10. HAZARDS AND HAZARDOUS MATERIALS

This chapter describes the existing hazards, hazardous materials, and airport safety operations in the General Plan Planning Area.[1]

10.1 REGULATORY FRAMEWORK

10.1.1 FEDERAL REGULATIONS

10.1.1.1 United States Environmental Protection Agency

The United States Environmental Protection Agency (USEPA) is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, delegating the responsibility for issuing permits, and monitoring and enforcing compliance to states and Native American tribes. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing waste volumes through such strategies as recycling. California falls under the jurisdiction of USEPA Region 9. Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with State and tribal partners, the USEPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

10.1.1.2 United States Department of Transportation

The United States Department of Transportation (USDOT) has the regulatory responsibility for the safe transportation of hazardous materials between states and internationally. The USDOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service regulations. The federal RCRA of 1976 (described below) imposes additional standards for the transport of hazardous wastes.

10.1.1.3 Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from materials manufacturers. The material safety data sheets describe the risks, as well as proper handling and procedures, related to specific hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

[1] For discussion of hazards related to wildland fires in the General Plan Planning Area, refer to Chapter 18, Wildfire.

10.1.1.4 Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substance Control (DTSC) is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law.

10.1.1.5 Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended the CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other State and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased State involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

10.1.1.6 Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted in October 1986. This law requires State and local governments to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by USEPA's Office of Emergency Management. USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through California Accidental Release Prevention (CalARP) program.

10.1.1.7 Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The California State Fire Marshal's

Office has oversight authority for hazardous materials liquid pipelines. The California Public Utilities Commission has oversight authority for natural gas pipelines in California. These agencies also govern permitting for hazardous materials transportation.

10.1.1.8 Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and other resource providers, including the American Red Cross, that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of State and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency. The Federal Response Plan is part of the National Response Framework, which was most recently updated on March 22, 2008.

10.1.1.9 The Stafford Act

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) of 1988 authorizes federal government assistance for emergencies and disasters when State and local capabilities are exceeded. The Stafford Act forms the statutory authority for most federal disaster response activities, especially as they relate to the Federal Emergency Management Agency (FEMA) and FEMA programs.

10.1.1.10 National Response Framework

The 2016 National Response Framework, published by the United States Department of Homeland Security, is a guide for the nation to respond to all types of disasters and emergencies. This framework describes specific authorities and best practices for managing incidents that range from serious local or large-scale terrorist attacks or catastrophic natural disasters. In addition, the 2016 National Response Framework describes the principles, roles, and responsibilities, and coordinating structures for responding to an incident, and further describes how response efforts integrate with those of the other mission areas.

10.1.2 STATE REGULATIONS

10.1.2.1 California Environmental Protection Agency

One of the primary State agencies that regulates hazardous materials is the CalEPA. CalEPA is authorized by the USEPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and Safety Code.[2]

[2] Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) and the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.

The DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Management Plans. The DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

10.1.2.2 California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the responsible State-level agency for ensuring workplace safety. The CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a work site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.

10.1.2.3 California Office of Emergency Services

The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009. It was created pursuant to Assembly Bill 38, which merged the duties, powers, purposes, and responsibilities of the former Governor's Emergency Management Agency with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, manmade, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

10.1.2.4 California Department of Transportation and California Highway Patrol

Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highways, freeways, and intercity rail lines.

The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

10.1.2.5 California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is found in Title 24, Part 2 of the California Code of Regulations. The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis and may be subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the typical fire safety requirements of the CBC, including the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors and building materials; and the clearance of debris and vegetation near occupied structures in wildfire hazard areas. The City of Hollister regularly adopts each new CBC update under the Hollister Municipal Code (HMC) Title 15, *Buildings and Construction*, Section 15.04.050, *Construction Codes Adopted by Reference*.

10.1.2.6 California Health and Safety Code

California Health and Safety Code Chapter 6.95 and California Code of Regulations Title 19, Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on-site. A business which uses hazardous materials or a mixture containing hazardous materials must establish and implement a management plan if the hazardous material is handled in certain quantities.

