4.1 through S-4.33 address potential impacts from fire hazards.

Policies S-4.1, S-4.2, and S-4.3 require promotion of educational awareness and participation between fire protection agencies and the general public about fire hazards. In particular, Policy S-4.2 requires that the County encourage and support fire protection agencies to provide communities they serve with educational materials on local fire hazards and how each community can be protected. This information should be continually available at the local fire station, local library, and other convenient locations and media. Policy S-4.3 states that the County shall encourage and support educational programs including but not limited to bilingual programs on fire safety by school districts in cooperation with fire protection agencies including Monterey County Office of Education (MCOE) and a nationally recognized fire safety education program county-wide. These outreach programs would decrease potential wildland fires through education and cooperation.

Policies S-4.4 through S-4.7 set out a framework for analyzing, identifying, and mapping wildland fire hazards. In particular, Policy S-4.4 requires that detailed scientific analysis of fire hazards in the County shall be provided periodically. Policy S-4.5 ensures that the wildland fire hazard severity map should be updated periodically as more precise information becomes available. Policy S-4.6 requires structural and other non-wildland fire risks within wildland urban interface areas be identified and maintained as a layer in the County's GIS in cooperation with fire officials and updated periodically. Policy S-4.7 requires that the County and authorities having jurisdiction develop and maintain a procedure to inform potential developers of the requirements for development in high and very high fire hazard areas. These policies call for avoiding significant wildfire areas thus reducing potential impacts.

Policies S-4.8, S-4.9, S-4.10, S-4.16, S-4.17, S-4.18, and S-4.19 establish minimum roadway access, entry, and maintenance standards to ensure access for fire vehicles, thereby reducing potential impacts from wildland fires. In particular, Policy S-4.9 states that roadways will be constructed and maintained in accordance with Monterey County Code Chapter 18.56 or the California Fire Code, as they may be updated from time to time, as determined by the fire authority having jurisdiction. Policy S-4.10

allows the County to require the creation of road maintenance agreements for all new private subdivision roads. Policy S-4.16 requires that new and reconstructed bridges be constructed in accordance with Monterey County Code Chapter 18.56 and the California Fire Code as amended. Policy S-4.17 states that drainage details for the road or driveway shall conform to current engineering practices, including erosion control Best Management Practices. Policy S-4.18 ensures that all access roads and driveways be maintained by the responsible parties to ensure the fire department safe and expedient passage at all times. Policy S-4.19 requires that gates on emergency access roadways be constructed in accordance with Monterey County Code and the California Fire Code.

Policies S-4.11, S-4.12, S-4.13, S-4.14, S-4.15, S-4.20, and S-4.21 require new developments to provide fire suppression systems such as firebreaks, fire-retardant building materials, automatic fire sprinkler systems, or water storage tanks, and institute a review process whereby fire protection agencies can comment on development plans. In particular, Policy S-4.11 states that the County shall require all new development to be provided with automatic fire protection systems (such as fire breaks, fire-retardant building materials, automatic fire sprinkler systems, and/or water storage tanks) approved by the fire jurisdiction. Policy S-4.12 ensures that the County shall require all modifications, additions, and remodeling of existing development exceeding thresholds adopted by the fire jurisdictions to be provided with automatic fire protection systems (such as fire breaks, fire-retardant building materials, automatic fire sprinkler systems, fire detection and alarm systems), water storage tanks and/or a Fuel Modification Zone plan as required by the fire jurisdiction. Policy S-4.13 states that the County shall require all new development to have adequate water available for fire suppression. The water system shall comply with Monterey County Code Chapter 18.56, NFPA Standard 1142, or other nationally recognized standard. The fire authority having jurisdiction and the County Department of Planning and Building Inspection, and all other regulatory agencies shall determine the adequacy and location of water supply and/or storage to be provided. Policy S-4.14 requires that water systems built, extended or modified to serve a new land use or a change in land use or an intensification of land use shall be designed to meet peak daily demand and recommended fire flow. Policy S-4.15 ensures that all new development shall be required to annex into the appropriate fire district. Where no fire district exists, project applicants shall provide verification from the most appropriate local fire authority of the fire protection services that exist. Project approvals shall require a condition for and a deed restriction notifying the property owner of the level of service available and acceptance of associated risks to life and property. Where annexations are mandated, the County shall negotiate a tax share agreement with the affected fire protection district. Policy S-

4.20 allows for a reduction of fire hazard risks to an acceptable level by regulating the type, density, location, and/or design and construction of development. Policy S-4.21 requires all permits for residential, commercial, and industrial structural development (not including accessory uses) to incorporate requirements of the fire authority having jurisdiction. This ensures that there will be proper infrastructure at new developments to reduce potential impacts from wildland fires.

