

15.0

HAZARDOUS MATERIALS AND HAZARDS

15.0 HAZARDOUS MATERIALS AND HAZARDS

This section describes the existing hazards and hazardous materials sites in the vicinity of the project site, lists the applicable regulations, analyzes the potential impacts of the proposed project related to hazards and hazardous materials, and provides mitigation measures to reduce potentially significant impacts, where necessary. The analysis focuses on the use, storage, and transport of hazardous materials on the project site, the potential for wildland fire, and health hazards associated with mosquitoes. This section is based primarily on a Phase I Environmental Site Assessment prepared for the project site by Environ International Corporation in September 2010. See Section 13.0, Hydrology and Water Quality, for a discussion of hazards associated with flooding. See Section 9.0, Traffic and Circulation, for a discussion of traffic-related hazards.

15.1 EXISTING SETTING

15.1.1 HAZARDOUS MATERIALS DEFINED

Under Title 22 of the California Code of Regulations (CCR), the term “hazardous substance” refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. While hazardous substances are regulated by multiple agencies, as described below in subsection 15.2, Regulatory Framework, cleanup requirements of hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

Public health is potentially at risk whenever hazardous materials are, or will be, used. It is necessary to differentiate between the “hazard” of these materials and the acceptability of the “risk” they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material.

Factors that can influence the health effects when human beings are exposed to hazardous materials include the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person’s body), and the individual’s unique biological susceptibility.

15.1.2 ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) is a report prepared for a real estate holding that identifies existing and potential environmental contamination liabilities. The analysis contained in a Phase I ESA typically addresses both the underlying land and the physical improvements to the property, and includes examination of potential soil contamination, groundwater quality, surface water quality, and indoor air quality. The assessment of a site typically includes a records review

and personal interviews to determine past uses of the property, the age of structures on the property, and hazardous substances that may have been used on the property. The assessment may also include a field inspection to look for signs of soil and/or water contamination, identify possible asbestos-containing building materials and lead paints, inventory hazardous substances currently stored or used on-site, and identify potential signs of mold and mildew.

A Phase I ESA is generally considered the first step in the process of environmental due diligence and does not include the actual sampling of soil, air, groundwater, and/or building materials. If the Phase I ESA determines that a site may be contaminated, a Phase II ESA may be conducted. This is a more detailed investigation involving chemical analysis for hazardous substances and/or petroleum hydrocarbons and may include recommendations for remediation of the site, if necessary.

A Phase I ESA was conducted for the project site by Environ International Corporation in September 2010. The contents of this report are summarized throughout this section of the DEIR.

15.1.3 EXISTING PROJECT SITE CONDITIONS

The major operations conducted at Northstar consist of customer services, mountain and ski slope maintenance, food and equipment rental services, a gasoline station, a golf course, Northstar Village including restaurants and retail stores, the Day Lodge, and associated buildings at the top of the gondola, the Mid-Mountain Maintenance Facility, the snowmaking pump houses, and various chair lift terminals. Some site operations, such as customer service, mountain and vehicle maintenance, and food and equipment rental services, never close.

The primary raw materials used at the site include gasoline, diesel, red diesel, propane, antifreeze, rock salt, biosol organic fertilizers, and pesticides. In addition, Northstar uses maintenance-related materials, such as oils, lubricants, greases, degreasers, and welding gases; boiler, cooling tower, and wastewater treatment chemicals; refrigerant chemicals; and sanitizers and detergents (Environ 2010).

Historical Site Uses/Operations

According to a review of historical aerial photography and topographic maps, prior to development of the site as a ski resort, the site appears to have been used for tree farming, including dirt roads and small areas that were cleared beginning in the 1950s. The earliest evidence of the resort development was present on the 1992 topographic map, which labels the site as “Northstar-at-Tahoe” and shows numerous structures and ski lifts as well as a golf course, a reservoir, and roads connecting the structures (Environ 2010).

Adjacent Uses/Operations

North of the site is State Route (SR) 267 and open land in the Martis Valley, including a flood control basin (Martis Valley Reservoir) owned and maintained by the US Army Corps of Engineers. The Truckee Tahoe Airport is located approximately 1 mile to the northwest of the site. SR 267 continues along the eastern boundary of the site. East and south of the site is forested land owned and operated by Sierra Pacific Industries and the Tahoe National Forest beyond, with no observable development in either direction.

Hazardous Material Records Review

As part of the Phase I ESA, Environ reviewed the results of a federal and state environmental database search performed by Environmental Data Resources, Inc. (EDR) as well as other state and local databases. Portions of the project site are listed on three environmental databases as described in **Table 15-1**.

**TABLE 15-1
SUMMARY OF ENVIRONMENTAL DATABASE LISTINGS FOR THE SITE**

Listing Name or Address	Database	Description
Databases Potentially Indicative of Contamination Concerns		
Northstar Gas Station	Leaking Underground Storage Tanks (LUST)	<p>A gasoline leak from a UST was discovered in 1996 during UST closure activities. The release impacted soil and groundwater and a LUST case was opened. Since that time, the Lahontan Regional Water Quality Control Board has been the lead agency involved in monitoring and cleanup of the release.</p> <p>The quantity of the release is unknown. Approximately 500 cubic yards of soil were excavated and 400 cubic yards of that soil were treated using bioremediation methods. Monitoring wells were installed, and in-situ chemical oxidation was used to reduce concentrations of methyl tertiary butyl ether (MTBE) in groundwater in 2000–2001. In 2006, a multiday dual-phase vapor and liquid extraction event was conducted. Groundwater monitoring occurred quarterly.</p> <p>According to the Geotracker database, as of January 2013 cleanup of the site has been completed and the case was closed as of September 2010. Based on the regulatory closure status of the release, future concern related to potential site impacts is deemed to be low.</p>
Northstar Gas Station	Spills, Leaks, Investigations, and Cleanup (SLIC)	<p>Based on information found in the Geotracker database and from Ms. Lundquist of the Lahontan Regional Water Quality Control Board, a second listing for the Northstar Gas Station involves a surface release of 25–50 gallons of regular unleaded gasoline. The spill reportedly occurred in 2007 during UST filling activities conducted by Gulf Transportation, a subsidiary of Nella Oil, on behalf of Northstar.</p> <p>During monitoring activities associated with the LUST case, an odor was detected and soil staining was observed. Approximately 2 feet of gasoline-free product was detected on top of monitoring well MW-2. Free product removal was subsequently conducted for 11 days. Seventeen tons of soil were removed in the vicinity of the release in September 2007. In September 2008, dual vapor extraction was used to remove hydrocarbon vapors and groundwater. Nella Oil was responsible for cleanup and monitoring activities associated with the SLIC release.</p> <p>According to the Geotracker database, as of January 2013, cleanup of the site has been completed and the case was closed as of November 2010. Based on the regulatory closure status of the release, future concern related to potential site impacts is deemed to be low.</p>
Northstar-at-Tahoe Golf Course	LUST	<p>Based on information from a 2007 Phase I ESA prepared for the site and the EDR database, a gasoline UST was formerly located at the golf course maintenance facility. During closure activities of the UST in 1996, a release was discovered. The release is listed as soil-only, cleanup has been completed, and the case was closed as of November 1995. Based on the regulatory closure status and the nature of the release being “soil-only,” future concern related to potential site impacts is deemed to be low.</p>