10.1.3 LOCAL REGULATIONS

10.1.3.1 San Benito County Emergency Operations Plan

The San Benito County *Emergency Operations Plan* (EOP), adopted August 2015, establishes the County's emergency management approach to reduce vulnerabilities to both natural and man-made disasters. The EOP provides basic guidance related to earthquakes, flooding, fire, landslides, severe weather, pandemics and epidemics, as well as hazardous material emergencies. The mitigation programs are split into three categories: emergency prevention and protection; response concept of operations; and recovery concept of operations. The City of Hollister does not have an Office of Emergency Services or an assigned emergency planner. Therefore, responsibility for preparation and response to a disaster is undertaken by the San Benito County Office of Emergency Services.[3]

[3] San Benito County Office of Emergency Services, August 2015, San Benito County Operational Area Emergency Operations Plan, http://www.cosb.us/wp-content/uploads/SBC-EOP-2015.pdf, accessed on April 25, 2020.

10.1.3.2 San Benito County Multi-Jurisdictional Local Hazard Mitigation Plan

San Benito County's mitigation programs are enforced through the *Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP), which was adopted concurrently with the County EOP. The LHMP includes hazard mitigation goals, strategies, priorities, and provides a comprehensive assessment of the county's hazards and vulnerabilities. The mitigation programs aim to reduce the loss of life, minimize structural damage, reduce disruption of essential services, protect the environment, and promote hazard mitigation as an integrated public policy. The LHMP covers all jurisdictions in San Benito County, including the City of Hollister.[4]

10.1.3.3 San Benito County Integrated Waste Management Regional Agency

The San Benito County Integrated Waste Management (SBCIWM) Regional Agency administers recycling and waste reduction programs to meet CalRecycle waste mandates which protect public health and increase sustainability for all incorporated and unincorporated areas within the county. The SBCIWM administers the Household Hazardous Waste and Business Hazardous Waste programs which host monthly hazardous waste collection days. The SBCIWM also provides guidance on the safe disposal of hazardous materials such as electronic or medical waste, motor oil, and filters.[5]

10.1.3.4 San Benito County Hollister Municipal Airport Land Use Compatibility Plan

San Benito County's Airport Land Use Commission adopted the *Hollister Municipal Airport Land Use Compatibility Plan* (LUCP) in 2012 to ensure land uses surrounding the Hollister Municipal Airport (HMA) are compatible with airport-serving uses. The LUCP evaluates all surrounding land within the airport influence area, defined as any land on which current or future airport-related noise, overflight, safety, or airspace protection factors may impact existing land uses. The LUCP requires that any proposed project, specific plan, general plan, zoning ordinance, or building regulation, proposed within the airport influence area, is reviewed by the Airport Land Use Commission to ensure consistency with the LUCP.

[4] San Benito County Office of Emergency Services, August 2015, San Benito County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, http://www.cosb.us/wp-content/uploads/Local-Hazard-Mitigation-Plan-_-SBC-FEMA-Approved.pdf, accessed on April 25, 2020.

[5] San Benito County Integrated Waste Management, http://www.cosb.us/county-departments/iwm/, accessed on April 25, 2020.

10.1.3.5 Hollister 2005 General Plan

The City of Hollister 2005 General Plan, adopted in 2005, includes goals, policies, and implementation measures related to hazards and hazardous materials in the Health and Safety (HS) Element. As part of the proposed project, some existing General Plan goals, policies, and implementation measures would be amended, substantially changed, or new policies would be added. A list of policies applicable to hazards and hazardous materials is provided in Table 10-1 below.

