

## 3.5 HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing hazards setting of the Globemaster Corridor Specific Plan (GCSP; Proposed Project) site and vicinity, identifies associated regulatory requirements, and analyzes the Proposed Project's impacts to hazards and hazardous materials. The following discussion focuses on the existing hazards and hazardous materials in the City of Long Beach (City) and more specifically, the Plan Area.

The Initial Study (IS) and Notice of Preparation (NOP) are contained in Appendix A-1, Initial Study; and Appendix A-2, Notice of Preparation, respectively. No comments pertaining to hazards and hazardous materials were received in response to the NOP (see Appendix A-3, Notice of Preparation Comment Letters).

The IS found that the Proposed Project would have a less than significant impact as it relates to private airstrips, adopted emergency response and evacuation plans, and wildland fires (Appendix A-1). As such, these impacts will not be addressed further in this Draft Program Environmental Impact Report (PEIR)/Draft Program Environmental Impact Statement (PEIS).

### 3.5.1 Existing Conditions

This analysis is based on review of available hazards and hazardous materials reports, websites, and maps of the Plan Area and vicinity, including reports and information posted on websites by the State Water Resources Control Board (SWRCB), the Department of Toxic Substances Control (DTSC), and the Division of Oil, Gas, and Geothermal Resources (DOGGR), as well as information gathered from historic aerial photographs.

#### Historic Uses of the Plan Area

##### *Historic Topographic Maps*

The Plan Area, as shown on four historic topographic maps (NETR 2018), is discussed below.

**1899:** The Union Pacific Railroad is located along the Plan Area's western boundary and is oriented north-south. A riparian feature is located in the southwest portion of the Plan Area. Bixby Road crosses the northern portion of the Plan Area in its current day location. There are no structures within the Plan Area

**1925:** The Cities of Signal Hill and Long Beach experience some development to the south and southwest of the Plan Area. Numerous oil wells occur within the northern portion of Signal Hill, immediately south of the Plan Area. Cherry Avenue and Spring Street are located in their present-day locations. Some structures occur within the southernmost portions of the Plan Area along Spring Street.

**1966:** Interstate-405 (I-405) and the Long Beach Municipal Airport are developed. Some industrial development occurs along Cherry Avenue, Spring Avenue, and the I-405 freeway within the Plan Area. The riparian feature shown in the 1899 topographic maps has been filled in by this time and numerous oil wells exist within the southwestern portions of the Plan Area.

**1987:** Industrial land use patterns established in prior years continue and the majority of the Plan Area has been built out by this time.

### ***Historic Aerial Photographs***

The Plan Area, as shown on historic aerial photographs from 1953, 1963, and 1994 (NETR 2018), is described below.

**1953** (shows Western Portion of Plan Area): The Long Beach Municipal Airport has been constructed by this time. Much of the southern area has been developed for industrial, aviation-related, and oil-related uses, while some of the northern portions of the site are moderately developed for industrial uses. Several above ground storage tanks are located within the southwestern portion of the Plan Area. Portions of the Union Pacific Railroad are left intact, but as evidenced by structures placed within the railway’s right of way outside of the Plan Area, the railroad is no longer functioning.

**1963** (shows entire Plan Area): Similar land use patterns occur with an intensification of industrial land uses patterns occurring within the northern portion of the Plan Area. Grading for the I-405 is underway.

**1994** (shows entire Plan Area): The majority of the Plan Area had been built out by this time with the entirety of the Plan Area being utilized for industrial, aviation-related, and oil-related purposes.

### **Environmental Database Listings**

As noted in historical topographic and aerial photographs, a wide array of industrial and commercial activities have occurred within the Plan Area dating back to the late 19<sup>th</sup> century. Given the nature of these uses, there exists the possibility for hazardous materials to have been released into the environment at various sites. A search of environmental databases maintained by state and federal agencies revealed that there are several sites that contain potentially hazardous contaminants in soil and groundwater. The majority of these listings do not identify hazardous material releases, but identify current or historic uses of hazardous materials where there is, or was, some potential for release – including hazardous waste generators and existing or historic underground storage tanks. Table 3.5-1, Hazardous Material Databases Reviewed, summarizes the databases that were searched as part of this analysis.

