

3.9 HAZARDS AND HAZARDOUS MATERIALS

This section assesses the potential for implementation of the West Village Expansion component to result in impacts related to hazards and hazardous materials, at the project-specific level, that are not fully addressed in Section 3.9, “Hazards and Hazardous Materials” of Volume 1 of this EIR.

In response to the NOP, comments were received regarding potential safety issues with respect to personal safety considerations, such as slipping and falling, potential for drowning in detention basins, and an increase in pests (e.g., mosquitoes). As they pertain to implementation of the West Village Expansion component of the 2018 LRDP, these impacts are described and addressed within this section.

3.9.1 Regulatory Setting

Plans, policies, regulations, and laws (applicable to and/or considered for the project) are provided in Volume 1 of this EIR. As the regulatory setting provided in Volume 1 considers potential development, including the project, within the entirety of the UC Davis campus as envisioned through the 2018 LRDP, no additional regulatory setting is provided for the project.

3.9.2 Environmental Setting

Section 3.9, “Hazards and Hazardous Materials,” of Volume 1 includes the regional environmental setting for the UC Davis campus, including the West Village Expansion site. Development of the West Village Expansion site would include construction of new housing units and associated facilities (e.g., parking lots).

There are no known documented sites of contamination within or directly adjacent to either site associated with the West Village Expansion component. The UC Davis-USDA Weed Control Lab is located within 1 mile of the West Village Expansion site. The Lab for Energy Related Health Research is located within 1 mile (approximately 0.6 miles south) of the remote parking area. Additionally, the West Village Expansion site is located within the Horizontal Surface of the University Airport (see Exhibit 3.9-3 of Volume 1).

There are no existing schools within 0.25 mile of the West Village Expansion site or remote parking area.

3.9.3 Environmental Impacts and Mitigation Measures

SIGNIFICANCE CRITERIA

Refer to Section 3.9, “Hazards and Hazardous Materials,” in Volume 1 for a discussion of applicable Significance Criteria.

ANALYSIS METHODOLOGY

Refer to Section 3.9, “Hazards and Hazardous Materials,” in Volume 1 for a discussion of applicable analytical methods.

ISSUES NOT EVALUATED FURTHER

The following impacts were identified as part of the analysis of the 2018 LRDP, and are either (1) adequately evaluated at the program level of analysis of the LRDP, or (2) not applicable to the West Village Expansion component.

Routine Transport, Use, or Disposal of Hazardous Materials

As discussed in Section 3.9, “Hazards and Hazardous Materials,” of the 2018 LRDP, adherence to existing regulations and compliance with the safety procedures mandated by applicable federal, state, university, and local laws and regulations would minimize the risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with construction and implementation of the 2018 LRDP to a less-than-significant level. Therefore, this issue does not to be further analyzed as part of this project-specific evaluation.

School-Related Hazards

There are no school sites where children are present within 0.25 mile of the West Village Expansion site or remote parking area, and the West Village Expansion component would not involve the operation of uses that would utilize hazardous or acutely hazardous materials beyond those normally associated with residential development. As a result, impacts are not anticipated, and no additional project-level analysis is necessary.

Public Airport Hazards

As discussed in Section 3.9, “Hazards and Hazardous Materials,” of Volume 1 the 2018 LRDP, safety hazards associated with airports are generally related to construction of tall structures and the creation of wildlife attractants (e.g., wetlands, golf courses, and waste disposal operations) that could interfere with airplane flight paths. Under the 2018 LRDP, no land use conflicts such as tall buildings (i.e., in excess of 80 feet in height) or wildlife attractants would be constructed. Thus, because new land uses associated with the 2018 LRDP would be consistent with airport land use plans and FAA guidance, this impact would be less than significant. Further, per the UC Davis airport layout plan (ALP), the West Village Expansion site is located within the Horizontal Surface zone (refer to Exhibit 3.9-2 of Volume 1), which establishes a maximum building height of 219 feet for any structures within that zone. The proposed housing structures associated with the West Village Expansion component would be less than 50 percent of the maximum allowable height established in the UC Davis ALP. Therefore, no additional project-level analysis is necessary.

Private Airstrip Hazards

Analysis at the 2018 LRDP level concluded that implementation of the 2018 LRDP would not be subject to safety considerations associated with private airstrips hazards. No additional project-level analysis is necessary.

Wildland Fires

As discussed above in Section 3.9, “Hazards and Hazardous Materials,” of Volume 1, UC Davis, including the West Village Expansion component, is not located in a fire hazard severity zone established by California Department of Forestry and Fire Protection; therefore, the potential for wildland fire is low. No additional project-level analysis is necessary.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Result in the release of hazardous materials from a site of known or potential contamination.

Due to the proximity of documented contamination sites, historical land use, and proximity to a major roadway, there is potential for contamination to be encountered during construction. Because the project site could be affected by undocumented contamination that has not been characterized or remediated, this would be a **potentially significant** impact.