TABLE 10-1 2005 HOLLISTER GENERAL PLAN RELEVANT HAZARDS AND HAZARDOUS MATERIALS POLICIES

Policy No.	Policy
HS1.1	Location of Future Development. Permit development only in those areas where potential danger to the health, safety, and welfare of the residents of the community can be adequately mitigated, including development which would be subject to severe flood damage or geological hazard due to its location and/or design. Development also should be prohibited where emergency services, including fire protection, cannot be provided.
HS1.2	Safety Considerations in Development Review. Require appropriate studies to assess identified hazards and assure that impacts are adequately mitigated.
HS1.7	Design of Safe Structures and Utilities. Require new roads, bridges and utility lines are constructed to accommodate possible fault movement and withstand the expected ground motion induced during an earthquake.
HS1.11	Airport Safety. Avoid residential dwellings in the Aircraft Flight Zones and establish compatible land use zones around the Airport consistent with Hollister Municipal Airport planning.
HS1.12	Potential Hazardous Soils Conditions. Evaluate new development prior to development approvals on sites that may contain hazardous materials.
HS1.13	Hazardous Waste Management. Support measures to responsibly manage hazardous waste to protect public health, safety and the environment, and support state and federal safety legislation to strengthen requirements for hazardous materials transport.
HS1.14	Hazardous Materials Storage and Disposal. Require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal. Provide the public, industry, agriculture and local government with the available information needed to enable them to take rational and cost effective actions to minimize, recycle, treat, dispose of or otherwise manage hazardous wastes within the Hollister Planning Area.
HS2.3	Hazard Awareness. Publicize disaster plans and promote resident awareness and caution regarding hazards, including soil instability, earthquakes, flooding, and fire.
HS2.4	Access for Emergency Vehicles. Provide adequate access for emergency vehicles and equipment, including providing a second means of ingress and egress to all development.
HS2.5	Neighborhood Disaster Preparedness. Neighborhoods with potential for being cut-off in an emergency should have a volunteer center for emergency coordination.
HS2.6	Disaster Preparedness Training and Planning. Continue to provide essential emergency public services during natural catastrophes. Undertake disaster preparedness training and planning in cooperation with other public agencies and appropriate public-interest organizations.
HS3.7	Airport Noise. Review all proposed development north of Wright Road/McCloskey Road to ensure that it will be compatible with operations at the Hollister Municipal Airport and applicable noise standards and regulations.

Source: City of Hollister, *2005 General Plan*.

Additionally, the 2005 Hollister General Plan includes one implementation measure, HS.A which encourages designating travel routes for hazardous materials in the General Plan Planning Area, in coordination with San Benito County, and in compliance with federal and State regulations.

10.1.3.6 Hollister Municipal Code

In addition to the General Plan, the Hollister Municipal Code (HMC) regulates hazards and the use of hazardous materials in the city. The HMC identifies regulations and general provisions to reduce the impact hazards and hazardous materials have in the City Limits, to ensure consistency between the General Plan and proposed development projects. The HMC is organized by Title, Chapter, and Section. Provisions related to hazards, hazardous materials, and the Hollister Airport are in Title 8, *Health and Safety*, Title 13, *Public Services*, and Title 17, *Zoning* as follows:

- Chapter 8.20, *Hazardous Materials* regulates the prevention and control of unauthorized discharges of hazardous materials. This Chapter includes several sections which cover permitting, storage, and transport of hazardous materials; requirements for hazardous materials storage plans; as well as reporting and cleanup provisions.
- Chapter 13.24, *Hollister Municipal Airport Use and Operations Regulations* governs the use of the Hollister Airport as a public transportation facility, and as a base for aviation and aviation-related operations. This Chapter ensures operations at the Hollister Airport comply with those set by the State and federal governments.
- Chapter 17.12, *Special Purpose Zones* dictates allowable uses in the Airport Zoning (A) District and the Airport Support Zoning (AS) District. Uses which are permitted or conditionally permitted include:
    - Crop production and floriculture
    - Aircraft chartering and leasing, sales, and manufacturing
    - Air cargo facilities and maintenance buildings
    - Air freight terminal
    - Aircraft parking, tie-down, hangars, shelters, and storage facilities
    - Aircraft parts rebuilding
    - Auto rentals
    - Industrial, commercial, office, and food related support services
    - Fuel storage and sales
    - Museums and cultural displays related to aviation
    - Municipal emergency response facilities
    - Passenger terminals
    - Private and public parking
    - Runways, taxiways, and aprons
    - Small package delivery services
    - Employee housing
    - Cannabis cultivation, delivery, dispensary, distribution, manufacturing, nursery, and testing
- Section 17.14.020, *Airport Overlay Zoning* District establishes an overlay which provides regulations for protecting people and property in the vicinity of the Hollister Airport. This Section determines allowed and conditional uses which may occur in six separate zones adjacent to the HMA: runway protection zone, inner approach/ departure zone, inner turning zone, outer approach/departure zone, sideline zone, and traffic pattern zone. Examples of uses either permitted or conditionally permitted in these six zones include: Semipublic uses (auditoriums, meeting halls, religious assembly, etc.), day care facilities, limited residential, commercial uses (auto parking, office buildings, restaurants), Industrial uses (agriculture, auto parking, fuel storage, hazardous uses, etc.).

- Section 17.22.100, *Hazardous Waste Facilities Siting* is part of Chapter 17.22, Requirements for Special Land Uses, and establishes uniform standards to regulate the location, design, operations, and maintenance of hazardous waste facilities.