**Table 3.5-1  
Hazardous Material Databases Reviewed**

| <b>Database</b>  | <b>Acronym</b>    | <b>Type of Sites Listed</b>   | <b>Agency Maintaining Database</b>             |
|--|-------------------|---|--|
| Comprehensive Environmental Response, Compensation, and Liability Information System | CERCLIS           | Potentially hazardous waste sites that have been reported to the USEPA.   | US Environmental Protection Agency (EPA)       |
| CERCLIS – No Further Remedial Action Planned   | CERC-NFRAP        | Hazardous materials release sites (or suspected release sites) removed from CERCLIS sites list; No Further Remedial Action Planned. | EPA  |
| Resource Conservation and Recovery Act – Corrective Action Sites                     | CORRACTS          | Hazardous waste handlers with Corrective Action activity.   | EPA  |
| RCRA – Treatment, Storage, and Disposal Facilities                                   | RCRA-TSDF         | Sites that treat, store, or dispose of hazardous wastes.  | EPA  |
| RCRA – Small Quantity Generators   | RCRA-SQG          | Small quantity generators of hazardous wastes (generate between 100 kg and 1,000 kg of hazardous waste per month)                   | EPA  |
| RCRA – Non-generators  | RCRA NonGen / NLR | Non-generators: do not presently generate hazardous waste.  | EPA  |
| US Institutional Controls  | US INST CONTROL:  | Institutional controls (e.g., land use restrictions).   | EPA  |
| Emergency Response Notification System   | ERNS              | Reported hazardous materials releases.  | US Coast Guard                                 |
| US Brownfields   | US Brownfields    | Sites redeveloped/reused after hazardous materials cleanup.   | EPA  |
| Mines Master Index File  | US Mines          | Coal and metal/non-metal mines  | US Department of Labor                         |
| Solid Waste Facilities/Land Fill Sites   | SWF/LF            | Solid waste facilities/Landfill Sites.  | Department of Resources Recycling and Recovery |
| National Pollution Discharge Elimination System                                      | NPDES             | Permits for discharges to waters of the U.S.  | State Water Resources Control Board (SWRCB)    |
| Underground Injection Wells  | UIC               | Underground injection wells (oil & gas wells).  | CA Dept. of Conservation                       |
| California Waste Discharge System  | CA WDS            | Waste discharge requirements.   | State Water Resources Control Board            |
| EnviroStor Database  | Envirostor        | Hazardous waste sites   | DTSC   |
| Historical   | Hist Cortese      | Historical UST sites  | DTSC   |
| Recycling Facilities in California Database  | SWRCY             | Solid waste recycling facilities.   | CA Dept. of Conservation                       |
| Leaking Underground Storage Tank List  | LUST              | Leaking Underground Storage Tank.   | SWRCB  |
| Historical Leaking Underground Storage Tank  | Hist LUST         | Historical USTs   | SWRCB  |
| California Underground Storage Tank Facility Inventory Database                      | CA FID UST        | Historical USTs   | SWRCB  |

**Table 3.5-1  
Hazardous Material Databases Reviewed**

| <b>Database</b>  | <b>Acronym</b> | <b>Type of Sites Listed</b>            | <b>Agency Maintaining Database</b> |
|--|----------------|--|------------------------------------|
| Statewide Environmental Evaluation and Planning System | SWEEPS UST     | Historical USTs                        | SWRCB                              |
| Division of Oil, Gas, and Geothermal Resources         | DOGGR          | Oil, natural gas, and geothermal wells | CA Dept. of Conservation           |

### **Proximity to Schools**

The following schools are located within 0.25 mile of the Plan Area:

#### ***Kindergarten through High School***

- Burroughs Elementary School (1260 E. 33rd Street, Signal Hill); located adjacent to Plan Area (but not within Plan Area)
- Westerly School of Long Beach (950 E 29th Street, Long Beach); located approximately 300 feet south of the Plan Area

#### ***Secondary Schools***

- DeVry University (3880 Kilroy Airport Way); located within Plan Area
- Keller Graduate School of Management – Long Beach Center (3880 Kilroy Airport Way); located within Plan Area

## **3.5.2 Regulatory Setting**

### **Federal**

#### ***Comprehensive Environmental Response, Compensation, and Liability Act***

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established 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. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provides the

guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

### ***The Federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act of 1976***

The Federal Toxic Substances Control Act of 1976 and RCRA (1976) established a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

### ***Airport Safety***

The Federal Aviation Administration (FAA) has primary responsibility for the safety of civil aviation. The FAA’s major functions regarding hazards consist of the following: developing and operating a common system of air traffic control and navigation for civil and military aircraft, developing and implementing programs to control aircraft noise and other environmental effects of civil aviation, regulating U.S. commercial space transportation, and conducting reviews to determine that the safety of persons and property on the ground are protected. Federal law requires that the FAA determine whether a structure that is proposed to be built or altered, 200 feet above ground level (AGL) or higher, or near an airport, does not pose a hazard to the airspace.

