

5. Environmental Analysis

5.5 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the Connect Southwest LA project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Appropriate mitigation measures are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *Radius Map Report, West Athens TOD*, Environmental Data Resources, Inc., April 3, 2017.

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II, Appendix E).

5.5.1 Environmental Setting

5.5.1.1 RELEVANT PROGRAMS AND REGULATIONS

Federal

Resource Conservation and Recovery Act

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984 (collectively, RCRA). 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 Substances 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. Under the Certified Unified Program Agency (CUPA) program, the California Environmental Protection Agency (CalEPA) has in turn delegated enforcement authority to the County of Los Angeles (County) for state law regulating hazardous waste producers or generators.

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

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

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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.

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 any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is made publicly available so that interested parties can be informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by the US Environmental Protection Agency's Office of Emergency Management. The EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program (CalARP).

Hazardous Materials Transportation Act

The US Department of Transportation regulates hazardous materials transportation under the Code of Federal Regulations (CFR), Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Title 49 of the CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, 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.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and the 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 that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

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California Education Code

The California Education Code (CEC) establishes the law for California public education. CEC requires that the DTSC be involved in the environmental review process for the proposed acquisition and/or construction of school properties that will use state funding. The CEC requires that a Phase I Environmental Site Assessment be completed prior to acquiring a school site or engaging in a construction project. Depending on the outcome of the Phase I Environmental Site Assessment, a Preliminary Environmental Assessment and remediation may be required. The CEC also requires potential, future school sites that are proposed within two miles of an airport to be reviewed by the Caltrans Division of Aeronautics; if Caltrans does not support the proposed site, no state or local funds can be used to acquire the site or construct the school.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC) (California Code of Regulations [CCR], Title 24, Part 2). It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The CBC is updated on a three-year cycle; the 2016 CBC took effect on January 1, 2017.

California Fire Code

Title 24, Part 9 of the CCR is the California Fire Code (CFC), which includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The Los Angeles County Fire Department (LACoFD) provides fire protection services for the unincorporated areas of Los Angeles County and implements and enforces the CFC onsite. The CFC is updated on a three-year cycle; the 2016 CFC took effect on January 1, 2017.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the federal EPA and the Occupational Safety and Health Administration, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

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California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials (ACM).

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and their handling are regulated by the provisions of the Toxic Substances Control Act (U.S. Code, Title 15, Sections 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly.

Lead-Based Paint

Cal/OSHA's "lead in construction" standard is in 8 CCR Section 1532.1. The regulations address all of the following areas: permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

5.5.1.2 REGULATORY AGENCIES

United States Environmental Protection Agency

The EPA is the primary federal agency that regulates hazardous materials and waste. In general, the EPA 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, and it delegates to states and Native American tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA 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 EPA Region 9. Under the authority of the RCRA and in cooperation with state and tribal partners, the EPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

California Environmental Protection Agency

CalEPA was created in 1991 by Governor Executive Order W-5-91. Several state regulatory boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Among those responsible for hazardous materials and waste management are the DTSC, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also

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oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates, coordinates, and makes consistent the following six programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- Underground Storage Tank Program
- Aboveground Petroleum Storage Tank Act
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
- California Accidental Release Prevention (CalARP) Program

California Department of Toxic Substances Control

DTSC, which is a department of CalEPA, is authorized to carry out the federal RCRA hazardous waste program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California, primarily under the authority of the RCRA and in accordance with the California Hazardous Waste Control Law (Cal. Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 CCR Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Certified Unified Program Agency

A CUPA is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Health Hazardous Materials Division (HHMD) of LACoFD is the certified CUPA for unincorporated areas of Los Angeles County, including the project site, as well as many cities throughout the County.