Listing Name or Address	Database	Description
Databases Related to Regulatory Compliance		
Northstar-at-Tahoe, Northstar Community Service, Northstar Village Resort	Facility and Manifest Data (HAZNET)	<p>The site is listed on the HAZNET database, which records manifested waste disposal. According to the listing, the site disposes of waste in the following categories: off-specification, aged, or surplus organics; waste oil and mixed oil; oxygenated solvents; unspecified organic liquid mixture; unspecified oil-containing waste; contaminated soil from site cleanups; other organic solids; latex waste; unspecified solvent mixture waste; unspecified alkaline solution; aqueous solution with less than 10% total organic residues; and other empty containers 30 gallons or more.</p> <p>Because the HAZNET listing is regulatory in nature and no violations are documented in conjunction with this listing, it is not expected that the site is adversely impacted as a result of this listing.</p>

Sources: Environ 2010

As discussed in **Table 15-1**, the EDR report and associated state and local database review performed by Environ did not identify any active recorded hazardous materials sites on the project site.

There are two listings in the EDR report for off-site facilities within applicable ASTM search radii:

- 7180 River Road, located adjacent to the west of the site, is listed on the Emergency Response Notification System (ERNS) database due to a 1-gallon release of gasoline in 1992. Based on the listing, it appears that the release was from a vehicle into the Truckee River. Based on the limited nature of the release, it is not expected that this listing has adversely impacted the site.
- 358 Skidder Trail is located within the resort, but is a private residence and considered as off-site for the purpose of the Phase I ESA. The residence is listed on the California Hazardous Material Incident Report System. According to the listing, the incident occurred at a residence in 2001, when a vehicle gasoline tank was inadvertently punctured, releasing 12–15 gallons of gasoline. Based on the limited nature of the release, this listing is unlikely to represent a concern to the site.

In addition, the EDR report indicates that poor or inadequate address information was available for several properties located in the vicinity of the site; therefore, these properties could not be readily mapped. Environ (2010) reviewed the list of unmapped properties and verified that none appeared to be adjacent to the site.

Materials Storage

Underground Storage Tanks

There are two current underground storage tanks (USTs) at the gasoline station at the site. The USTs consist of a 12,000-gallon diesel tank and a 12,000-gallon dual-compartment (6,000-gallon regular gasoline and 6,000-gallon premium gasoline) gasoline tank that were installed in 1996, after the removal of two 10,000-gallon and one 6,000-gallon diesel USTs at this location. The USTs and associated fuel island dispensers are registered with the state. According to facility personnel, the USTs at this location are each double-walled tanks with interstitial monitors connected to automatic alarms and appear to be in general compliance with performance

standards and monitoring requirements for USTs, although a detailed review of inventory logs or other material loss-related documentation was not performed.

Although not considered to be USTs, the site also maintains two belowground trenches. One trench is located in the Mid-Mountain Facility and consists of a surface drain with a metal grate and an associated sump with a pump. The drain receives snow melt, oil, and other chemicals used during servicing of vehicles in the facility. Currently, oily water discharge is collected in the trench and pumped to a holding tank before segregation into oil and water waste. Each waste is collected in 55-gallon drums for disposal as hazardous waste. According to facility personnel and a previous Phase I ESA conducted in 2007, historical activities up until 2005 differed, and the water waste collected was discharged to the ground surface outside the facility.

A second floor drain was observed in the golf maintenance facility. The drain was located adjacent to a wall at a location that was previously used as a garage within the building. Snowmelt and oils from vehicles would collect in the drain and discharge via a drain under the building to a discharge point near the small transformer. The garage is currently used for storage of the pesticide application vehicle, and pesticides are stored on open shelving above the drain. During the site visit, Environ was unable to observe the integrity of the drain, although minor staining was observed around the drain.

Aboveground Storage Tanks

Aboveground storage tanks (ASTs) are used at multiple locations at the site, including at lift stations to provide backup emergency power, water storage tanks, propane cylinders, and diesel ASTs.

Drum and Other Storage Areas

Several dedicated drum and general chemical storage areas are maintained at the site.

- Mid-Mountain Maintenance Facility – In addition to the ASTs discussed above, a number of 55-gallon drums are stored at the Mid-Mountain Facility. Fifty-five-gallon drums of lubricating oils, transmission oil, and motor oil are stored in two storage containers located to the north of the main building; a number of smaller containers of oils, solvents, degreasers, grease, paints, and other chemicals typically associated with vehicle maintenance are also stored in the two storage containers. Some of the drums were stored in secondary containment; staining of the floor in both storage containers was noted. In a third structure, used to perform maintenance on the large snowcat, some 55-gallon drums of lubricating oil and motor oil were stored at this location, along with a 55-gallon drum parts cleaner containing nonchlorinated solvents. Staining of the concrete pad was noted. Several 55-gallon drums of used oils and raw product were stored outside between the two containers; the drums were adjacent to empty secondary containment bins. Several of the drums were not clearly labeled as waste and had not been closed. A parts storage area is located on the mezzanine floor of the Mid-Mountain Facility; smaller-sized containers, including paints, cleaners, aerosol cans, and parts, were observed in this location. A flammable cabinet containing paints and aerosol cans is located in the main building, and some additional storage of oils including waste oils occurs at each service bay.
- Base Area Maintenance Yard – The yard includes a main building where servicing of buses and other road vehicles occurs, two smaller buildings used for carpentry, a human resources building, and a wet laundry building. In addition to the ASTs discussed

previously, a number of 55-gallon drums are stored at the Base Area Maintenance Yard. In the main building, 55-gallon drums of lubricating oil, transmission oil, and motor oil, as well as 55-gallon drums of hazardous waste, are stored in the northwestern portion of the main building. Secondary containment was not observed for the 55-gallon drums, and staining on the floor was apparent. Additional storage of smaller containers of oils, solvents, degreasers, grease, paints, and other chemicals typically associated with vehicle maintenance was observed on open shelving. A variety of aerosol cans of cleaners, oils, and paints along with gasoline were stored in two flammable cabinets in the main building. A parts washer is located within the main building. Extensive storage of paints, varnishes, lacquers, thinners, solvents (including methyl ethyl ketone), gasoline, and diesel was observed in both smaller carpentry buildings, and staining of flammable cabinets and flooring was observed. No significant chemical storage was observed in the human resources building. Immediately behind the building is an uncovered “boneyard” with old buses used to salvage parts, office equipment, electrical equipment including microwaves, and small retail-sized propane tanks rented by Northstar for barbecues at the site. In the wet laundry building, 30-gallon drums and 5-gallon pails of detergent were stored, along with a number of spray bottles and aerosol cans of household cleaners.