### **State**

#### ***Title 22 of the California Code of Regulations & Hazardous Waste Control Law, Chapter 6.5***

The Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose “cradle to grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

### ***California Safety and Health Code***

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. Hazardous Materials Business Plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a threshold limit value of 10 parts per million or less)
- Extremely hazardous substances in threshold-planning quantities

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by the California Health and Safety Code, facilities are also required to prepare a Risk Management Plan and California Accidental Release Plan. The Risk Management Plan and Accidental Release Plan provide information on the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and mitigate potential impacts.

### ***Occupational Safety and Health Act***

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

### ***Hazardous Materials Worker Safety***

Cal/OSHA and the federal Occupational Safety and Health Administration are the agencies responsible for ensuring worker safety by developing and enforcing workplace safety regulations

in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

## **Local**

### ***Los Angeles County Hazardous Waste Management Plan***

The City is required to follow applicable portions of the Los Angeles County Hazardous Waste Management Plan (HWMP). The County’s HWMP was prepared in response to various federal and state laws mandating better government oversight and management and restricting direct land disposal of untreated hazardous wastes in distant, out-of-County facilities. The HWMP aims to encourage and facilitate the establishment of needed hazardous waste programs and facilities in cities and in unincorporated communities by the private sector to minimize untreated hazardous wastes leaving the County and to ensure that all future hazardous waste disposal will be accommodated in environmentally safe, effective, and economical facilities and managed and handled in a cooperative, balanced, and multi-faceted fashion among government, the private sector, and the public.

### ***City of Long Beach***

#### **Medical Waste Management Act**

The Medical Waste Management Act (MWMA) establishes the methods for handling, tracking, record keeping, hauling and disposal of medical waste by all medical generators and other handlers of medical waste. The California Health and Safety Code authorizes the City of Long Beach to implement the MWMA and to collect fees to cover the expenses of administering the program. The Long Beach Department of Health and Human Services, (LBHHS), Bureau of Environmental Health is responsible for administering and enforcing the MWMA. As defined in the MWMA, registration and/or permitting by the local enforcement agency (LEA) is required for medical-waste generating facilities that perform on-site treatment of medical waste, produce greater than 200 pounds per month of medical waste, or store medical wastes from multiple small generators prior to disposal using a registered hazardous waste transporter. Qualifying medical waste generation facilities may be granted a Limited Quantity Hauling Exemption (LQHE), which provides an exemption for health care professionals to transport small amounts of medical waste (20 pounds per week) without having to meet registered haulers requirements (LBHHS 2015).

### Municipal Code

In the City, the Long Beach Fire Department (LBFD) and Long Beach Bureau of Environmental Health (LBBEH) jointly function as the Certified Unified Program Agency (CUPA). Title 8, Health and Safety, of the Long beach Municipal Code, (Municipal Code) addresses codes and measures regarding hazardous materials. Chapter 8.85 (underground and aboveground Storage Tanks) designates the City to prevent injury or damage to businesses or property due to air pollution. Chapter 8.86 (Hazardous Materials release Response Plans and Inventory) designates the Long Beach CUPA as the local authority for underground and aboveground storage tank compliance. Chapter 8.87 (Hazardous Waste Control) designates the Long Beach CUPA as the local authority to enforce California Health and Safety Code Division 20, Chapter 6.5. Chapter 8.88 (Hazardous Materials Clean Up) requires site characterization, site remediation, and initial and final reports for contaminated sites in accordance with state and local laws and regulations.