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (Cal. Health and Safety Code) require all businesses that handle more than a specific amount—or “reporting quantity”—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to its CUPA. The preparation, submittal, and implementation of a business plan are required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan at least every three years and the chemical portion every year. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify: the procedures for immediate

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notification of all appropriate agencies and personnel, local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

California Accidental Release Prevention Program

CalARP became effective on January 1, 1997, in response to Senate Bill 1889 (Chapter 715, Statutes of 1996). CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

5.5.1.3 EXISTING CONDITIONS

Regulatory Agency Environmental Database Listings

An environmental database search for the project site and surroundings was conducted by Environmental Data Resources (EDR) on April 3, 2017; a complete copy of this report is included as Appendix E of this DEIR. EDR searches a target site and its surroundings at distances up to a mile from the project site, depending on type of hazardous materials site. The project site is slightly longer east-west, by about 300 feet, than the maximum site size for the type of search performed. The surrounding area search radius was increased by one-eighth mile (660 feet) to compensate for the small portion of the project site excluded from the site searched. The listings in Table 5.5-1, below, are those onsite and up to 1.125 miles from the site, depending on the type of hazardous materials site.

Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
KNOWN RELEASES AND INVESTIGATIONS FOR SUSPECT RELEASES	
Federal Databases	
SEMS: Superfund Enterprise Management System: hazardous waste sites, potentially hazardous waste sites, and remedial activities	2
CERCLIS-NFRAP: CERCLIS- No Further Remedial Action Planned	4
RCRA CORRACTS: Corrective Action Activity; Resource Conservation and Recovery Act	2
ERNS: Emergency Response Notification System: Reported releases of oil and hazardous substances	4
HMIRS: Hazardous Materials Incident Report System: hazardous material spill incidents reported to the US Department of Transportation.	2
US Brownfields: Use/reuse constrained by presence or potential presence of hazardous materials	4
State and Local Databases	
CA Response: confirmed release sites where DTSC is involved in remediation	3
CA Hist Cal-Sites: known and potential hazardous substance sites	3
CA SCH: School site evaluations by Department of Toxic Substances Control (DTSC)	6
CA Cortese: Hazardous waste & substances sites list	3
CA HIST Cortese: Historical Cortese database	22
CA LUST: Leaking Underground Storage Tanks	51
CA SLIC: Spills, Leaks, Investigations and Cleanup	11

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Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
CA CDL: Clandestine Drug Labs	3
CA VCP: Voluntary Cleanup Program	1
CA CHMIRS: California Hazardous Material Incident Report System	13
CA Notify 65: Proposition 65 incidents	4
CA ENF: Enforcement actions, State Water Resources Control Board	1
CA DEED: Properties with deed restrictions in response to hazardous materials releases	3
CA EMI: Emissions Inventory Data: Toxic and criteria pollutant emissions data	5
CA ENVIROSTOR: Sites with known contamination or reason for further investigation	43
CA HWP: Permitted hazardous waste facilities and cleanups	9
CA RGA LUST: Historical listing of Leaking Underground Storage Tanks	15
Los Angeles County Site Mitigation List	2
Subtotal	216 (51 onsite, 165 offsite)
FACILITIES, ACTIVITIES, AND/OR PERMITS	
Databases listing facilities that generate, treat, store, transport, and/or dispose of hazardous materials, including storage facilities such as underground and aboveground storage tanks; other activities such as hazardous waste shipment manifests; and facilities permitted for certain types of activities involving hazardous materials. ¹	
Federal Databases	
RCRA-LQG: Large Quantity Generators of hazardous wastes; Resource Conservation and Recovery Act	9
RCRA-SQG: Small Quantity Generators of hazardous wastes (RCRA)	11
RCRA-TSDF: Treatment, Storage, and Disposal Facilities	1
RCRA NonGen: Non-generators of hazardous waste (sites on the RCRAInfo database that do not currently generate hazardous waste)	4
FINDS: Facility Index System: contains sites listed on any of several other federal databases	28
FTTS: FIFRA/TSCA Tracking System: tracks compliance with Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA)	1
HIST FTTS: Historical FTTS	1
ECHO: Enforcement & Compliance History Information	14
State, Local, and Proprietary Databases	
CA SWF/LF: Solid Waste Facilities/Landfill Sites	7
CA LDS: Land Disposal Sites	2
CA RGA LF: Historical landfill database	1
CA WDS: Water Discharge System: Sites which have been issued waste discharge requirements	5
CA NPDES: National Pollution Discharge Elimination System (NPDES) permits, including stormwater	8
CA SWRCY: Recycling facilities	3
CA FID UST: Active and inactive Underground Storage Tank locations	11
CA UST: Underground Storage Tanks	5
CA HIST UST: Historical listing of UST sites	24
CA SWEEPS UST: Historical listing of UST sites	21
CA AST: Aboveground storage tanks	4
CA DRYCLEANERS:	2
CA HAZNET: hazardous waste shipment manifests	102
CA HAULERS: waste tire haulers	1
CA PEST LIC: Licenses and certificates issued by Department of Pesticide Regulation	1