Policies S-4.22 and S-4.23 provide that new developments must comply with applicable building and fire codes. Specifically, Policy S-4.22 states that every building, structure and/or development shall be constructed to meet the minimum requirements specified in the current adopted state building code, state fire code, Monterey County Code Chapter 18.56 and other nationally recognized standards. Policy S-4.23 requires the County to adopt the Fire Code document adopted by the State of California and appropriate amendments. This will allow for proper design at new developments to reduce potential impacts from wildland fires.

Policies S-4.24 and S-4.25 provides that new development must follow County-prescribed standards to enable emergency response vehicles to locate buildings more readily and reduce wildland fire impacts. In particular, Policy S-4.24 states that property addresses shall be required to be posted in accordance with Monterey County Code Chapter 18.56. Policy S-4.25 requires address issuance and street naming should be coordinated between the incorporated cities and the County in accordance with Monterey County Codes to avoid duplication or confusion to public safety agencies.

Policies S-4.27 through S-4.29 require creation of a design review process by County planning officials, applicants, and fire agency officials to address project design, landscaping, building standards, and other fire protection-related issues. In particular, Policy S-27 requires the County to continue to review the procedure for proposed development, including minor and major subdivisions, and provide for an optional pre-submittal meeting between the project applicant, planning staff, and fire officials. Policy S-4.28 states that the County shall provide a list of acceptable fire-resistant plants suited to each of the County's various micro-climates in accordance with *Policy OS-5.14* to avoid invasive species. This list should be developed with the cooperation of the County and fire authorities having jurisdiction, and made available at the Monterey County Planning Department. Policy S-4.29 assures that successive uses of individual buildings which require new permits for a new use comply with appropriate building standards.

Policies S-4.26, S-4.31, S-4.32, and S-4.33 describe fire protection design standards for utilities, swimming pools, and fuel modification

zones that will allow for reduction of wildland fire impacts through maximized fire protection design of new development. Specifically, Policy S-4.26 (fire hazards from utilities) states that when public facilities and aboveground utilities are located in very high or extreme fire hazard areas, special precautions shall be taken to mitigate the risks from wildfire and to ensure uninterrupted operation. Policy S-4.30 establishes that new swimming pools may be required to be plumbed to allow connection to firefighting equipment, if requested by the local fire jurisdiction. Policy S-4.31 ensures that a zone that can inhibit the spread of wildland fire shall be required of new development in fire hazard areas. Such zones should consider irrigated greenbelts, streets, and/or Fuel Modification Zones in addition to other suitable methods that may be used to protect development. The County shall not preclude or discourage a landowner from modifying fuel within the Fuel Modification Zone, or accept any open space easement or other easement over land within a Fuel Modification Zone that would have that effect. Policy S-4.32 states that property owners in high and very high fire hazard areas shall prepare an overall Fuel Modification Zone plan in conjunction with permits for new structures, subject to approval and to be performed in conjunction with the CDFFP and/or other fire protection agencies in compliance with State Law. Policy S-4 establishes that where new developments are required to provide for fuel modification zones, the cost of such construction shall be borne by the developer. Future maintenance of such fuel modification zones shall be in accordance with the fire defense standards adopted by the State of California.

Area Plan Policies

In addition to the policies identified above, the following Area Plan supplemental policy has been developed to address wildland fire hazards.

Cachagua Area Plan

Policy CACH-4.3 (encourages the formation of a fire district in this area to assist and ensure that a minimum level of fire protection is available to residents in the area plan boundaries) reduces potential wildland fire hazards by establishing and maintaining wildland fire protection in the Cachagua Area Plan vicinity.

Community Area Policies

Fort Ord Master Plan

Program B-2.4 (fire buffer) requires that the County shall designate a fire-resistant buffer between BLM lands and residential land use.