### General Plan Public Safety Element

The City's General Plan Public Safety Element was adopted in May 1975 and includes policy guidelines related to the City's safety goals, fire protection, geologic hazards, crime prevention, utilities, industrial/transportation, disaster operations, and risk management, and also includes program and ordinance recommendations. The fire protection section of the Public Safety Element presents established fire demand zones determined on the basis of hazards, station locations, manpower, and equipment. Specific fire hazardous land uses are delineated, and fire protection measures are recommended. Through the City's Department of Emergency Preparedness, elaborate provisions for disaster operations have been established where manpower, communications, evacuation, community resources, and safety for citizens are discussed and reviewed. The Risk Management section of the Public Safety Element discusses factors related to risk management and the process of establishing levels of acceptable risk regarding a variety of potential hazards, including oil storage tanks and tank rupture. The Public Safety Element is a planning document that primarily addresses hazards that could affect large segments of the population and does not include specific regulatory requirements.

### **3.5.3 Thresholds of Significance**

The following thresholds of significance are based on Appendix G of the State CEQA Guidelines. Based on these thresholds, implementation of the Proposed Project would have a significant adverse impact related to hazards and hazardous materials if it would:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- B. 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

- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- E. 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, result in a safety hazard for people residing or working in the project area

The IS found that the Proposed Project would have a less than significant impact as it relates to private airstrips, adopted emergency response and evacuation plans, and wildland fires (Appendix A-1). As such, these impacts will not be addressed further in this Draft PEIR/ PEIS.

### **3.5.4 Impacts Analysis**

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

*and*

- b) *Would the project 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?*

#### **Hazardous Materials Associated with Project Construction**

The following section discusses impacts associated with construction of the Proposed Project, including demolition, grading, and construction activities.

##### ***Demolition Activities***

Future development and redevelopment projects pursuant to the GCSP may require the demolition of existing buildings and structures associated with the specific development site. Due to the age of the buildings and structures throughout the Plan Area (many over 50 years old), it is likely that asbestos-containing materials (ACM) and lead-based paints (LBP), as well as other building materials containing lead (e.g., ceramic tile), were used in their construction. Demolition of these building and structures can cause encapsulated ACM (if present) to become friable and, once airborne, they are considered a carcinogen.<sup>1</sup>

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<sup>1</sup> 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 non-friable ACM. It is possible for non-friable ACM to become friable when subjected to unusual conditions, such as demolishing a building or removing an ACM that has been glued into place.

A carcinogen is a substance that causes cancer or helps cancer grow. Demolition of the existing buildings and structures can also cause the release of lead into the air if not properly removed and handled. The United States Environmental Protection Agency (EPA) has classified lead and inorganic lead compounds as "probable human carcinogens" (EPA 2013). Such releases could pose significant risks to persons living and working in and around the Plan Area, as well as to project construction workers.

Abatement of all ACM and LBP encountered during any future building demolition activities would be required to be conducted in accordance with all applicable laws and regulations, including those of the EPA (which regulates disposal); US Occupational Safety and Health Administration; US Department of Housing and Urban Development; Cal/OSHA (which regulates employee exposure), and South Coast Air Quality Management District (SCAQMD).

For example, Cal/OSHA's regulations for exposure of construction employees to ACMs require that demolition materials be handled and transported in the same manner as other, non-friable ACMs. 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 ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACM, 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 Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Cal/OSHA Regulation 29 (CFR Standard 1926.62) 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 Title 8 of the California Code of Regulations, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead.

However, to further prevent impacts from the potential release of ACM or LBP associated with individual development projects under the GCSP, an ACM and LBP survey of existing buildings and structures would be required prior to demolition activities, as outlined in mitigation measure **MM-HAZ-1**. Per mitigation measure **MM-HAZ-1**, if ACM or LBP are encountered during the survey, the abatement, containment, and disposal of such materials shall be conducted in accordance with the applicable regulatory measures. Implementation of mitigation measure **MM-HAZ-1** would ensure that future persons performing demolition activities on the Plan Area are not adversely affected by the release of potentially hazardous materials currently present on-site.

Therefore, through compliance with all applicable laws and regulations, as well as the implementation of mitigation measure **MM-HAZ-1**, significant hazardous impacts related to the release of ACMs and LBP would not occur. Compliance with these laws, regulations, and mitigation measure would be ensured through the City's development review and building plan check process.