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Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
CA WMUDS/SWAT: Waste Management Unit Database System	7
Los Angeles County HMS: Industrial Waste and Underground Storage Tank Sites	102
EDR Hist Auto: Historical gasoline stations and other automotive service businesses	32
EDR Hist Cleaners: Historical dry cleaners	15
Subtotal	422 (229 onsite, 193 offsite)
Total	638 (280 onsite, 358 offsite)

Source: EDR 2017.

¹ Some of these databases include listings of permit violations and/or enforcement actions, and thus may include some listings of hazardous materials releases.

Contaminated sites or open case files listed in Table 5.5-1 are described in further detail below.

- Exxon #7-3591 (former) at 1377 Imperial Highway is listed on the GeoTracker database as a leaking underground storage tank (LUST) site. A gasoline release affected the drinking water aquifer. The case is open; remediation was ongoing in 2014.
- Former George Manor Auto & RV Repair at 1360 Imperial Highway is listed on the GeoTracker database as a LUST site. A release of waste oil/motor/hydraulic/lubricating oil was discovered and stopped in 2002. Site assessment was conducted in 2009; the case is open (SWRCB 2017).
- Proposed South Region High School #6 Site 13 at 1600 West Imperial Highway is listed on the EnviroStor database maintained by the DTSC as a school site investigation. The case is inactive and needed evaluation as of 2007.
- West Imperial Highway Charter School At 1256 West Imperial Highway is listed on EnviroStor as a school site investigation. The case is inactive and needed evaluation as of 2010 (DTSC 2017).
- Los Angeles Southwest College: an investigation of an abandoned elevator pit, listed on EnviroStor, was transferred to LACoFD in 2006.
- Normandie Mound Caltrans Site No. 16 immediately north of the I-105 freeway and southeast of the intersection of Normandie Avenue and Imperial Highway. The site is listed on the Superfund Enterprise Management System database pursuant to CERCLA, or Superfund. The site consists of several former landfills. Potential contaminants are benzene, methane, and vinyl chloride. Potential media of concern are soil, soil vapor, and indoor air. Needed remedial action has been completed; deed restrictions are in place on part of the site (SWRCB 2017).
- Caltrans I-105 Freeway Project 3, Parcel 15 northeast of the intersection of Western Avenue and 120th Street, is listed on the EnviroStor database. Chemicals of concern are metals, petroleum, and polynuclear

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aromatic hydrocarbons. Potential media affected are soil, surface water, and groundwater other than drinking water. Site remediation was certified complete in 1994; deed restrictions are in place on the site.

- California Hazardous Materials Incident Reporting System listings onsite:
 - 11259 South Vermont Street: an unknown amount of gasoline was discharged from a service station pump to a storm drain on January 19, 2003.
 - 11404 South Western Avenue: gasoline soil contamination found during boring (soil investigation) on January 4, 1993.
 - 11700 South Normandy Avenue: report of hazardous waste release from broken storm drains on April 16, 2013. This site is also listed on the federal Emergency Response Notification System database.
 - Mobil Oil, 1769 W Imperial Highway: gasoline soil contamination reported during site investigation.¹

Historical Uses of the Site

Topographic Maps

1896: The site is vacant except for a few roadways, including north-south roadways near present-day Vermont and Western avenues; an east-west roadway near present-day Imperial Highway; and a northwest-southeast roadway passing through the south-central part of the site. A railway passes north-south near present-day Vermont Avenue.