Known Sites of Contamination

As noted in Section 3.9, “Hazards and Hazardous Materials,” of Volume 1, hazardous materials databases maintained by state and federal agencies were reviewed, and there are no sites of potential concern were identified within either sites associated with the West Village Expansion component. The UC Davis-USDA Weed Control Lab is located within one mile of the West Village Expansion site and the Lab for Energy Related Health Research is located approximately 0.6 miles south of the remote parking area. Activities involving the assessment, cleanup, and monitoring of these sites would continue regardless of approval of the West Village Expansion component of the 2018 LRDP.

Agricultural Chemicals

Due to historical use of both the West Village Expansion site and remote parking area for agricultural purposes, it is anticipated that residue from pesticides, fertilizers, and other agricultural chemicals may be present on the site. Current agricultural practices do not generally employ toxic chemicals with long-persistence; however, chemicals formerly used in agriculture included heavy metals and organic compounds, which may persist in soil for decades. These residues could potentially pose a health risk to persons coming into contact with those chemicals, particularly during earth-moving activities.

Although substantial concentrations of hazardous materials are not anticipated to occur within the plan area, based on existing land uses, the presence of agricultural chemicals should be assumed. DTSC has developed guidance for sampling former agricultural properties, which applies to “school sites and other projects where new land uses could result in increased human exposure, especially residential use” (DTSC 2008). The guidance includes recommended number and types of samples to be collected, and risk analysis guidelines for determining if agricultural chemical residues may pose a risk to future land uses.

Common Road and Soil Contaminants

Properties located adjacent to roadways may contain elevated concentrations of lead in exposed surface soils, which could pose a health hazard to construction workers and users of the properties. Lead is a state-recognized carcinogen and reproductive toxicant. Soil can contain naturally occurring asbestos when ultramafic rocks containing asbestos are broken or crushed and asbestos fibers are released. Exposure of construction workers or future site occupants to lead or asbestos in soil could result in adverse health effects, depending on the duration and extent of exposure. Substantial quantities of aerially-deposited lead are understood to be generally confined to within 30 feet of a roadway. Other potential contaminants, including herbicides associated with weed abatement and contaminated ballast rock, are generally confined to the immediate transportation right-of-way. Any disturbance of ballast rock and soils in established transportation corridors could result in the release of potentially hazardous materials.

Undocumented Contamination Sites

Grading and excavation activities may also expose construction workers and the public to hazardous substances present in the soil or groundwater that are not anticipated based on information about

existing site conditions. If any previously unknown contamination is encountered during grading or excavation, the removal activities required could pose health and safety risks. The disturbance of undocumented hazardous wastes could also result in hazards to the environment and human health. Adverse impacts could result if construction activities inadvertently disperse contaminated material into the environment. As discussed in Section 3.9, “Hazards and Hazardous Materials,” of Volume 1, the campus requires that “due diligence” assessments (Preliminary Phase I Environmental Site Assessments) be performed for all new ground-disturbing construction projects. These involve a review of past and current uses of the site for activities that may have involved hazardous materials use or hazardous waste disposal.

Due to the proximity of documented contamination sites, historical land use, and proximity to a major roadway, there is potential for contamination to be encountered during construction. Because the area subject to disturbance under the West Village Expansion component could be affected by undocumented contamination that has not been characterized or remediated, this would be a **potentially significant** impact.

WVE Mitigation Measure 3.9-1a: Site-specific investigation and work plan implementation.

Implement 2018 LRDP Mitigation Measure 3.9-2a.

WVE Mitigation Measure 3.9-1b: Hazardous materials contingency plan.

Implement 2018 LRDP Mitigation Measure 3.9-2b.

Significance after Mitigation

With implementation of WVE Mitigation Measures 3.9-1a and 3.9-1b, soil conditions on-site would be confirmed before development and any identified contamination would be appropriately remediated and a contingency plan would be established to describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction, including cessation of work until the potential contamination is characterized and properly contained or remediated. Following implementation of these mitigation measures, the project would have a **less-than-significant** impact because of potential release of hazardous materials from a site of known or potential contamination.

Impact 3.9-2: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Implementation of the West Village Expansion component of the 2018 LRDP could result in short-term, temporary impacts to street traffic because of roadway improvements and potential extension of construction activities into the right-of-way. This could result in a reduction in the number of lanes or temporary closure of certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersection. This would be a **potentially significant** impact.

Implementation of the West Village Expansion component could interfere with the campus’ Emergency Operations Plan through construction-related road closures. Under current campus procedures, if there are changes in traffic patterns resulting from construction lane or roadway closures, the UC Davis Office of Design and Construction Management initiates notification of emergency services, including the UC Davis Fire Department and Police Department, and American

Medical Response, which provides regional ambulance services to the campus. However, notification requirements do not ensure that adequate emergency services are available.

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WVE Mitigation Measure 3.9-2: Prepare and implement site-specific construction traffic management plan.

Implement 2018 LRDP Mitigation Measure 3.9-6.

Significance after Mitigation

Preparation of a Construction Traffic Management Plan, as required by WVE Mitigation Measure 3.9-2, would adequately address any potential conflicts with emergency access or evacuation routes during construction by communicating proposed lane and road closures with first responders and allowing first responders to plan accordingly to ensure that emergency response times and maintain adequate emergency access. As a result, this would be a **less-than-significant** impact.

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