### ***Grading Activities***

Grading activities of the individual future development projects that would be accommodated by the GCSP would involve the disturbance of on-site soils. Soils on certain parcels of the Plan Area could be contaminated with hazardous materials due to current and historical commercial land uses. For example, a parcel located within the central portion of the Plan Area, known as the former Boeing C-17 facility site, has been identified by the SWRCB as a site requiring remediation activities due to past activities that have resulted in the soil contamination. Some remediation activities have already been completed, and further action is planned by the current owner in collaboration with the SWRCB. Additionally, previous oil production-related uses located throughout the Plan Area, including the several above-ground storage tanks located within the southwestern portion of the Plan Area, may have inadvertently resulted in the release of contaminants over time (e.g., via leaking underground and above ground storage tanks).

Exposure of contaminated soils to workers and the surrounding environment would result in a significant impact. Any contaminated soils encountered on individual development sites would be required to be removed prior to grading activities and disposed of off-site in accordance with all applicable regulatory guidelines.

However, to ensure that impacts from potential contaminated on-site soils do not occur, the implementation of mitigation measure **MM-HAZ-2** would be required for future development projects. Per mitigation measure **MM-HAZ-2**, project applicants of future development projects would be required to submit a Phase I Environmental Site

Assessment (ESA) prior to the issuance of project approvals; the Phase I ESA would identify any potential environmental conditions of a development site and determine whether contamination is present. If contamination is determined to be present on future development sites, the implementation of mitigation measure **MM-HAZ-2** would require that all contaminated soils and/or materials encountered be disposed of at a regulated site in accordance with applicable laws and regulations prior to the completion of grading. In conformance with applicable laws and regulations, any remediation activities would be performed by licensed hazardous materials handlers and would be performed pursuant to a Remedial Action Plan approved by the applicable State agency with jurisdiction over the potential contamination to ensure that remediation crews are not exposed to potential contaminants in the soil. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed. With the implementation of mitigation measure **MM-HAZ-2**, the potential for future occupants to disturb potentially contaminated soils would be reduced to a less-than-significant level.

Therefore, through required adherence with existing regulations and implementation of mitigation measure **MM-HAZ-2**, significant impacts as a result of encountering contaminated on-site soils during future project grading activities would not occur. Future compliance with existing regulations and mitigation measure **MM-HAZ-2** would be ensured through the City's development review and building plan check process.

### ***Construction Activities***

Construction of development and redevelopment projects pursuant to the GCSP would involve the use of hazardous materials, such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature. Additionally, as with project operation, the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation 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 to occur. 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. All contaminated waste 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 the LBFD and LBBEH would be required through the duration of the construction of each individual development project. Therefore, substantial hazards to the public or the environment arising from the routine use of hazardous materials during project construction would not occur, and impacts are not anticipated to be significant.

### ***Hazardous Materials Associated with Project Operation***

Future development in the Plan Area would be guided by the Land Use and Mobility Plan of the GCSP. The Land Use and Mobility Plan would create six development districts and two overlay zones that would allow various uses throughout the Plan Area. The six development districts and two overlays include a Business Park (BP) district, Community Commercial (CC) district, Industrial Commercial (IC) district, General Industrial (IG) district, Airport (AP) district, Open Space (OS) district, Cherry Avenue Overlay Zone, and Airport Environs Overlay Zone. The allowed uses within each development district are further detailed in Chapter 2.0, Project Description, of this Draft PEIR/PEIS.

Each development district would allow various uses based on compatibility with neighboring uses within each district. Uses can vary in intensity, from recreational facilities within the Open Space district, to chemical manufacturing plants in Industrial Commercial district.

The use, storage, transport, and disposal of hazardous materials by land uses pursuant to the GCSP would be governed by existing regulations set forth by several agencies. 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; the 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 within the State of 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 Long Beach FD and Long Beach BEH jointly function as the CUPA for the City, and are responsible for enforcing Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the Health and Safety Code. As the CUPA, LBFD and BEH are 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 Lbfd, BEH the Office of Emergency Services, and other emergency-response personnel, such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, BEH 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.

Medical waste that would be generated by any future health care and medical office uses that would be accommodated by the GCSP would be required to adhere to the provisions of the MWMA, which are administered and enforced by LBHHS. Under the MWMA, the City requires anyone operating a business that generates medical waste to obtain a permit, which is issued by LBHHS to ensure quality and enforcement of regulations.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials associated with future development accommodated by the GCSP are used and handled in an appropriate manner and would minimize the potential for safety impacts. Compliance with these laws and regulations is ensured through the City's development review and building plan check process. Therefore, hazards to the public or the environment arising from an accidental release of hazardous materials during project operation are not anticipated to occur.