- Golf Maintenance Facility – Storage of 1 quart to up to 5-gallon pails of oils, solvents, degreasers, grease, paints, and other chemicals typically associated with vehicle maintenance was observed in the golf maintenance facility. Three 55-gallon waste oil drums were stored within a secondary containment bin. A variety of aerosol cans of cleaner, oils, and paints along with gasoline were stored in two flammable cabinets. One pallet of ammonia nitrate fertilizer and several bags of fertilizer were stored on shelving in the main building. A parts cleaner using nonchlorinated solvent is located in the building. Approximately 50 containers of pesticide or pesticide-related products, between 1 quart and 5 gallons in size, were stored in a small room on open shelving. Some staining was associated with the shelving adjacent to a floor drain.
- Summit Restaurant – Approximately seven 55-gallon drums of water treatment chemical (containing chlorine) are stored under the Summit Restaurant. Environ did not observe evidence of spills or uncontrolled releases from this storage area.
- Life Stations and Pump Houses – Small quantities of retail-sized (up to 5-gallon containers) containers of paints, lubricating oils, cleaners, and degreasers are located in flammable cabinets at various lift stations and pump houses at the site. Minor staining associated with these storage locations was observed.

Prior Environmental Activities

Based on a review of historical site documents and interviews with facility personnel, a number of prior environmental assessment, sampling, and remediation activities have been conducted at the site, as described below.

- **Groundwater Remediation Activities at the Northstar Gas Station.** Previous Phase I ESA reports have identified remediation activities associated with a gasoline release from an underground storage tank reported during UST closure activities in 1996 at the Northstar Gas Station, and a gasoline release during fueling at the Northstar Gas Station in 2007. The two releases at the Northstar Gas Station are considered one case with the Lahontan Regional Water Quality Control Board (RWQCB). Remediation at these sites has been completed, and the regulatory case was closed as of 2010.

- **2004 and 2006 Closure of Soil and Groundwater Contamination at the Mid-Mountain Maintenance Facility.** A petroleum hydrocarbon release was discovered during UST closure activities at the Mid-Mountain Maintenance Facility in September 1997. Four USTs, including a 6,000- and 10,000-gallon diesel UST, and a 3,000- and 1,000-gallon gasoline UST, were installed in the mid-1980s. The 3,000-gallon gasoline UST was abandoned in place, and the remaining three USTs were removed and disposed of. Approximately 300 cubic yards of gasoline-impacted soil was excavated and placed into on-site bioremediation piles. Three groundwater monitoring wells were installed in June 1998, and an additional four groundwater monitoring wells were installed between July and November 1999. Groundwater remediation was conducted between 1999 and 2004. The Lahontan RWQCB issued a final “no further action” letter on November 29, 2006.

The 2004 Closure Report indicates detectable concentrations of petroleum hydrocarbons in two samples collected from a Northstar Community Services District (NCS D) well located at the NCS D treatment plant. According to Josh Detweiler of the NCS D, the well was located approximately 300 feet downgradient of the former USTs at the Mid-Mountain Maintenance Facility. Total petroleum hydrocarbons were reported at 150 µg/l on March 19, 1999, and 84 µg/l on June 2, 1999. According to the report, the Lahontan RWQCB indicated additional samples were not required. Environ contacted Richard Booth of the Lahontan RWQCB on September 15, 2010; according to the Lahontan RWQCB, the second groundwater sample from the NCS D well was below the RWQCB water quality objectives (100 µg/l total petroleum hydrocarbons). Environ contacted Josh Detweiler of the NCS D on September 15, 2010; according to the NCS D, the well never produced adequate water for commercial use and consequently has not been used as a potable water supply. The NCS D stated the well has been abandoned, but has not been able to provide Environ with a copy of the well abandonment report.

Based on Environ’s review of the 2004 closure report, residual concentrations of total petroleum hydrocarbons (MTBE and tert-butyl alcohol [TBA]) are potentially still present in groundwater at the Mid-Mountain Maintenance Facility. The lateral extent of hydrocarbon impacts appears to extend at least as far as the former NCS D well, approximately 300 feet downgradient of the former USTs, and 575 feet below ground surface. Given that a designation of no further action has been received from both the Lahontan RWQCB and the County, monitoring wells at the Mid-Mountain Maintenance Facility have been abandoned, and the drinking water well at the NCS D was reportedly not operational and abandoned, Environ considers it unlikely that the County or the Lahontan RWQCB would rescind the closure status at the site. Therefore, Environ no longer considers this issue to be a Recognized Environmental Condition (REC), as it has become a historical REC (HREC), and would consider the issue another finding and potentially material from the materiality threshold.

Based on the above-described environmental activities, prior Phase I assessments, discussions with facility personnel, a review of site-related documents, and Environ’s site observations, known and potential site contamination concerns have been identified.

Known Site Conditions

The Phase I ESA identified three known contamination conditions at the project site. Two of these conditions include the UST leaks at the Northstar Gas Station and the Golf Course Maintenance Facility described previously. The third involves historical discharges of liquid effluent from an oil-water separator to soils near the Mid-Mountain Maintenance Facility.

According to facility personnel, discharges of the effluent from the oil water separator ceased in 2005, and both the oily residue and water from the separator are presently stored in 55-gallon drums for recycling or disposal as hazardous waste.