Program A-4.6 (wildfire protection measures) ensures that the County require the following measures of development in the residential lands adjacent to the habitat corridor to protect structures from wildfires and minimize the potential for erosion in the corridor:

- No structure shall be constructed immediately along the boundary of the residential area and the habitat corridor.
- A non-flammable surface (parking lots, green belt) shall be constructed where development in the residential area abuts the natural lands.
- Stormwater runoff and other drainage from the residential area shall be directed away from the habitat corridor.

Significance Determination

New development permitted by the 2007 General Plan would introduce residences and businesses to potential wildland fire hazards. However, the 2007 General Plan and Area Plan policies set forth comprehensive measures to avoid and minimize adverse impacts related to wildland fires by ensuring adequate fire facilities, encouraging public fire education, mapping wildland fire hazard areas, upholding building and development standards for reduction of susceptibility to fire, requiring new development to meet fire infrastructure standards, and establishing and maintaining thorough fire protection within the county. Additionally, development impact fees would be assessed for all new development projects so that adequate facilities are provided concurrently with growth. Finally, although agricultural land has a low susceptibility to wildland fire risks, new development constructed under the 2007 General Plan and ACWP would be required to comply with all applicable provisions of the revised California Building Standards Code, including those that pertain to fire prevention. Therefore, the potential for hazards related to wildland fires is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

The implementation of the 2007 General Plan and Area Plan policies and programs, and the collection of development impact fees, would ensure that wildland fire risks are minimized to the maximum extent feasible. Impacts in this regard would be less than significant.

Buildout

Impact of Development with Policies

Buildout of the 2007 General Plan in the year 2092 would increase exposure to wildland fire risks, most notably in and around the Rural Centers described above and where existing lots of record are in high or moderate risk areas.

Additionally, wildland fire risks would occur within the some of the areas where existing lots of record are located and are most acute on the Jolon Road segment of the AWCP.

2007 General Plan Policies

The 2007 General Plan contains goals and policies that address wildland fire impacts from buildout of the 2007 General Plan and are discussed above under “2030 Planning Horizon.”

Significance Determination

The 2007 General Plan and Area Plan policies set forth comprehensive measures to avoid and minimize adverse impacts related to wildland fires by ensuring adequate fire facilities, encouraging public fire education, mapping wildland fire hazard areas, upholding building and development standards for reduction of susceptibility to fire, requiring new development to meet fire infrastructure standards, and establishing and maintaining thorough fire protection within the county. Additionally, development impact fees would be assessed for all new development projects so that adequate facilities are provided concurrently with growth. Finally, although agricultural land has a low susceptibility to wildland fire risks, new development constructed under the 2007 General Plan and ACWP would be required to comply with all applicable provisions of the revised California Building Standards Code, including those that pertain to fire prevention. Therefore, the potential for hazards related to wildland fires is less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

The implementation of the 2007 General Plan and Area Plan policies and programs, and the collection of development impact fees, would ensure that wildland fire risks are minimized. Impacts would be less than significant.

Emergency Response and Evacuation

Impact HAZ-4: Development under the 2007 General Plan would establish new land uses that would interfere with the implementation of an emergency response or evacuation plan. (Less-Than-Significant Impact.)

2030 Planning Horizon

Impact of Development with Policies

Development under the 2007 General Plan up to the 2030 planning horizon would establish new urban uses in currently undeveloped or under-developed areas. This development may adversely affect the County's ability to implement its emergency response plan or impair the use of evacuation routes during an emergency situation.

Although the AWCP would maintain the existing agricultural land use patterns of the Salinas Valley, development of new wineries could inadvertently impair the County's implementation of an emergency response or evacuation plan.

Interference with an emergency response plan or evacuation routes due to buildout of the General Plan and ACWP may be a potentially significant impact.

2007 General Plan Policies

The 2007 General Plan contains a number of policies that would ensure that anticipated growth does not impair emergency response.

Public Service Element

As noted under Impact HAZ-3, Public Service Element Policies PS-1.1 (establishment of Adequate Public Facilities and Services (APFS)), PS-1.2 (APFS standards used to determine appropriate APFS for new development), PS-1.3 (developments must have APFS for discretionary application approval), PS-1.4 (requirement of APFS fair share payments by new development), PS-1.5 (concurrent installment of improvements with new development construction), and PS-1.6 (requirement for developments to have adequate public facilities services and facilities for approval) establish general standards for the provision of public facilities concurrently with future growth. These minimize impacts to emergency response and evacuation from new development.