1923/1924: The part of the site east of Normandie Avenue is sparsely developed; much of the present-day roadway network is in place. The western half of the site is vacant except for Western Avenue, present-day Imperial Highway (named Belleview Avenue), and one building offsite abutting the west site boundary. A Pacific Electric (electric interurban trolley) railroad track passes east-west one block south of the east end of the site.

1937: (east of Normandie Avenue only): Somewhat more development is present, including two large buildings near 120th Street. The north-south railway line near Vermont Avenue is absent (it is still shown south of the project site); the Pacific Electric railway line just south of the site is still present.

1950: The parts of the site north of Imperial Highway; the southeastern part of the site east of Raymond Avenue; and the southwestern part of the site between St. Andrews Place and Wilton Place are all built out. The remainder of the southern half of the site is vacant except for three buildings where St. Francis Cabrini Church is today (near the present-day southwest corner of Normandie Avenue and Imperial Highway) and one building near the southwest corner of Western Avenue and Imperial Highway. The Pacific Electric railway just south of the project site is still shown.

¹ One onsite CHMIRS listing was omitted from this list due to the small quantity of hazardous material released and limited hazard.

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Historic Aerial Photographs

1952: The part of the site north of Imperial Highway is built out, mostly with residential uses, and with some commercial and/or industrial uses along Vermont and Western avenues. Most of the part of the site south of Imperial Highway between Budlong Avenue on the east and St. Andrews Place on the west appears vacant; some of that part of the site appears to be farmland. The Pacific Electric Railway right-of-way still appears south of the site, but the tracks are not shown.

1972: Conditions on the parts of the site shown as developed in the 1952 photographs are generally similar. In the parts of the site shown as vacant or farmland in the 1952 photographs, one large building—such as commercial or industrial use—is shown near the southeast corner of Imperial Highway and Normandie Avenue. Several buildings are shown on the west side of Normandie Avenue south of Imperial Highway and St. Francis Cabrini Church. The western part of the Southwest Los Angeles College campus is shown at the southeast corner of Western Avenue and Imperial Highway.

1994: The I-105 freeway passes through the southern half of the site. The Southwest Los Angeles College campus has been built out similar to present-day conditions. Otherwise, conditions are generally similar to current conditions.

Schools within 0.25 Mile of the Project Site

There are eight schools within 0.25 miles of the site.

Onsite

- Animo South Los Angeles Charter High School, 11100 South Western Avenue
- Middle College High School, 11750 South Western Ave
- West Athens Elementary School, 1110 West 119th Street

Offsite

- Washington Primary Center, 860 West 112th Street, City of Los Angeles
- Woodcrest Elementary School, 1151 West 109th Street, Westmont
- Woodcrest Nazarene Christian School, 10936 Normandie Avenue, Westmont
- George Washington Preparatory High School, 10860 South Denker Avenue, Westmont
- Duke Ellington Continuation High School, 1541 West 110th Street, Westmont(USGS 2017)

Airport-Related Hazards

The project site is outside of the airport influence areas for Los Angeles International Airport, about 3.1 miles west of the site; and for Hawthorne Municipal Airport, about 0.8 mile southwest of the site (Los Angeles County 2017).

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Emergency Response Planning

The Los Angeles County Office of Emergency Management maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. The Office of Emergency Management leads and coordinates disaster plans and disaster preparedness exercises for all cities and special districts in Los Angeles County.

Disaster Routes are designated by the Los Angeles County Department of Public Works; they are freeway, highway, or arterial routes preidentified for use during times of crisis. These routes bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment. During a disaster, these routes have priority over all other roads for clearing, repairing, and restoration. Western Avenue and Imperial Highway are designated secondary disaster routes, and I-105 is designated a primary disaster route (DPW 2012).

Wildfire Hazards

No fire hazard severity zones are mapped on or near the project site by the California Department of Forestry and Fire Prevention; the nearest such zone to the project site is in the Baldwin Hills about 4.9 miles to the northwest (CAL FIRE 2012).