A trench in the facility currently receives oily liquids from snowmelt and vehicle maintenance and collects the liquid in an oil-water separator. During Environ's site visit in 2010, extensive staining was observed in the Mid-Mountain Maintenance Facility and in external areas on both the concrete pad and on soils. The trench is located in one of the maintenance bays, underneath a hydraulic lift for vehicle maintenance, and adjacent to two ASTs used to store and dispense hydraulic oil and motor oil. A parts cleaner is located in the same maintenance bay as the trench, and a heavily stained sink is located nearby. Associated to facility personnel, the sink is connected to the sanitary sewer, along with the restrooms at the facility. Facility personnel indicated that the facility was connected to the sanitary sewer at the time of construction. In addition, the facility does not currently use chlorinated solvents. However, since the maintenance area has been in operation since the early 1970s, facility personnel could not discount the possibility that chlorinated solvents were historically used. Based on the current observed conditions at the facility, the potential historic discharge of wastewater containing chemicals from the maintenance bay to ground surface over a 33-year period, and the possible historic use of chlorinated solvents at this location, the possibility that oil, solvent, antifreeze, and other aqueous chemicals have been discharged to the soil cannot be ruled out. In the absence of any regulatory oversight associated with this discharge, Environ considers this issue to be an REC.

Furthermore, facility personnel indicated that the Northstar Community Services District captures spring water at the Mid-Mountain location for potable water supply to customers connected to the NCSD (which includes private residences, Northstar Village, and the Ritz-Carlton and Hyatt hotels). Facility personnel indicated that the NCSD system (known as Big Springs) captures spring water seeps at a shallow depth to the west of the Mid-Mountain Maintenance Facility. Environ interviewed the Director of Public Works and staffer Josh Detweiler with the NCSD on August 25, 2010. The NCSD indicated that the collection points nearest to the Mid-Mountain Facility are located approximately 50 feet to the south of the facility, at an approximately 25 feet elevation gain. According to the NCSD, collection points are located at 6 to 7 feet below ground surface, and no collection points are located downgradient of the facility. In 2003, the Department of Public Health performed a source water assessment of the Big Springs water source. Department personnel indicated that although Big Springs was identified as a vulnerable source to vehicle maintenance, machine shop, recreational activities, and chemical/petroleum lines, no contaminants have been detected in the water supply. Based on the information provided by the NCSD, facility personnel, and the Department of Public Health, it appears unlikely that any historical water discharges from the oil-water separator have impacted the NCSD water supply. In the absence of additional information, Environ could not rule out the possibility that historical discharges from the facility have impacted groundwater in the vicinity and consequently considers this issue to be an REC.

The Phase I ESA also identified a number of potential site conditions associated with visual evidence of staining and a lack of adequate housekeeping and chemical storage practices observed during the 2010 site visit, as well as known historical uses of and practices on the site. These potential site conditions are described in **Table 15-2**.

**TABLE 15-2
POTENTIAL SITE CONDITIONS**

Location	Description
Staining in Mid-Mountain Maintenance Facility	<p>The facility is used for maintenance of on-mountain equipment such as snowmobiles. The facility was constructed in 1972 and consists of a 6,900-square-foot building. A mezzanine level is used for storage of parts and employee lockers. The three vehicle maintenance bays are located on the north side of the building. According to facility personnel, the use of the building has not changed significantly since 1972. Several storage containers, trailers, and a domed service tent for a large snowcat are located outside the building and are used for storage of oils, paints, solvents, and other chemicals used for vehicle maintenance. A pressure washer is located inside the main building and was leaking water onto the concrete during Environ's site visit; an area of approximately 10 square feet of standing water was observed. A parts washer is located in one of the maintenance bays. Significant oily staining was observed both inside the building and in exterior areas used for storage and vehicle repair; the concrete pad was cracked in places. External vehicle maintenance was being conducted on a cracked-paved surface without secondary containment during the site visit.</p> <p>Based on the conditions observed during the site visit, and the historic operations at this location, there is a high probability that shallow soils in the immediate vicinity of the building have been impacted by petroleum hydrocarbons including lubrication oils, transmission oils, and engine oils. However, based on a July 2010 inspection by the Health Department in which no recommendations were given for the facility, there is a low probability that the shop will become subject to regulatory action for staining. In the event Northstar redevelops the site, some soil remediation may be required.</p>
Staining in Base Area Maintenance Yard	<p>The yard is used for maintaining all on-road vehicles with an inventory of approximately 40 buses, 60 trucks, and 80 golf carts. The facility was constructed in 1971 and consists of a 13,700-square-foot building with two floors. Two vehicle maintenance bays are located on the west side of the building. A pressure washer is located inside a small annex off the main building and was leaking water onto the concrete during the site visit. The small annex is constructed of drywall; the drywall appeared wet, and the small annex room had a musty odor. A parts washer is located within one of the maintenance bays. Significant oily staining was observed both inside the building and in exterior areas used for vehicle repair. Oily staining was particularly prevalent adjacent to the waste oil and raw product containers, which were stored on a concrete pad that was cracked in places. According to facility personnel, the site, including the yard, was inspected by the Health Department in July 2010. The department had no recommendations for the yard. Based on the conditions observed during Environ's site visit, and the historic operations, there is a low probability that shallow soils in the immediate vicinity of the building have been impacted by petroleum hydrocarbons including lubrication oils, transmission oils, and engine oils. In the event that Northstar redevelops the Base Area Maintenance Yard, soil remediation may be required.</p>
Vehicle Washwater Discharge at the Base Area Maintenance Yard	<p>According to facility personnel, vehicle washing of buses, trucks, and golf carts periodically occurs outside the main building. Vehicle rinse water, potentially including detergents, oil residue, brake dust, and chemicals washed off the vehicles, discharges across the asphalt surface to the west and flows into a small drainage swale. The swale contains rocks to mitigate erosion and ultimately discharges into a sediment retention pond, where water percolates into the ground. Facility personnel indicated that the sediment retention pond has not been historically cleaned out. Environ considers there to be a low probability of significant impacts to the soils and groundwater in the drainage swale and retention pond. Since completion of the Environ report, sediment/oil treatment facilities were installed at this location.</p>