Furthermore, any future development projects that would be permitted under the GCSP would be subject to the City's planning entitlement process. The City's development review process would include verification of land use compatibility compliance in accordance with the development standards of the GCSP and City's Zoning Regulations (Title 21 of the Long Beach Municipal Code). Additionally, the GCSP and City's Zoning Regulations provide a list of allowable uses that are customized for highly urbanized areas of the City, such as the Plan Area, thereby minimizing the potential for future workers and visitors to be exposed to uses that could potentially handle hazardous materials. For example, uses permitted by right in the Plan Area are considered compatible with future uses that would occur adjacent to development sites. Therefore, through compliance with applicable Federal, State, and local regulations and plans, impacts associated with the handling of hazardous materials would be less than significant.

## Summary

### *CEQA Impact Determination*

In summary, under CEQA, impacts associated with the Proposed Project potentially creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant with the incorporation of mitigation measures **MM-HAZ-1** and **MM-HAZ-2**. Additionally, impacts associated with the Proposed Project potentially creating 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 would be less than significant through compliance with applicable regulatory requirements. As such, impacts are **less than significant with mitigation incorporated** during both construction and operation of future projects under the GCSP.

### *NEPA Impact Determination*

In summary, under NEPA, effects associated with the Proposed Project potentially creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials are potentially significant and adverse. Mitigation measures **MM-HAZ-1** and **MM-HAZ-2** would reduce these **effects to below a level of significance**. Additionally, effects associated with the Proposed Project potentially creating 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 would **not be adverse** through compliance with applicable regulatory requirements, during both construction and operation of future projects under the GCSP.

c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

As discussed previously, there are four schools located within 0.25 mile of the Plan Area.

The proposed GCSP would permit a wide variety of land uses within the Plan Area. It would establish the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent, Proposed Project-related development activities would be founded. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Plan Area be consistent with the proposed GCSP. As such, future construction and operation of developments within the Plan Area have the potential to result in the accidental upset of hazardous materials, including within 0.25 mile of existing schools.

However, any new developments permitted under the proposed GCSP that handle or use hazardous materials would be required to comply with regulations and standards established by the EPA, State of California, and the City of Long Beach. Specifically, any new business is required to submit a full hazardous materials disclosure report. This includes an inventory of hazardous materials used, generated, stored, handled, or emitted; emergency response plans; evacuation plan; and a training program for personnel. The Long Beach Fire Department conducts yearly inspections of all businesses to ensure business plans are in order. In addition, hazardous spills and accidents are subject to the emergency procedures of the Long Beach Fire Department’s Hazardous Materials Division and/or the City of Long Beach’s Local Hazard Mitigation Plan. The Office of Emergency Services has published a Multi-Hazard Mitigation Plan that discusses the historical occurrences of natural disaster-triggered hazardous material releases, along with a description of the current regulations, response actions, and reporting requirements for such releases in the future.

#### **CEQA Impact Determination**

In conclusion, all on-site activities, during both operation and construction, would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials, and all hazardous materials handled within one-quarter mile of schools would be properly managed. Therefore, compliance with federal, state, and local regulations would ensure that impacts associated with the emission of hazardous or acutely hazardous materials, substances, and wastes within one-quarter mile of existing schools are **less than significant** under CEQA. No mitigation is required.

#### **NEPA Impact Determination**

In conclusion, all on-site activities, during both construction and operation, would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials, and all hazardous materials handled within one-quarter mile of schools would be properly managed. Therefore, compliance with federal, state, and local regulations would ensure that **no adverse effects** associated with the emission of hazardous or acutely hazardous materials, substances, and wastes within one-quarter mile of existing schools would occur under NEPA.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?*

As stated previously, there are a number of sites and facilities in the Plan Area that are listed in hazardous materials sites databases. A search of environmental databases

maintained by state and federal agencies revealed that there are several sites that contain potentially hazardous contaminants in soil and groundwater. The majority of these listings do not identify hazardous material releases, but identify current or historic uses of hazardous materials where there is, or was, some potential for release – including hazardous waste generators and existing or historic underground storage tanks (see Table 3.5-1, Hazardous Material Databases Reviewed). Most of the cases have been closed; site assessments and/or remediation have been conducted on most of the open cases.