10.1.3.7 Hollister Municipal Airport Master Plan

The *Hollister Municipal Airport Master Plan* (Master Plan) identifies and plans for the future facility needs of the HMA through 2025. The primary objective of the Master Plan is to provide guidelines for the maintenance, development, and operation of the HMA as expansion occurs. The Master Plan also preserves areas surrounding the existing footprint of the HMA to ensure that land is available for future improvements.

10.2 EXISTING CONDITIONS

10.2.1 HAZARDOUS MATERIALS

10.2.1.1 Hazardous Material Site Databases

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update lists of hazardous material release sites. CEQA requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether a project or any alternatives are identified on any of the following lists:[6]

- USEPA NPL. The USEPA's National Priorities List (NPL) includes all sites under the USEPA's Superfund program, which was established to fund the cleanup of contaminated sites that pose risks to human health and the environment.
- USEPA CERCLIS and Archived Sites. The USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to "No Further Remedial Action Planned" status.
- USEPA RCRIS (RCRA Info). The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- DTSC Cortese List. The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- DTSC HazNet. The DTSC uses this database to track hazardous waste shipments.

[6] California Public Resources Code Section 21092.6.

- SWRCB LUSTIS. Through the Leaking Underground Storage Tank Information System (LUSTIS), the SWRCB (State Water Resources Control Board) maintains an inventory of Underground Storage Tanks (USTs) and leaking USTs (LUST), which tracks unauthorized releases.

The required lists of hazardous material release sites are commonly referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented, and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction. The hazardous materials sites listed in this chapter are therefore gathered from the online EnviroStor and GeoTracker databases.

10.2.1.2 Hazardous Material Site and Status Types

As noted above, hazardous materials sites are documented on the DTSC's online EnviroStor and the SWRCB's online GeoTracker databases. Each site is identified by name, address, site type, and status. There are two primary types of hazardous material sites- permitted and cleanup sites.

A site which is used to operate a business which must, by nature of the business, store, treat, or dispose of hazardous materials, must obtain a permit or a grant of authorization from the DTSC. Such sites in the State are regulated through a five-tiered permitting program which enforces regulatory requirements imposed upon each category of hazardous material site. The permit ensures that any business which handles hazardous materials, does so in compliance with the federal RCRA and the State adopted regulations to ensure hazardous materials are not released into the environment.[7]

In cases where the storage, treatment, or disposal of hazardous materials has resulted in those hazardous materials being released into the environment, extensive investigation and cleanup actions are required. The USEPA, the DTSC, the SWRCB, and any other applicable agency, actively conduct investigations into hazardous material sites to monitor the potential release of hazardous materials into the environment. When a release is identified, these agencies direct and supervise cleanup activities to ensure the hazardous materials are satisfactorily removed from the site and no longer pose a danger to the public or the environment.[8]

The listing of status types is the mechanism by which the DTSC and the SWRCB identify their involvement at each site, the status of cleanup activities, and whether the cleanup is active or complete. Status types are also an important tool for jurisdictions to understand where there are sites actively undergoing

[7] Department of Toxic Substances Control, 2020, Managing Hazardous Waste, https://dtsc.ca.gov/hazardous-waste-facility-permit/, accessed on May 2, 2020.

[8] United States Environmental Protection Agency, February 2019, Basic Information about Cleanups, https://www.epa.gov/cleanups/basic-information-about-cleanups, accessed on May 2, 2020.

cleanup of a hazardous material that may pose a hazard to the public or the environment. Status types that identify active and ongoing cleanup activities in the General Plan Planning Area include:

- Active: Identifies that an investigation and/or remediation is currently in progress and that DTSC is actively involved.
- Certified O & M- Land Use Restriction Only: Identifies sites where a remedy is implemented which results in hazardous substances remaining at the site at concentrations above those acceptable.
- Inactive- Action Required: Identifies non-active sites where DTSC has determined that a removal or remedial action or further extensive investigation is required.
- Inactive- Needs Evaluation: Identifies non-active sites where DTSC has determined an evaluation is required.
- Open- Action Required: Identifies an active site where DTSC has determined that a removal or remedial action or further extensive investigation is required.
- Open- Assessment & Interim Remedial Action: An interim remedial action is considered to be occurring at the site simultaneously with other activities such as site characterization, investigation, risk evaluation, or site conceptual model development.
- Open- Inactive: Means no regulatory oversight activities are being conducted.
- Open- Remediation- Land Use Restrictions: Identifies sites for which approved remedies have been selected and that the remedies have been started and includes remedies that are both passive and active.
- Open- Verification Monitoring: Refers to sites where the remediation phases are essentially complete and a monitoring/sampling program is occurring to confirm successful completion of the cleanup activities.
- Refer: Identifies sites that DTSC referred to other agencies for investigation, which often includes the Regional Water Quality Control Board or local jurisdictions.