Location	Description
Storage of Pesticides in Golf Course Maintenance Facility	The facility stores pesticides in a room on open shelving above a floor drain. According to facility personnel, this room used to be a garage. A floor drain designed to convey snowmelt away from the garage using a subsurface drain discharges near a small transformer located west of the building. The tractor used to dispense pesticides and other chemicals is also stored in the room. Minor staining was observed on the concrete floor near the open floor drain. Although Environ was not able to assess the integrity of the base of the drain, it appeared to be constructed of concrete. The current use of the room and open drain provides a potential pathway for pesticides and chemicals from the room to the ground outside the building. Environ was not able to locate the discharge point to inspect for staining or stressed vegetation due to overgrowth. Facility personnel did not report any significant releases from this location. Environ considers there to be a low probability of significant impacts to the soils and groundwater in the vicinity of the transformer.
Staining in Pump Houses	The resort’s snowmaking equipment consists of two pump houses, used to convey water up the slope, with up to four large pumps in each pump house, as well as four large air compressors. Significant staining of the concrete pad was observed at both locations originating from the compressors. Based on the number of 5-gallon pails of oil at each pump house, the compressors use significant amounts of oil. At the time of Environ’s site visit, the staining appeared localized to each compressor, and the concrete pad appeared new and intact. Therefore, Environ considers there to be a low probability of significant impacts to the soils and groundwater in the vicinity.
Septic System and Leach Field	Six septic systems and associated leach fields and one septic tank have been operational at the site. According to facility personnel, three of the septic systems and leach fields were removed in 2007 and 2008. The remaining two active septic systems and one septic tank are used to collect sanitary wastewater only. Further, the systems service buildings have not historically included manufacturing operations; no known discharges of hazardous materials to the system have occurred, and no floor drains are present other than routine restroom drains. Therefore, the three remaining septic systems are unlikely to represent a threat to human health or the environment.
Golf Course Fertilizer and Pesticide Use	Approximately 11 to 12 tons of fertilizer (nitrogen, phosphate, potash, and sulfur) are applied to the golf course annually. Smaller quantities of pesticide are applied using dedicated equipment, including tractors. Facility personnel indicated that chemical application has historically remained relatively consistent since site development in the early 1970s. It is possible residual concentrations of chemicals may be present in soil and potentially in groundwater. If residual concentrations of these chemicals are present, it is unlikely that they would be the subject of regulatory scrutiny.

Source: Environ 2010

Hazardous Materials Transport, Use, and Storage

The transportation of hazardous materials in California is subject to various federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery or the loading of such materials (California Vehicle Code Sections 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users. The CHP has identified a number of routes in the county that may be used for the transportation of hazardous materials. These include Interstate 80 (I-80) and State Routes 20, 65, and 193, none of which are located in close proximity to the project site. Information on CHP requirements and regulatory authority is provided in subsection 15.2, Regulatory Framework.

Hazardous Materials Incident Response

A hazardous materials incident involves the uncontrolled release of a hazardous substance during storage or use from a fixed facility or mobile transport. The Placer County Office of Emergency Services (OES) coordinates the Placer County Hazardous Materials Response Program comprising the Roseville Hazmat Team and two multi-agency hazmat teams based in the cities of Auburn and Truckee. In the event of a hazardous materials incident, OES staff evaluates the threat to the community and the environment, serves as the point of contact, and coordinates the hazmat teams, promoting quick containment and cleanup. The OES is also responsible for preparing and maintaining numerous emergency plans, including the Placer County Multi-Hazard Mitigation Plan.

Other Hazards

Airport Operations

The Truckee Tahoe Airport, a public airport operated by the Truckee Tahoe Airport District, is the primary general aviation airport serving the entire north Lake Tahoe region. The facility is located approximately 2 miles southeast of downtown Truckee along SR 267. The airport straddles the boundary between Placer and Nevada counties. Aircraft using the facility range from gliders to business jets and commuter airplanes. General aviation light single-engine aircraft are most common. The Truckee Tahoe Airport Master Plan, dated November 1998, showed the annual operations for the year 1996 as 32,900 total flights. The Airport Master Plan projected 34,500 flights (including permanently based aircraft, itinerant aircraft, gliders, ultralights, and balloons) for the total annual operation in the year 2000; 41,000 flights for the year 2005; 46,900 flights for the year 2010; 54,000 flights for the year 2015; and 61,600 flights for the year 2020.

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Also included are potential airport operation hazards associated with incompatible land uses, such as power transmission lines, wildlife hazards (e.g., bird strikes), or tall structures in the vicinity of an airport. Refer to regulatory provisions for airport hazards in the Regulatory Framework subsection below.

Railroad Operations

The project site is not located in close proximity to any railroads.

Wildland Fire Hazards

The majority of the Northstar area is designated as a Very High Fire Hazard Severity Zone, with some smaller portions designated a High Fire Hazard Severity Zone. In addition, the site is naturally vegetated and contains steep slopes that are conducive to the rapid spread of wildland fires. Northstar has been implementing forest fuel reduction measures and plans to continue fuel reduction treatments as part of the Northstar Habitat Management Plan (**Appendix 3.3**).

Radon

Radon is a colorless, tasteless radioactive gas that can cause lung cancer and other health problems. The US Environmental Protection Agency (EPA) recommends that buildings with radon levels of 4.0 picocuries per liter (pCi/L) or more be repaired. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is associated with its rate of accumulation

within confined areas, particularly confined areas near to the ground, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure.

According to the Radon Potential Zone Map for the Lake Tahoe Area (CGS 2009), portions of the project area have been identified as having a moderate potential for indoor radon levels (above 4.0 pCi/L).

Naturally-Occurring Asbestos

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. Asbestos is commonly found in ultramafic rock, including serpentine, and near fault zones. Asbestos is released from ultramafic and serpentine rock when it is broken or crushed through land grading, quarrying operations, or other disturbances. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. All types of asbestos are hazardous and may cause lung disease and cancer.

There are no known historic asbestos mines or occurrences of asbestos in the Tahoe region. The eastern half of Placer County, including the Lake Tahoe Basin, is least likely to contain naturally-occurring asbestos.

15.2 REGULATORY FRAMEWORK

Federal, state, and local regulatory agencies that oversee hazardous materials handling and a summary of significant hazardous waste management, including the statutes and regulations these agencies administer, are listed in **Table 15-3**.

**TABLE 15-3
SUMMARY OF HAZARDOUS MATERIALS REGULATORY AUTHORITY**

Regulatory Agency	Authority
Federal Agencies	
Department of Transportation (DOT)	Hazardous Materials Transport Act - Code of Federal Regulations (CFR) 49
Environmental Protection Agency (EPA)	Federal Water Pollution Control Act Clean Air Act Clean Water Act Resource Conservation and Recovery Act (RCRA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Superfund Amendments and Reauthorization Act (SARA) Federal Insecticide, Fungicide and Rodenticide Act
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act and CFR 29
State Agencies	
Department of Toxic Substances Control (DTSC)	California Code of Regulations
Department of Industrial Relations (CAL-OSHA)	California Occupational Safety and Health Act, CCR Title 8

Regulatory Agency	Authority
State Water Resources Control Board and Regional Water Quality Control Board	Porter-Cologne Water Quality Act Underground Storage Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
Office of Emergency Services	Hazardous Materials Release Response Plans/Inventory Law
Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshal	Uniform Fire Code, CR Title 19

15.2.1 FEDERAL

Environmental Protection Agency

The Environmental Protection Agency (EPA) provides leadership in the nation's environmental science, research, education, and assessment efforts. The EPA works closely with other federal agencies, state and local governments, and Native American tribes to develop and enforce regulations under existing environmental laws. The EPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes responsibility for issuing permits and monitoring and enforcing compliance.