However, due to the fact that there are numerous sites within and in proximity of the Plan Area that have been listed in a hazardous materials database, the potential for impacts exist from hazardous substance contamination. Individual future development projects permitted by the GCSP may be impacted by hazardous substance contamination remaining from historical operations on a particular portion of the overall Plan Area, which may pose a significant health risk resulting in a significant impact.

Properties contaminated with hazardous substances are regulated at the federal, state, and local level, and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Future development projects accommodated by the GCSP would be required to comply with these existing laws and regulations. Additionally, an ACM and LBP survey would be required (in accordance with mitigation measure **MM-HAZ-1**) prior to the commencement of future demolition activities within the Plan Area, and a Phase I ESA would be required (in accordance with mitigation measure **MM-HAZ-2**) for land purchasers to qualify for the Innocent Landowner Defense under CERCLA and to minimize environmental liability under other laws such as RCRA; and as a lender prerequisite to extend a loan for purchase of land. Phase I ESAs are also conducted to establish an environmental baseline before a lease of land. Phase I ESAs for future development projects pursuant to the GCSP would identify whether recognized environmental conditions are present on the proposed development site. If such conditions are present on-site, the site assessments would recommend sampling and testing of soil, soil vapor, and/or groundwater (as needed) to determine whether contaminants are present on or under the site at levels exceeding regulatory agency screening levels for the proposed type of land use. Where contaminant levels are identified at concentrations above screening levels, health risk assessments would be required to be conducted to identify whether project development would expose project residents, workers, or visitors to substantial health risks. If substantial health risks arising from environmental contamination on, under, or near the site were identified, cleanup of such contamination would be required before the City of Long Beach would issue a certificate of occupancy for such projects.

### CEQA Impact Determination

Under CEQA, with the incorporation of mitigation measures **MM-HAZ-1** and **MM-HAZ-2**, as detailed above, impacts associated with potentially contaminated sites would be **less than significant with mitigation incorporated**.

### NEPA Impact Determination

Under NEPA, effects associated with potentially contaminated sites are potentially significant and adverse prior to the implementation of mitigation. Mitigation measures **MM-HAZ-1** and **MM-HAZ-2**, as detailed above, have been identified to reduce these effects to below a level of significance so that there are **no adverse effects**.

- e) *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 the project result in a safety hazard for people residing or working in the project area?*

Most of the Plan Area is under imaginary surfaces regulating obstructions to navigable airspace surrounding Long Beach Airport pursuant to FAA Part 77 regulations for Imaginary Surfaces. Figure 2-7, Height Districts, establishes the height district for each parcel in the Plan Area, with a range of 30 feet to 153 feet. Height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area.

As shown on Figure 2-7, Height District A is concentrated in the Central Core Area of the GCSP on the east side of Cherry Avenue, near the location of the existing Globemaster C-17 Hangar which is approximately 100 feet in height for reference. The remainder of the Height Districts in the GCSP would establish maximum building heights at 65 feet or less. All future development within the City, including within the Plan Area, would be required to conform to the proposed height restrictions. During the plan check process, the City would review all development applications and plans to ensure consistency with FAA Part 77, and an aeronautical study may be required to determine whether the proposed structure would be an obstruction to navigable airspace. The height of development is subject to compatibility with the airport land use and applicable restrictions of the Caltrans Airport Land Use Planning Handbook and FAA Federal Aviation Regulations. Development projects in the FAA regulated height areas that are near or approach height limits, or any structures over certain elevations above ground level, would be required to file a Notice of Proposed Construction or Alteration with the FAA and otherwise provide compliance as required by the Federal Aviation Regulations and conformance to the recommendations of the Caltrans Airport Land Use Planning Handbook. A project would not be permitted to proceed to the construction phase until compatibility with all applicable federal and local requirements related to air traffic and airport operations is demonstrated to the satisfaction of the City.

### **CEQA Impact Determination**

Through compliance with FAA Part 77 regulations, impacts associated with airport safety hazards for people residing or working in the Plan Area would be **less than significant** under CEQA. No mitigation is required.