10.2.1.3 Existing Hazardous Material Sites in Hollister

A search of the online databases on May 1, 2020 identified eight EnviroStor and 14 GeoTracker sites which have not been fully remediated or had their cases closed.[9] The complete list and location of active cleanup sites within the General Plan Planning Area is shown in Table 10-2 and shown in Figure 10-1.[10] Due to duplication between the EnviroStar and GeoTracker sites, there are a total 14 hazardous sites being tracked by State agencies.

[9] Sites which are no longer active, and which have a status type of "Certified," "No Further Action," "No Action Required," "No Action," and "Completed-Case Closed" were not included in this search.

[10] Some sites are identified by both EnviroStar and GeoTracker databases and are therefore listed as duplicates in the table. Only one site is counted toward the total number of active sites.

The City has also heard reports of additional hazardous materials sites at Vista Park Hill. Residents have noted that Vista Park Hill could contain underground fuel tanks and a structure with both asbestos and lead-containing materials. Evidence of asbestos was recorded at a commercial property at 420 Hill Street, located at the base of Vista Park Hill, approximately 500 feet from the Vista Park Hill playground. These sites are not identified in the EnviroStor or GeoTracker databases as having an active hazardous materials site. However, a site at Vista Park Hill was previously designated a LUST Cleanup Site on September 11, 1990 due to potential gasoline contamination. This gasoline contamination may have been a result of the diesel-fired prune dipper known to exist on the site during past agricultural uses in the vicinity of the project site. Cleanup activities were undertaken until the site was fully remediated and the cleanup site was closed on December 16, 1998.[11] GeoTracker currently lists this site as "Completed- Case Closed."

The 2015 Allendale North Street Subdivision Environmental Impact Report, a residential development adjacent to Vista Park Hill, included a Phase I Environmental Site Assessment (Phase I ESA) dated December 12, 2012 and a Phase II Soil Assessment (Phase II SA) dated December 10, 2012. The Phase I ESA determined that several past uses have the potential to result in hazardous materials within the EIR study area, which could impact adjacent properties including Vista Park Hill. Former agricultural uses could have introduced harmful pesticides or fertilizers. The EIR study area also included the use of a diesel-fired prune dipper on-site. Further, the Phase I ESA identified the historical Hart's Landfill Site operated by Cal Recycle between 1950 and 1983 in the west to southwest portion of the EIR study area, directly north of Vista Park Hill. Items disposed on-site include concrete and wood along with some tires, asbestos paper, household garbage, and pesticide containers. The Phase I ESA ultimately determined that there was no indication of significant impact to shallow soil due to pesticides, select metals, and mid- to heavy-petroleum products and that landfill gas based on the waste disposed of on-site did not have the potential to impact adjacent parcels.[12]

The Phase II SA conducted for the North Street Subdivision Draft EIR tested shallow portions of soil from 68 locations on the EIR study area. Each soil sample site corresponded with known or suspected locations of hazardous materials as identified in the Phase I ESA. The Phase II SA did not find any indication of a significant impact to shallow soil due to pesticides, metals, asbestos, and mid- to heavy-petroleum product. However, the Phase II SA notes that evidence of a minor release of diesel and motor oil was identified in the area of the former prune dipper and therefore concentrations of diesel and motor oil higher than that detected during the Phase II SA investigation could potentially be encountered during grading activities associated with the North Street Subdivision project.[13] However, such gasoline was deemed remediated by the State Water Resources Control Board in December 1998.

[11] California State Water Resources Control Board, Geotracker, ROADRUNNER#3 (T0606900047), https://geotracker.waterboards.ca.gov/profile_report?global_id=T0606900047, accessed on September 29, 2020.