Prior to August 1992, the principal agency at the federal level regulating the generation, transport and disposal of hazardous waste was the EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). As of August 1, 1992, however, the California Department of Toxic Substances Control (DTSC) was authorized to implement the State's hazardous waste management program for the EPA. The federal EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act.

Federal Aviation Administration

The mission of the Federal Aviation Administration (FAA) is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding of the public investment.

Protection of navigable airspace and avoidance of hazards to flight is achieved through implementation of Part 77 of the Federal Aviation Administration Regulations (FAR Part 77). Standards contained in FAR Part 77 have been established for use by local authorities to control the height of objects near the airport. The FAR Part 77 Airspace Plan is to be used as a tool to ensure land use compatibility and restrict the heights of future structures or antennae which pose a hazard to air navigation. The regulations identify the Primary, Approach, Transitional, Horizontal, and Conical Surfaces, three-dimensional imaginary surfaces on and around airports that no object should penetrate. Criteria utilized in determining the shape, size, and position of the various surfaces is outlined in the federal regulations.

Northstar contains some topography that is considered an obstruction to the airport. The topographical obstructions associated with Northstar have been identified.

Other Federal Agencies

Other federal agencies that regulate hazardous materials include the Department of Transportation (DOT) and the National Institute of Health. The following federal laws and guidelines govern hazardous materials.

- Clean Water Act
- Clean Air Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act

15.2.2 STATE

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) and the State Water Resources Control Board establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

Department of Toxic Substances Control

Within the CalEPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. In addition, the DTSC is frequently involved with the cleanup of abandoned mine sites.

California Highway Patrol

A valid Hazardous Materials Transportation License, issued by the CHP, is required by the laws and regulations of the California Vehicle Code Section 3200.5 for transportation of either:

- Hazardous materials shipments for which the display of placards is required by state regulations; or
- Hazardous materials shipments of more than 500 pounds, which would require placards if shipping in greater amounts in the same manner.

Additional requirements on the transportation of explosives, inhalation hazards, and radioactive materials are enforced by the CHP under the authority of the California Vehicle Code. Transportation of explosives generally requires consistency with additional rules and regulations for routing, safe stopping distances, and inspection stops (Title 14, California Code of Regulations, Chapter 6, Article 1, Sections 1150–1152.10). Inhalation hazards face similarly more restrictive rules and regulations (Title 13, California Code of Regulations, Chapter 6, Article 2.5, Sections 1157–1157.8). Radioactive materials are strictly restricted to specific safe routes for transportation of such materials.

California Emergency Response Plan

California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of this plan. The plan is managed by the state Office of Emergency Services (OES), which coordinates the responses of other agencies including the CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, Placer County Sheriff's Department, Placer County Office of Emergency Services, and South Placer Fire District.

California Board of Forestry Fire Safe Regulations

In the early 1980s, the California Legislature adopted “Fire Safe” regulations in response to devastating fires in California’s wildlands. These regulations apply to properties within a State Responsibility Area (SRA) where Cal Fire has primary responsibility for wildfire protection. The intent of the Fire Safe program is to minimize the loss of structures, lives, and resources due to uncontrolled wildfires. Fire Safe combines the philosophy of self-protection with the concept of defensible space. Self-protection places some of the burden of fire protection on the homeowner, builder, or developer, incorporating basic fire protection measures into the home or development as it is built. The concept of defensible space provides a reasonably safe location from which firefighters can protect a structure, with a greater potential of saving the structure. Each home, subdivision, and development in the State Responsibility Area should have built into its design adequate emergency equipment access, building and street identification, and a reasonable water supply for fire suppression needs.

Although the project site is not located with an SRA, the Placer County Zoning Ordinance (Section 17.52.040) requires parcels greater than 1 acre in size to comply with the minimum setback requirements of the Fire Safe regulations.

15.2.3 LOCAL

Placer County General Plan

The Placer County General Plan Policy Document was adopted by the Placer County Board of Supervisors in 1994. **Table 15-4** lists the General Plan policies that relate to hazards and the proposed project and provides an analysis of the project’s consistency with these policies. While this Draft EIR analyzes the project’s consistency with the Placer County General Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the project’s consistency with this General Plan rests with the Placer County Board of Supervisors. Any environmental impacts associated with any inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

**TABLE 15-4
GENERAL PLAN CONSISTENCY ANALYSIS –
HAZARDS AND HAZARDOUS MATERIALS**

Goals and Policies	Consistency Determination	Analysis
Health and Safety Element		
Policy 8.G.1: The County shall ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.	Consistent	The proposed project would not involve the use or disposal of significant quantities of hazardous materials beyond that associated with current operations. Further, the proposed project would in no way conflict with local, state, or federal safety standards.
Policy 8.G.2: The County shall discourage the development of residences or schools near known hazardous waste disposal or handling facilities.	Consistent	The proposed project does not include the development of any residences or schools. Furthermore, there are no known hazardous waste disposal or handling facilities within 1 mile of the project site.
Policy 8.G.3: The County shall review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the County’s Hazardous Waste Management Plan (CHWMP).	Consistent	The proposed project would not involve the manufacturing of any hazardous materials. Further, the project would not involve the use or transport of any hazardous materials beyond those commonly used for maintenance of vehicles, buildings, and equipment.
Policy 8.C.1: The County shall ensure that development in high-fire-hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable state and County fire standards.	Consistent	As described previously, the entire project site is designated as either Very High or High Fire Hazard Severity Zone. The proposed improvements would be designed and developed to meet all applicable state and local fire standards. Northstar has been implementing forest fuel reduction measures and plans to continue fuel reduction treatments as part of the Northstar Habitat Management Plan (Appendix 3.3).
Policy 8.C.2: The County shall require that discretionary permits for new development in fire hazard areas be conditioned to include requirements for fire-resistant vegetation, cleared fire breaks, or a long-term comprehensive fuel management program. Fire hazard reduction measures shall be incorporated	Consistent	See analysis for Policy 8.C.1.