5.5.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.
- H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

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- H-7 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because the project is located:
- (i) within a Very High Fire Hazard Severity Zone (Zone 4)?
 - (ii) within a high fire hazard area with inadequate access?
 - (iii) within an area with inadequate water and pressure to meet fire flow standards?
 - (iv) within proximity to land uses that have the potential for dangerous fire hazard?
- H-9 Does the proposed use constitute a potentially dangerous fire hazard?

5.5.3 Plan, Programs, and Policies

5.5.3.1 REGULATORY REQUIREMENTS

- RR HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.
- RR HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The project will be designed and constructed in accordance with the regulations of the Los Angeles County Fire Department, which serves as the designated Certified Unified Program Agency and implements state and federal regulations for the following programs: (1) Hazardous Waste Generator, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention Program, (4) Aboveground Storage Tank Program, and (5) Underground Storage Tank Program.
- RR HAZ-3 Any project-related underground storage tank repairs and/or removals will be conducted in accordance with the California Underground Storage Tank Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, LA County Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Any project-related use of existing

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underground storage tanks will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California Underground Storage Tank Regulations.

RR HAZ-4 Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations, Title 8, Section 1541.

RR HAZ-5 Any project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Sections 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])

5.5.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Project construction and operations would involve the transport, use, and/or disposal of hazardous materials. [Thresholds H-1 (part), H-2 (part), and H-3]

Impact Analysis:

Routine Transport, Use, Storage, and Disposal of Hazardous Materials

The Specific Plan would permit commercial development in the two Mixed Use zones, Neighborhood Commercial Zone, and Civic Center Zone; permit residential uses in all but the Neighborhood Commercial, Public-Institutional, and Buffer Strip zones; and permit civic uses in the Civic Center and Public-Institutional zones. Commercial uses in two zones, Neighborhood Commercial and Mixed Use 1, would be mostly neighborhood-serving uses..

Construction

Construction in accordance with the Specific Plan would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during construction include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used would not be in such quantities or stored in such a

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manner as to pose a significant safety hazard. These activities would also be short term or one time in nature. Project construction workers would be trained in safe handling and hazardous materials use.

To prevent hazardous conditions, existing local, state, and federal laws—such as those listed under Section 5.5.1.1, *Regulatory Background*—are to be enforced at the construction sites. For example, compliance with existing regulations would ensure that construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, strict adherence to all emergency response plan requirements set forth by LACoFD would be required throughout the duration of project construction. Construction activities would be in and near existing sensitive uses, including Harbor-UCLA Medical Center and four schools.

Regulatory requirement RR HAZ-1 also ensures compliance with the US Department of Transportation and Cal/OSHA standards for hazardous materials and hazardous waste transportation. RR HAZ-2 requires all hazardous waste generation, transportation, treatment, storage, and disposal to be in compliance with the RCRA and the LACoFD as the designated CUPA. RR HAZ-3 requires all underground storage tank repairs or removals to be conducted in accordance with the California Underground Storage Tank Regulations with oversight from the Regional Water Quality Control Board, DTSC, LACoFD, South Coast Air Quality Management District (SCAQMD), and/or other regulatory agencies, as needed. RR HAZ-4 ensures any project construction within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts are designed in accordance with California Code of Regulations (Title 9, Section 1541).

Upon compliance with federal, state, and County regulatory requirements RR HAZ-1 through RR HAZ-4, construction activities in accordance with the proposed project would not pose substantial hazards to the public or the environment, and impacts would be less than significant.

Operation

The proposed Project would allow for the development of a variety of land uses, including residential, commercial, office, civic, and open space uses. Operation of the future residential uses that would be accommodated under the proposed Project would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. Operation of the future commercial uses would also involve use of small amounts of hazardous materials. The types of commercial uses, and thus the types of hazardous materials to be used, are not yet known. However, the use of commercial-grade chemicals, cleaners, and solvents would be anticipated from the proposed retail/commercial uses.