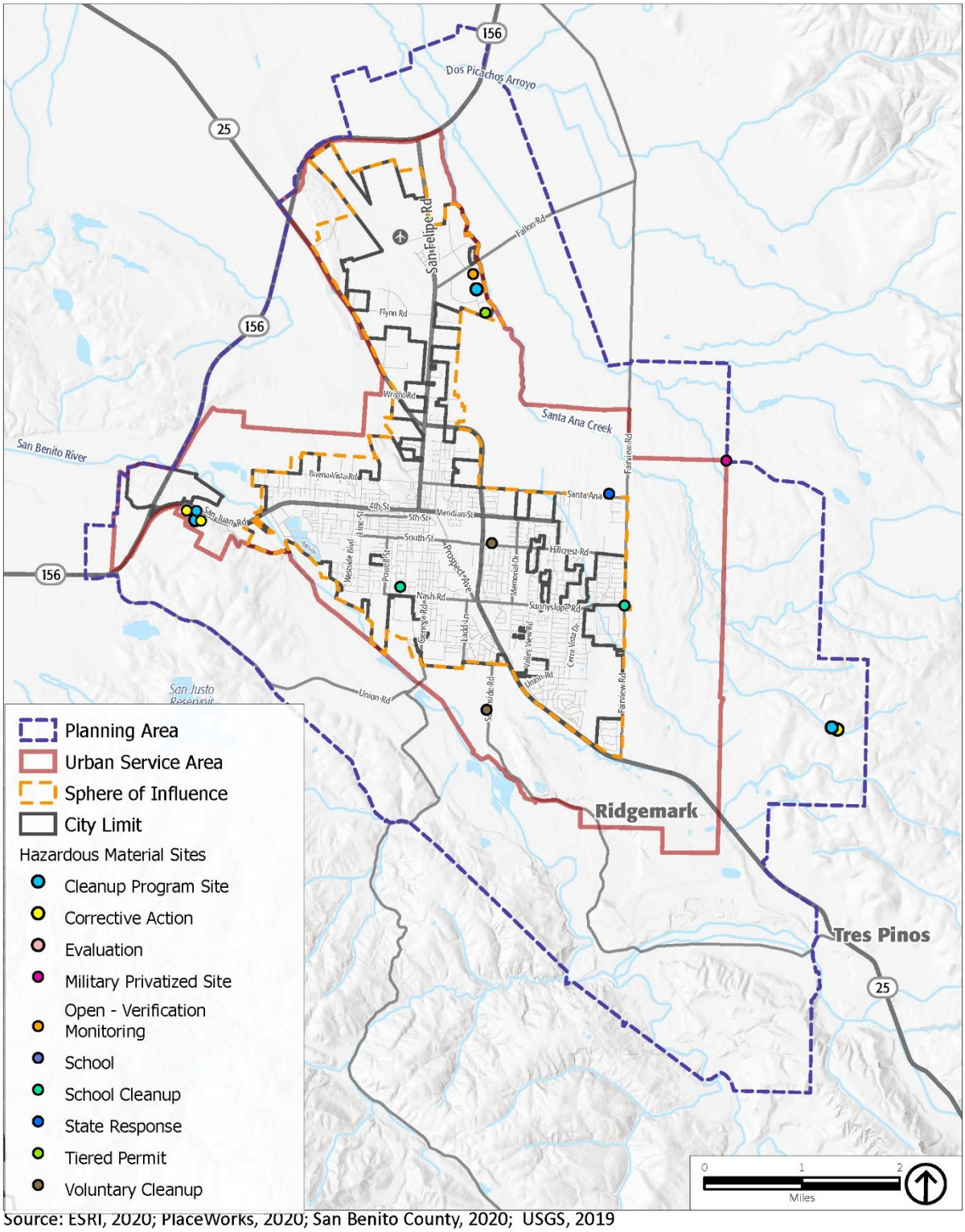
[12] City of Hollister Development Services, April 14, 2015, North Street Subdivision Administrative Draft Environmental Impact Report, State Clearinghouse No. 2014121066.

[13] City of Hollister Development Services, April 14, 2015, North Street Subdivision Administrative Draft Environmental Impact Report, State Clearinghouse No. 2014121066.