15.0 Hazardous Materials and Hazards

Goals and Policies	Consistency Determination	Analysis
into the design of development projects in fire hazard areas.		
Policy 8.C.3: The County shall require that new development meets state, County, and local fire district standards for fire protection.	Consistent	The proposed project would be reviewed by Placer County and the Northstar Community Services District to ensure it meets all applicable state, county, and local fire district standards for fire safety and protection.
Policy 8.C.5: The County shall ensure that existing and new buildings of public assembly incorporate adequate fire protection measures to reduce the potential loss of life and property in accordance with state and local codes and ordinances.	Consistent	The proposed improvements would be designed and constructed in accordance with all applicable state and Northstar Community Services District safety standards.
Policy 8.C.10: The County shall continue to implement state fire safety standards through enforcement of the applicable standards contained in the Placer County Land Development Manual.	Consistent	The proposed project will be designed and constructed in accordance with all applicable state and local fire safety standards, including those contained in the Placer County Land Development Manual. Furthermore, Placer County and the Northstar Community Services District will review the proposed project to ensure fire hazards are minimized to the greatest extent feasible at the project site.

Martis Valley Community Plan

Table 15-5 lists the Martis Valley Community Plan policies that relate to hazards and the proposed project and provides an analysis of the project's consistency with these policies. While this Draft EIR analyzes the project's consistency with the Martis Valley Community Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the project's consistency with the Community Plan rests with the Placer County Board of Supervisors. Any environmental impacts associated with inconsistency with Community Plan policies are addressed under the impact discussions of this DEIR.

**TABLE 15-5
MARTIS VALLEY COMMUNITY PLAN CONSISTENCY ANALYSIS –
HAZARDS AND HAZARDOUS MATERIALS**

Goals and Policies	Consistency Determination	Analysis
<p>Policy 1.I.1: The County shall require that areas hazardous to public safety and welfare be retained as open space. This category includes:</p> <ul style="list-style-type: none"> a. Areas subject to avalanche, landslide, or with severe slope stability problems. b. Streams and other areas subject to flooding from a 100-year storm. c. Areas with extreme and high fire risk. d. Airport safety zones. 	Consistent	As described previously, the entire project site is designated as either Very High or High Fire Hazard Severity Zone. The proposed improvements would be designed and developed to meet all applicable state and local fire standards. Northstar has been implementing forest fuel reduction measures and plans to continue fuel reduction treatments as part of the Northstar Habitat Management Plan (Appendix 3.3).
<p>Policy 6.H.11: The County shall ensure that development in high-fire-hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable state and county fire standards.</p>	Consistent	See analysis for Policy 1.I.1.
<p>Policy 6.H.12: The County shall require that discretionary permits for new development in fire hazard areas be conditioned to include requirements for fire-resistant vegetation, cleared fire breaks, or a long-term comprehensive fuel management program. Fire hazard reduction measures shall be incorporated into the design of development projects in fire hazard areas.</p>	Consistent	See analysis for Policy 1.I.1. Further, the proposed improvements would be designed to minimize risk of fire hazards by meeting all applicable fire standards.
<p>Policy 6.H.13: The County shall require that new development meets state, county, and local fire district standards for fire protection.</p>	Consistent	The proposed project would be reviewed by Placer County and the Northstar Community Service District to ensure it meets all applicable state, county, and local fire district standards for fire safety and protection.
<p>Policy 6.H.15: The County shall ensure that existing and new buildings of public assembly incorporate adequate fire protection measures to reduce the potential loss of life and property in accordance with state and local codes and ordinances.</p>	Consistent	The proposed project would be reviewed by Placer County and the Northstar Community Service District to ensure it meets all applicable state, county, and local fire district standards for fire safety and protection.
<p>Policy 6.H.20: The County shall continue to implement state fire safety standards through enforcement of the applicable standards contained in the Placer County Land Development Manual.</p>	Consistent	The County will review the proposed project to ensure it meets all applicable standards for fire safety and protect, including those contained in the Placer County Land Development Manual.

Placer County Hazardous Waste Programs

Placer County implements various hazardous waste programs to protect the public health and the environment from exposure to hazardous wastes through the regulation of businesses and industries that generate hazardous waste. This is accomplished through a comprehensive program of inspection, enforcement, public education, and complaint investigation.

Placer County Hazardous Waste Management Plan

Section 25135 of the California Health and Safety Code requires that each county prepare a Hazardous Waste Management Plan. The Hazardous Waste Management Plan must include the following:

- An analysis of the hazardous waste stream generated in the county, including an accounting of the volumes of hazardous wastes produced in the county, by type of waste, and estimates of the expected rates of hazardous waste production until 1994, by type of waste.
- A description of the existing hazardous waste facilities that treat, handle, recycle, and dispose of the hazardous wastes produced in the county, including a determination of the existing capacity of each facility.
- An analysis of the potential in the county for recycling hazardous waste and for reducing the volume and hazard of hazardous waste at the source of generation.
- A consideration of the need to manage the small volumes of hazardous waste produced by businesses and households.
- A determination of the need for additional hazardous waste facilities to properly manage the volumes of hazardous wastes currently produced or that are expected to be produced during the planning period.
- An identification of those hazardous waste facilities that can be expanded to accommodate projected needs and an identification of general areas for new hazardous waste facilities determined to be needed. In lieu of this facility and area identification, the plan may instead include siting criteria to be utilized in selecting sites for new hazardous waste facilities. If siting criteria are included in the county hazardous waste management plan, the plan shall also designate general areas where the criteria might be applicable.
- A statement of goals, objectives, and policies for the siting of hazardous waste facilities and the general management of hazardous wastes.
- A schedule that describes county and city actions necessary to implement the hazardous waste management plan, including assigning of dates for carrying out the actions.

The County's Plan, submitted to the California Department of Health Services (DHS), was rejected because of its reference to limiting the size of facilities to "fair share" capacity. Most of the plans submitted by counties were rejected. While some counties have adopted their plans without the approval of the DHS, Placer County has taken no action pending the outcome of a challenge to the DHS assessment by the Supervisors Association of California.

Placer County Multi-Hazard Mitigation Plan

The current version of the Placer County Multi-Hazard Mitigation Plan was prepared by the Placer County Office of Emergency Services in January 2005 to meet the requirements of the Disaster Mitigation Act of 2000. The plan applies to unincorporated Placer County as well as to the incorporated communities of Auburn, Colfax, Lincoln, Loomis, and Rocklin. The purpose of the plan is to reduce or eliminate long-term risk to people and property from natural hazards and

their effects. The plan identifies and assesses the risks of all potential natural hazards that could impact the county including severe weather, floods, dam failure, landslides, avalanches, wildfires, earthquakes, volcanoes, agricultural hazards, hazardous materials incidents, aircraft accidents, acts of terrorism, and natural health hazards, including West Nile virus. The plan also includes a review of the County's current capabilities with regard to reducing hazard impacts and provides recommended additional action items for the County and applicable cities to reduce their vulnerability to potential disasters.