Safety Element

The Safety Element establishes specific policies that address emergency response and evacuation. Policies S-5.1 (implementing emergency plans), S-5.2 (requirements for the Monterey County Operational Area Emergency Operations Plan (MCOAEO)), S-5.3 (maintenance and update of coordinated Emergency Response Plans), S-5.4 (training program requirements), S-5.5 (enhancement of emergency preparation), and S-5.6 (enhancement of inter-jurisdictional coordination) encourage interagency cooperation between emergency responders and public safety providers, particularly in terms of training and developing emergency response, management, and evacuation plans, which will allow for better organization and response when emergency aid is needed. More particularly, Policy S-5.5 states that emergency preparation shall be enhanced by:

- a. Continuing to improve preparedness programs and utilizing the best practices to increase public awareness, educate and organize the public to respond appropriately to disasters, in addition to public safety and emergency service providers.
- b. Providing emergency and disaster related information to the public as events occur and coordination with utility providers during disaster events.
- c. Maintaining an ongoing program to train building and safety personnel in risk assessment and ensure that County building codes keep current with state requirements.

Policy S-5.6 requires inter-jurisdictional coordination be enhanced by maintaining agreements with local, state and federal agencies to provide coordinated emergency response. The Monterey County Operational Area Emergency Plan shall be maintained and enhanced in consultation with all applicable agencies.

Policy S-5.7 (maintaining GIS mapping of hazards) states that the County shall maintain current mapping and Geographic Information System (GIS) databases on the location of hazards within Monterey County, and shall develop programs for sharing of information with other jurisdictions and provide appropriate access to databases for emergency public service providers to improve delivery of public safety services. This policy enables the County to be aware of hazards in the planning area to avoid such hazards and respond to emergencies in those areas more efficiently.

Policy S-5.8 requires that emergency services in all areas of the County shall continue to be improved. Priority for those improvements shall be given to the areas of greatest need. Policy S-5.9 establishes that emergency roadway connections may be developed where distance to through streets is excessive, or where a

second means of emergency ingress or egress is critical. New residential development of three units or more shall provide more than one access route for emergency response and evacuation unless exempted by the Fire jurisdiction. Such protection requirements shall be consistent with adopted fire safety standards. Policy S-5.10 requires that critical facilities under County jurisdiction shall be located, designed, and operated in a manner that maximizes their ability to remain functional in a disaster event. Policy S-5.11 allows a Development Impact Ordinance to obtain and maintain an acceptable level of emergency services shall be enacted so that new development, to the extent permitted under State law, shall provide its fair share of funding for public facilities and equipment concurrent with the development. The funds collected under this ordinance shall be designated for the establishment of the public safety facilities serving the new development either by a newly established public safety jurisdiction or by the existing public safety jurisdiction into which the development exists or is annexed.

Policy S-5.12 requires that new roads, bridges, and utility lines be designed and constructed in accordance with applicable seismic safety standards. Policy S-5.13 establishes that utilities serving new development should be sited and constructed to minimize the risks from hazards to the greatest extent feasible.

Policies S-5.14 (designation of potential evacuation routes) and S-5.15 (designation of Tsunami Evacuation Routes) establish emergency evacuation route procedures, which will enable the public to safely escape danger in case of emergency. Policy S-5.14 states that all public thoroughfares, private roads, and deeded emergency accesses shall be considered potential evacuation routes. The Monterey County Coordinated Emergency Response Plans shall provide basic information on the evacuation routes for specific areas. The routes listed in *Table S-1* of the General Plan as well as any other route deemed appropriate to the situation may be considered “Pre-designated Emergency Evacuation Routes” and may be employed during tactical situations at the discretion of the Monterey County Sheriff and/or the Incident Commander. Policy S-5.15 defines Tsunami Evacuation Routes as any route in an incorporated or unincorporated area leading inland away from the coastline to elevations twenty feet or higher.

Policy S-5.16 (inventory of at-risk unreinforced masonry buildings) establishes the need for inventories of at-risk structures and buildings, including unreinforced masonry buildings, shall be developed by the County to the extent feasible. Measures to abate potentially dangerous buildings through retrofitting or demolition shall be identified and encouraged.