### **NEPA Impact Determination**

Through compliance with FAA Part 77 regulations, **no adverse effects** associated with airport safety hazards for people residing or working in the Plan Area would occur under NEPA.

## **3.5.5 Cumulative Impacts**

The area considered for cumulative hazards and hazardous materials impacts is the City of Long Beach and the adjacent portions of the Cities of Lakewood and Signal Hill.

### **Accidental Release of Hazardous Materials**

The construction and operation of other planned development projects in the City of Long Beach, in accordance with the City's General Plan, would involve the use, store, transport, and dispose of hazardous materials. Such use and handling of hazardous materials could create risks of accidental release if the materials were not used, stored, transported, and disposed of safely. However, as with the proposed GCSP, hazardous materials associated with other planned development projects would be required to be used, stored, transported, and disposed of in compliance with existing regulations set forth and enforced by numerous agencies, including LBFD, BEH, LBHHS, EPA, USDOT, SCAQMD, OSHA, and Cal/OSHA. Impacts would be less than significant. Moreover, through compliance with regulatory requirements and the implementation of mitigation measures **MM-HAZ-1** and **MM-HAZ-2**, the proposed GCSP would not result in any hazardous conditions with regard to building materials or soil contamination and would not combine with other planned development projects to result in a cumulatively considerable impact with respect to these potential hazards. Therefore, the proposed GCSP's contribution to cumulative impacts related to hazardous materials and waste or the creation of any health hazards would not be significant, and therefore, be **less than cumulatively considerable with mitigation incorporated**.

### **Listed Hazardous Materials Sites**

Other planned development projects in the City of Long Beach, in accordance with the City's General Plan, would involve redevelopment or reuse of sites that could be listed as hazardous materials sites. Ground disturbances at such sites, and redevelopment or reuse with structures for human occupancy on such sites, could create hazards for people and/or the environment. However,

as with the proposed GCSP, other planned development projects would be required to comply with existing regulations requiring the preparation of Phase I ESAs; and, where such ESAs identify recognized environmental conditions, sampling and testing of soil, soil vapor, and/or groundwater for contaminants; and remediation as needed. Therefore, the proposed GCSP's contribution to cumulative impacts related to hazardous materials sites listings would not be significant and therefore, be **less than cumulatively considerable**.

### **Navigable Airspace Surrounding Long Beach Airport**

Other planned development projects in the City of Long Beach, in accordance with the City's General Plan, may occur in the area surrounding Long Beach Airport where heights of structures are regulated to avoid obstructions to navigable airspace pursuant to FAA Part 77 regulations. As previously shown in Figure 2-4, General Plan Land Use Designations (see Chapter 2.0, Project Description, of this Draft PEIR/PEIS), portions of the General Plan are located within height standards approved by Resolution 19-0189. Compliance with the General Plan height standards in areas around the Long Beach Airport would ensure other planned development projects proposing structures would not exceed such elevation limits. The FAA would conduct an aeronautical study to determine whether the proposed structure would be an obstruction to navigable airspace. Local land use control is under the jurisdiction of the City of Long Beach, not the FAA. The City is responsible for ensuring that development of proposed structures does not create obstructions to navigable airspace. Therefore, the proposed GCSP's contribution to cumulative impacts related to airport-related hazards would not be significant and therefore, be **less than cumulatively considerable**.

### **3.5.6 Mitigation Measures**

**MM-HAZ-1** Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Globemaster Corridor Specific Plan, the project applicant/developer shall conduct the following inspections and assessments for all buildings and structures on site and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.

1. The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).

2. The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead).
3. Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.

**MM-HAZ-2** Prior to the issuance of project entitlements or grading permits (whichever occurs first) for individual development projects that would be accommodated by the Globemaster Corridor Specific Plan, the project applicant/developer shall submit a Phase I Environmental Site Assessment (ESA) to the City of Long Beach Development Services to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and 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 are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). 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. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.

### 3.5.7 Significance after Mitigation

Compliance with regulatory requirements and implementation of mitigation measures identified above (**MM-HAZ-1** and **MM-HAZ-2**) would reduce potential impacts associated with hazards and hazardous materials to a **less than significant** level.

### 3.5.8 References

City of Long Beach. 2002. General Plan Public Safety Element. Adopted 2002.

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