Truckee Tahoe Airport Comprehensive Land Use Plan

In 2004, the Foothill Airport Land Use Commission adopted the current Comprehensive Land Use Plan (CLUP) for the Truckee Tahoe Airport. The Foothill Airport Land Use Commission reviews development applications and determines the compatibility of the project to the height, noise, and safety guidelines of the CLUP. Development of the Martis Valley is subject to the height restrictions of the Truckee Tahoe Airport CLUP as well as Part 77 of the Federal Aviation Regulations.

The proposed Castle Peak Parking Lot Transport Gondola is located in the Airport Influence Area Boundary within the height overlay zone that requires review of individual structures over 35 feet.

15.3 IMPACTS

This section identifies and discusses the environmental impacts resulting from the proposed project and suggests mitigation measures to reduce the levels of impact.

15.3.1 STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines and Placer County's established significance criteria, the proposed project would result in a significant impact related to hazards and hazardous materials if it would:

- 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- 3) Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school.
- 4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

- 6) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing in the project area.
- 7) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- 8) Create any health hazard or potential health hazard.
- 9) Expose people to existing sources of potential health hazards.

15.3.2 METHODOLOGY

The following evaluation of the proposed project's potential to create hazards to the public or expose the public to existing hazardous conditions is based primarily on the project description, the Phase I ESA, a review of existing applicable regulations, and information obtained from public agencies such as the California Department of Toxic Substances Control, the California Air Resources Board, the California Geological Survey, and Placer County.

The analysis below addresses both proposed NMMP project- and program-level components.

15.3.3 IMPACTS AND MITIGATION MEASURES

IMPACT 15.1: Public Exposure to Hazardous Materials from Existing Site Conditions

As described previously, there are several known and potential site conditions on the project site, which include the three sites listed on the LUST and SLIC databases (**Tables 15-1 and 15-2**). Remediation has been completed at the Northstar Gas Station associated with the two UST leaks that occurred there in 1996 and 2007, and the regulatory cases have since been closed. Similarly, remediation has been completed at the golf course maintenance facility associated with a UST leak that occurred there in 1996, and the regulatory case has since been closed. Based on the nature of the releases, the completion of required remediation, and the regulatory closure statuses, future concern related to potential site impacts was deemed to be low. In addition, the proposed project does not include any improvements at the Northstar Gas Station or the golf course. These conditions would not impact the proposed NMMP project- or program-level components. Thus, this impact is **less than significant**.

IMPACT 15.2: Public Exposure to Hazardous Materials from Transport or Accidental Release of Hazardous Materials

Operation of the proposed NMMP project- and program-level improvements could result in an increase in the generation of hazardous waste products such as used oil, oil filters, grease, antifreeze, solvents, and other materials typically used for equipment and vehicle maintenance that would need to be transported off-site to various waste disposal facilities. Northstar currently uses these types of materials and routinely transports these wastes to a number of off-site waste management facilities. The transport of these materials complies with all applicable federal, state, and local regulations.

Further, the use and storage of common hazardous materials such as oil, pesticides, fertilizers, paints, and solvents also occur in compliance with all federal, state, and local regulations and according to product labeling to ensure public and environmental health and protect. Placer

County implements a comprehensive hazardous materials program that includes the regulation of facilities which generate and use hazardous materials within the county and the coordination of a Hazardous Materials Response Team.

Therefore, implementation of the proposed project would not result in public exposure to hazardous materials. This impact would be **less than significant**.

IMPACT 15.3: Wildland Fire Hazards

As described previously, Cal Fire has designated the entire project site as either a Very High Fire Hazard Severity Zone or a High Fire Hazard Severity Zone. In addition, the site is naturally vegetated and contains steep slopes that are conducive to the rapid spread of wildland fires. The proposed improvements do not include any residential uses and would not increase the number of visitors to the resort. The project would increase employment; however, nearly all new employment would be during the winter season.

Northstar implements a fuel management program consistent with the Northstar Habitat Management Plan forestry prescriptions in order to reduce the risk of wildfire and protect public safety. The forestry treatments, which include management for fire fuels, are managed by a licensed forester and are performed on lands in Northstar's ownership, including those adjacent to residential areas, recreational areas, and areas lying outside the ski boundary. Northstar completed 200 acres of forest enhancement between 2010 and 2012 through a shared costs grant with the California Fire Safe Council and continues to work with the Northstar Fire Department to treat priority fuels reduction areas as requested.

In addition, each of the proposed improvements would be designed and constructed in accordance with all applicable fire safety standards, including the Uniform Fire Code and the Placer County Land Development Manual, and per the Placer County Zoning Ordinance and the California Board of Forestry Fire Safe regulations. Project plans would be reviewed by Placer County and the Northstar Community Services District to ensure they comply with all applicable standards as well as with the County's policies requiring fire-resistant vegetation, cleared fire breaks, structure design, and/or a long-term comprehensive fuel management program. Compliance with existing regulations coupled with the Northstar's ongoing fuels management program would ensure that this impact is reduced to a **less than significant** level.

IMPACT 15.4: Temporary Construction Impacts

The construction phase of the proposed project would likely include the use of hazardous materials for the operation and maintenance of construction equipment, during the application of architectural coatings, and for other construction activities. Hazardous materials may be transported to and used on the project site during the construction phase of the proposed project, potentially resulting in contamination and/or public exposure. However, the use of these materials would be minimal and temporary. Hazardous materials would be transported, stored, and used in compliance with all applicable regulations. This impact is **less than significant**.

IMPACT 15.5: Potential Height Conflicts with Airport Operations

As noted above, the NMMP-proposed Castle Peak Parking Lot Transport Gondola would be located in the area regulated by the Truckee Tahoe Airport CLUP such that the Foothill Airport Land Use Commission would review of improvement plans for this feature. The design of this feature has not been developed, but could exceed the 35-foot limitation in the CLUP.

15.0 Hazardous Materials and Hazards

FAA Part 77 regulations identify a three-dimensional imaginary surface on and around airports that no object should penetrate. As stated previously, the project components referenced above would be located within the FAR Part 77 airspace and in an area designated as a topographic hazard for that airspace. State law prohibits the construction of any structure that would penetrate any of the imaginary surfaces defined in FAR Part 77 unless the California Division of Aeronautics has issued a permit allowing its construction.

The Castle Peak Parking Lot Transport Gondola would be located outside the safety areas of the Truckee Tahoe Airport CLUP. Generally, there is no concern with an object up to 100 feet tall, unless it is located on high ground or is a solitary object (such as an antenna) more than 35 feet above the ground.

The Castle Peak Parking Lot Transport Gondola is anticipated to be consistent with the existing tree line at the site and is not anticipated to conflict with operations at the Truckee Tahoe Airport. This impact is considered to be **less than significant**.