TABLE 10-2 HAZARDOUS MATERIAL SITES IN THE GENERAL PLAN PLANNING AREA

Site Name	Address	Site Type	Status Type
EnviroStor Sites			
Cerrato Property	510 Hillcrest Road	Voluntary Cleanup	Certified O&M- Land Use Restriction Only
John Smith Road Landfill	2650 John Smith Road	Corrective Action	Inactive- Action Required
PAC SCI Quantic LLC	2751 San Juan Road	Corrective Action	Refer: RWQCB
PG&E Hollister Maintenance Station	1980 Santa Ana Road	State Response	Refer: Local Agency
Proposed New Hollister School Site	Northeast of Fairview Road and Sunnyslope Road	School Cleanup	Active
Royal Circuit Solutions, Inc.	21 Hamilton Court	Tiered Permit	Inactive- Needs Evaluation
San Benito High School Modernization Project	1220 Monterey Street	School Cleanup	Active
Sunnyside Estates	2780 Southside Road	Voluntary Cleanup	Active
GeoTracker Sites			
BAE Systems	900 John Smith Road	Cleanup Program Site	Open - Assessment & Interim Remedial Action
Crop Production Services Inc.	1901 Shelton Drive	Open - Verification Monitoring	Cleanup Program Site
Dive Bombing Target No. 5	1048 Santa Ana Valley Road	Military Privatized Site	Open - Inactive
Cerrato Property	510 Hillcrest Road	Voluntary Cleanup	Certified O&M - Land Use Restrictions Only
John Smith Road Landfill	2650 John Smith Road	Corrective Action	Inactive- Action Required
PAC SCI Quantic LLC	2751 San Juan Road	Corrective Action	Refer: RWQCB
PG&E Hollister Maintenance Station	1980 Santa Ana Road	State Response	Refer: Local Agency
Proposed New Hollister School Site	Northeast of Fairview Road and Sunnyslope Road	School Cleanup	Active
PSEMC (Former PACSCI)	2751 San Juan Road	Cleanup Program Site	Open - Verification Monitoring - Land Use Restrictions
Royal Circuit Solutions, Inc.	21 Hamilton Court	Tiered Permit	Inactive - Needs Evaluation
San Benito High School Modernization Project[1]	1220 Monterey Street	School	Active
Sunnyside Estates	2780 Southside Road	Voluntary Cleanup	Active
Whittaker Ordnance Inc.	2751 San Juan Road	Cleanup Program Site	Open - Remediation - Land Use Restrictions
Wilbur-Ellis (Former Soilserve)	1601 Shelton Drive	Cleanup Program Site	Open - Verification Monitoring

Figure 10-1 Hazardous Material Sites



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

10.2.1.4 Hollister Municipal Airport

The 343-acre Hollister Municipal Airport (HMA) is owned and operated by the City of Hollister. The HMA is classified as a General Utility airport, which means that it accommodates most general aviation aircraft. HMA's airfield consists of two intersecting runways equipped with standard identification lights. The HMA has two types of aircraft hangars, conventional and T-hangars, totaling approximately 153,100 square feet. A total of six conventional hangars accommodate 16 aircraft while nine separate T-hangar buildings accommodate 75 separate aircraft. In addition to general aviation and aircraft storage, operations at the airport include aircraft maintenance, supplies, flight instruction, commercial scenic flights, and repairs.[14] Operations at the HMA are overseen by a five-member Hollister Airport Commission and a part-time airport manager.[15] Land uses surrounding the HMA include light industrial to the south and west and agricultural rangeland to the north and east. As shown on Figure 10-2, the HMA has an area of influence that covers the northern portion of the General Plan Planning Area. The LUCP discussed in Section 10.1.3.4 above identifies land uses that are not compatible with airport land uses. Such land uses include those used by vulnerable populations such as daycares, nursing homes or hospitals, sites which store hazardous materials that may be flammable, or sites with critical community infrastructure such as police and fire stations or power plants.[16] The light industrial and agricultural rangeland land uses surrounding the HMA are generally consistent with those which are considered appropriate in the LUCP so long as there are no vulnerable populations susceptible to noise, flammable products, or critical facilities which may be damaged in the event of an aviation related emergency.

10.3 IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Based on information contained in this chapter, the General Plan Update process should address the following issues:

- Maintain General Plan goals, policies and actions that call for emergency preparedness and hazard mitigation.
- Examine potential airport safety hazards when identifying future land uses within the HMA influence area.
- Continue to maintain consistency with the County's EOP and Multi-Jurisdictional LHMP.

