SUMMARY OF CONVERSATION

Dana agreed that the project would not increase the likelihood of a hazardous condition occurring (impact of the environment on the project rather than the project on the environment) and noted the existing university buildings and hotel on the other side of the tracks would have the same evacuation requirements as the proposed structures on the Nishi site.

Her initial reaction to the description of the project was that it is important that enough exit paths are provided for evacuation. Because currently there isn’t a good way to get off of the site quickly. It would be preferable to get evacuees onto I-80 via Olive Drive (rather than to the west, where there is less direct access to the freeway). Her suggestion: 1 access point on the west, 1 on the northeast (possibly using the existing bike path to connect to Olive Drive), and 1 connecting to West Chiles Road. It is acceptable for these emergency access routes to be gated and used only during emergency.

Some hazardous materials releases do not require evacuation, but instead require sheltering in place. In this case, it is important that residents have a “contained house” with windows and doors that seal, etc. Dana said that everything required is covered in the building code and is standard practice in the construction industry, but we may want to mention it anyway.

Dana noted that, in addition to oil, there are many other potentially hazardous materials (organophosphates, fertilizers) that are shipped along that track and could present a hazard if released – these tend elicit a shelter in place response. An oil release would likely require evaluation, and some of the proposed structures could be physically impacted by a blast (although subsequent fire is more likely to cause damage).

The Nishi site is not covered under an existing evacuation plan, but the County is currently updating their plans based on new flood hazard data and could incorporate the site.