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The use, storage, transport, and disposal of hazardous materials by future residents and commercial and industrial tenants/owners of the proposed Project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, and Los Angeles County Fire Department. Regulations that would be required of those uses that involve transporting, using, or disposing of hazardous materials include RCRA, which provides the “cradle to grave” regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code (IFC), which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; CCR Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; and CCR Title 27, which regulates the treatment, storage, and disposal of solid wastes. For development in California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

The Los Angeles County Fire Department (LACoFD) is the CUPA for the County and most cities in the County, and is responsible for enforcing Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the Health and Safety Code. As the CUPA, LACoFD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk-management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency-response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the LACoFD, the Office of Emergency Services, and other emergency-response personnel. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, LACoFD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, future residential and nonresidential uses of the proposed Project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by Los Angeles County and LACoFD.

Any future development projects that would be accommodated by the proposed Specific Plan would be subject to the County’s development review process upon a formal request for a development permit. The County’s development review process would include verification of land use compatibility compliance in accordance with the development standards of the Specific Plan and County zoning regulations (Title 22 of the Code of Ordinances). Additionally, the proposed Specific Plan and County zoning regulations provide a

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list of allowable uses that are customized for highly urbanized areas of the County, such as the Project area, thereby minimizing the exposure of future residents to potential impacts. For example, uses permitted by right in a mixed-use development are considered compatible with residential uses on the same development site.

Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during Project operation would not occur. Impacts would be less than significant, and no mitigation measures are necessary.

Accidental Release of Hazardous Materials

The use, storage, and transport of hazardous materials and hazardous wastes in compliance with the laws and regulations mentioned above would minimize the potential for releases of hazardous materials that could pose substantial hazards to the public or the environment and would entail prompt containment and cleanup of spills.

Residential uses, some civic uses such as schools and parks, and some commercial uses utilize only small amounts of hazardous materials—such as cleansers, paints, fertilizers, and pesticides—and mostly or entirely for cleaning and maintenance purposes. Use of such small amounts of hazardous materials would not pose substantial hazards to the public or the environment through accidental releases.

Businesses handling reporting quantities of hazardous or extremely hazardous materials would maintain business plans including: procedures in the event of a hazardous materials release, procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance, contact information for company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The LACoFD Health Hazardous Materials Division Emergency Operations Section provides emergency responses to hazardous materials within LACoFD's CUPA jurisdiction.

In addition, regulatory requirements RR HAZ-1 and RR HAZ-2 would further enforce compliance with the U.S. Department of Transportation, Cal/OSHA, and LACoFD pertaining to hazardous materials and wastes.

Hazards to Sensitive Land Uses

Sensitive land uses include retirement facilities, hospitals, and schools. Project buildout would result in increased usage and storage of hazardous materials onsite and increased transportation of hazardous materials to and from the site. Thus, project operation could subject people within the project area, including at eight schools within a one-quarter mile of the Specific Plan area, to increased hazards from hazardous materials. Compliance with the regulations described above would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to sensitive land uses would occur, and impacts would be less than significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.5-1 would be less than significant.

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Impact 5.5-2: Demolition of existing buildings could expose construction workers to asbestos containing materials and/or lead-based paint. [Thresholds H-1 (part), H-2 (part)]

Impact Analysis: Portions of the site were built out by 1950. Thus, many buildings onsite could contain asbestos containing materials (ACMs) and lead-based paint (LBP). Demolition of buildings has the potential to expose and disturb ACMs and lead-based paint LBP. Demolition can cause encapsulated ACMs (if present) to become friable and, once airborne, they are considered a carcinogen.² Demolition of the existing buildings and structures can also release lead into the air if LPB is not properly removed and handled. The EPA has classified lead and inorganic lead compounds as “probable human carcinogens” (USEPA 2015). Such releases could pose significant risks to persons living and working in and around project site, including project construction workers.

Abatement of all ACM and LBP encountered during any future building demolition would be required to follow all applicable laws and regulations, including those of the EPA (which regulates disposal), OSHA, US Department of Housing and Urban Development, Cal/OSHA (which regulates employee exposure), and SCAQMD. County regulatory requirement RR HAZ-5 also enforces any demolition activities that have the potential to release ACMs and LBP to be conducted in accordance with SCAQMD, California Health and Safety Code Section 39650 et seq., CCR (Title 8, Section 1529), and Cal/OSHA regulations.