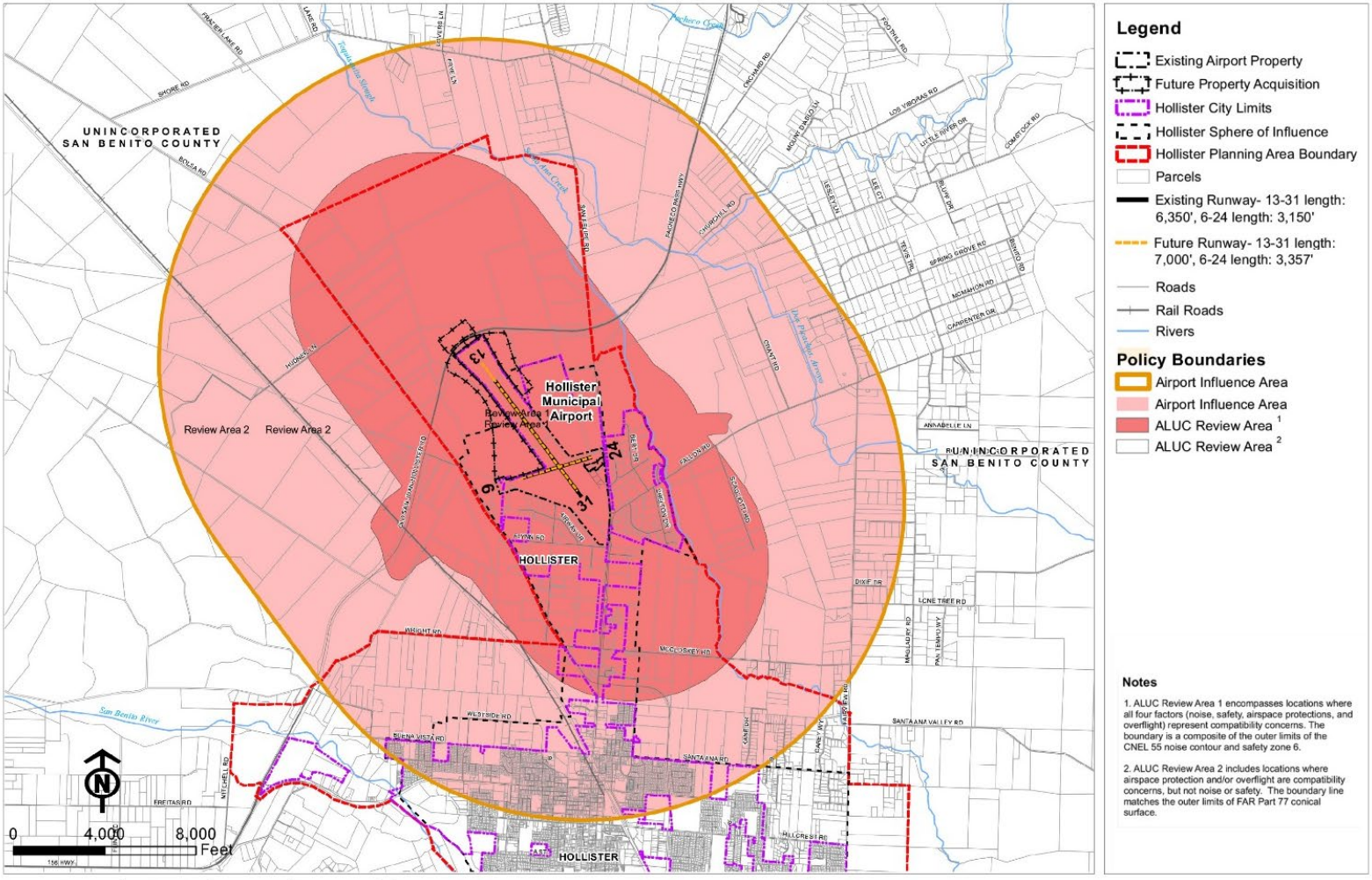
[14] County of San Benito, March 2015, 2035 San Benito County General Plan Update Revised Draft EIR, State Clearinghouse No. 2011111016, Chapter 12, Hazards and Hazardous Materials, page 12-14.

[15] City of Hollister, 2005, City of Hollister General Plan, page 4.11.

[16] San Benito County Airport Land Use Commission, June 21, 2012, Hollister Municipal Airport Land Use Compatibility Plan, page 2-24 and 2-25.

HAZARDS AND HAZARDOUS MATERIALS

Figure 10-2 Airport Influence Area



Source: San Benito County Airport Land Use Commission,
Hollister Municipal Airport Land Use Compatibility Plan, June 21, 2012, page 2-51.