Policies S-6.1 (emergency service availability consideration), S-6.2 (emergency service priority based on highest population), S-6.3 (establishment of Development Impact Ordinance for protection coverage and emergency services facilities), S-6.4 (Community Area development based on emergency response time), S-6.5 (countywide fire and ambulance service-level goals), and S-6.6 (development of informational brochures regarding level of fire and ambulance service) establish specific performance standards such as staffing ratios and response times so that the County's emergency response systems are always adequate. Policy S-6.1 requires that the availability of sheriff, ambulance and fire services shall be considered prior to approving the creation of new lots or the intensification of use on an existing lot, pursuant to *Table PS-1* (Public Services Element). Policy S-6.2 establishes that the provision of services shall be prioritized to give the highest priority to areas where the highest concentrations of people reside. Policy S-6.3 requires that a Development Impact Ordinance shall be established to provide adequate protection coverage and emergency services (sheriff, fire, etc) facilities consistent with State law and the standards in *Table PS-1* (Public Services Element).

Policy S-6.4 states that establishment of new or expansion of existing Community Areas shall not be allowed in areas where emergency response times exceed the standards in *Table PS-1* (Public Services Element). Policy S-6.5 establishes countywide service level goals for fire and ambulance/emergency service as:

- 8 minutes or less, 90% of the time in urban areas (Community Areas);
- 12 minutes or less, 90% of the time in suburban areas (Rural Centers):
- 45 minutes or less, 90% of the time in rural areas (Areas outside designated Community Areas or Rural Centers). (See *Policy S-5.11*)
- 45 minutes or less, 90% of the time in rural areas (Areas outside designated Community Areas or Rural Centers). (see *Policy S-5.11*)

Policy S-6.7 (address marking requirements) ensures that public safety measures including sequential house numbering, non-repetitive street naming, standardized lettering of house numbers in subdivision design, lighting, and park designs that allow for adequate view from streets shall be included in the design and construction of new development. This policy will allow emergency response vehicles to access emergency locations more efficiently.

Area Plan Policies

Carmel Valley Master Plan

Policy CV-4.4. (emergency access) states that the County shall require emergency road connections as necessary to provide controlled emergency access as determined by appropriate emergency service agencies (Fire Department, OES). The County shall coordinate with the emergency service agencies to periodically update the list of such connections.

Significance Determination

New urban development permitted by the 2007 General Plan may impair the County's implementation of an emergency response or evacuation plan by the 2030 planning horizon. The implementation of 2007 General Plan policies would ensure that adequate emergency access, evacuation, and management procedures are in place, and public safety providers and emergency responders are properly prepared to respond to a major emergency. The policies and programs would reduce the risks of land uses interfering or impairing emergency response times and the ability to execute evacuations during emergencies. Additionally, they would provide for adequate emergency response infrastructure and staffing so that all areas of the county would have the proper emergency services. Therefore, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan policies and programs would reduce potential emergency response and evacuation impacts to a less-than-significant level.

Buildout

Impact of Development with Policies

Buildout of the 2007 General Plan in the year 2092 would establish new urban uses in currently undeveloped or under-developed areas, which may adversely affect the County's ability to implement its emergency response plan or impair the use of evacuation routes during an emergency situation. Impacts are considered potentially significant.

Although the AWCP would maintain the existing agricultural land use patterns of the Salinas Valley, development of new wineries could inadvertently impair the County's implementation of an emergency response or evacuation plan. Impacts are considered potentially significant.

2007 General Plan Policies

The 2007 General Plan contains goals and policies that address impacts to emergency response and evacuation resulting from buildout of the 2007 General Plan. These are discussed above under “2030 Planning Horizon.”

Significance Determination

New urban development permitted by the 2007 General Plan may impair the County’s implementation of an emergency response or evacuation plan. The implementation of 2007 General Plan policies would ensure that adequate emergency access, evacuation, and management procedures are in place, and public safety providers and emergency responders are properly prepared to respond to a major emergency. The policies and programs discussed under “2007 General Plan Policies” explain how the project would reduce the risks of land uses interfering or impairing emergency response times and the ability to execute evacuations during emergencies. Additionally, they would provide for adequate emergency response infrastructure and staffing so that all areas of the county would have the proper emergency services. Therefore, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation is necessary.

Significance Conclusion

Implementation of the 2007 General Plan policies and programs would ensure potential emergency response and evacuation impacts to a less-than-significant level.

4.13.6 Level of Significance after Mitigation

All hazards and hazardous materials impacts would be less than significant and would not require mitigation.