The EPA requires that all asbestos work performed within regulated areas be supervised by a competent person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD’s Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACMs prior to any demolition or renovation activities. Should ACMs be identified, Rule 1403 requires them to be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACMs, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Cal/OSHA regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, and the safe demolition of buildings containing LBP or other lead materials. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead.

Hazards from ACM and LBP to workers, the public, and the environment would be less than significant after compliance with the above-described regulations.

² When dry, an ACM is considered friable if it can be crumbled, pulverized, or reduced to powder by hand pressure. If it cannot, it is considered a nonfriable ACM. It is possible for nonfriable ACMs to become friable when subjected to unusual conditions, such as when demolishing a building or removing an ACM that has been glued into place.

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Level of Significance before Mitigation: Based on the analysis above, Impact 5.5-2 would be less than significant.

Impact 5.5-3: The project site is on a list of hazardous materials sites and future development activities could result in exposure of persons to hazardous materials. [Threshold H-4]

Impact Analysis: Table 5.5-1 above lists 638 hazardous materials sites: 280 within the Specific Plan area, and 358 within 1.125 mile of the Specific Plan area. Eleven sites within the Specific Plan area that could be more significant to the project site than the other listings are described above in Section 5.5.1.3. Further investigation and/or remediation is required for four of the sites; required remediation has been completed for two of the sites; one case has been transferred to the LACoFD; and four cases document past hazardous materials releases that do not require further investigation or remediation.

At five of the sites (the sites requiring additional investigation and/or remediation, and the site transferred to the LACoFD), hazardous materials may remain in soil and/or groundwater that could pose substantial hazards to the public and/or the environment should those materials be disturbed during earthmoving activities by projects developed under the Specific Plan.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.5-3 would be potentially significant.

Impact 5.5-4: The project site is outside of the airport influence areas for public-use airports. There are no heliports within one mile of the project site. Specific Plan buildout would not cause airport-related hazards to persons onsite. [Thresholds H-5 and H-6]

Impact Analysis: The project site is outside of the Airport Influence Areas for Los Angeles International Airport, about 3.1 miles west of the site; and for Hawthorne Municipal Airport, about 0.8 mile southwest of the site (LACALUC 2003). There are no heliports within one mile of the project site (Airnav.com 2017). Specific Plan buildout would not cause airport-related hazards to persons onsite.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-4 would be less than significant.

Impact 5.5-5: Project development could affect the implementation of an emergency responder or evacuation plan. [Threshold H-7]

Impact Analysis:

Construction

Specific Plan buildout would involve construction activities and construction traffic that could impede emergency access to the project site and surrounding neighborhoods. I-105 is designated a primary disaster route, and Western Avenue and Imperial Highway are designated secondary disaster routes, by the County Department of Public Works (DPW). Los Angeles County Road Permit Standard Conditions issued by DPW

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requires that encroachments into roadways interfering with future use of the roadways by the general public be removed; and prohibits temporary stockpiling of material or debris in roadways except under a Road Permit issued by DPW (DPW 2017).

Three schools are onsite—two high schools and an elementary school. The schools' emergency plans include plans for offsite evacuation as needed. The Traffic and Lighting Division would ensure that construction activities and construction staging do not block emergency evacuation from the schools.

Operation

DPW requires removal of encroachments into roadways obstructing future use of the roadway by the general public; and prohibits temporary stockpiling of material or debris in roadways except under a DPW-issued permit. Operation of projects built under the Specific Plan would not block emergency access to the site or surroundings.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-5 would be less than significant.

Impact 5.5-6: Specific Plan buildout would not expose people or structures to wildfire hazards nor are the proposed land uses potentially dangerous fire hazards. [Threshold H-8(i) through (iv) and H-9]

Impact Analysis: No fire hazard severity zones are mapped on or near the project site by the California Department of Forestry and Fire Prevention; the nearest such zone to the project site is in the Baldwin Hills about 4.9 miles to the northwest (CAL FIRE 2012).

The proposed land uses would be similar to existing uses (e.g., single and multifamily residences, commercial and office uses, industrial, and institutional uses). These proposed uses do not constitute potentially dangerous fire hazards and would be compatible with the existing residential and nonresidential buildings.

Overall, Specific Plan buildout would not expose people or structures to dangerous fire hazards.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-6 would be less than significant.

5.5.5 Cumulative Impacts

Hazardous Materials

The area considered for cumulative impacts is the service area of the LACoFD CUPA's West County Office, which extends from south-central Los Angeles and areas just west of downtown Los Angeles west and northwest to the west County boundary (LACoFD 2017).

Cumulative impacts occur when the potential impacts of one project are compounded with impacts of other development projects or from growth in the area. Hazards and hazardous materials impacts are compounded

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when multiple development projects would increase the presence of hazardous materials near the proposed project or the potential for hazardous accidents to occur.

However, use, transport, storage, and disposal of hazardous materials by other projects in the project area would be governed by the same regulations and agencies governing such uses by the proposed project. Implementation of existing regulations would minimize potential hazards from accidental release of hazardous materials. Other cumulative projects would be subject to independent CEQA review, and projects that could expose persons at schools within one-quarter mile of a project to substantial hazards through emissions of hazardous substances would be required to implement feasible mitigation measures to reduce those hazards.

Other projects may be proposed on sites listed on environmental databases. CEQA review for such projects would include environmental site assessments (e.g., Phase I, II, or III ESAs). Where contaminated soil, soil vapor, or water are discovered on a site, cleanup to appropriate regulatory levels would be required before proposed land uses could be approved where people could come into contact with the contaminated material.

Soil and groundwater contamination is usually localized; thus, potential impacts onsite are not likely to pose substantial hazards to the public and/or the environment offsite, and vice-versa.

Overall, compliance with laws and regulations governing hazardous materials and hazardous wastes described above in Section 5.5.1.1 and with regulatory requirements RR HAZ-1 through HAZ-5 would ensure impacts on hazards and hazardous materials are cumulatively considerable.

Emergency Response Planning

Other projects in the region would involve grading and construction operations entailing staging of trucks and construction materials, trucks and construction equipment entering and exiting roadways, and soil haul truck trips. Thus, other projects could affect emergency access to properties and neighborhoods surrounding their project sites. One primary disaster route (I-105) and two secondary routes (Western Avenue and Imperial Highway) pass through the project site (DPW 2012). Other projects would be required to submit construction traffic management plans to the Los Angeles County Public Works Traffic and Lighting Division for review and approval prior to construction activities. The Traffic and Lighting Division would ensure that emergency access to surrounding neighborhoods would be maintained. Cumulative impacts to emergency response plans would be less than significant.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.5-1, 5.5-2, 5.5-4, 5.5-5, and 5.5-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-3** The project site is listed on databases of hazardous materials sites.

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5.5.7 Mitigation Measures

Impact 5.5-3

HAZ-1 Prior to issuance of grading permits for individual development projects pursuant to the Specific Plan, the project applicant shall prepare and submit a Phase I Environmental Site Assessment (ESA) to the County of Los Angeles to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by an Environmental Professional in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.” If recognized environmental conditions related to soils or groundwater are identified in the Phase I ESA, the project applicant shall have soil and soil gas sampling performed, as required, as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils with the oversight and in accordance with state and local agency requirements, including the California Department of Toxic Substances Control, Regional Water Quality Control Board, and Los Angeles County Fire Department. All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Each Phase I ESA conducted for projects that involve demolition activities shall include an inspection for lead-based paint conducted by a licensed or certified lead inspector/assessor and a survey for asbestos-containing materials conducted by a California Certified Asbestos Consultant. Prior to the issuance of building permits, a report documenting the completion, results, and follow-up remediation on the recommendations, if any, shall be provided to the Los Angeles County Department of Regional Planning evidencing that all site remediation activities have been completed.

5.5.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with hazards and hazardous materials to less than significant. Therefore, no significant unavoidable adverse impacts relating to hazards and hazardous materials have been identified for the proposed project.

5.5.9 References

California Department of Forestry and Fire Prevention (CAL FIRE). 2012, May. Very High Fire Hazard Severity Zones in LRA: Los Angeles County.
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