



## 5.6 HAZARDS AND HAZARDOUS MATERIALS

This section discloses the potential for environmental impacts that could occur at the project site due to hazardous materials and to identify feasible mitigation measures that would reduce any potentially significant impacts to less than significant levels. This section incorporates information from the project's *Phase I Environmental Site Assessment (Phase I ESA)*, prepared by RBF Consulting (April 2013). This document is included within the EIR as Appendix 13.3, *Phase I Environmental Site Assessment*.

### 5.6.1 EXISTING SETTING

#### DEFINITIONS

The United States Environmental Protection Agency (EPA) and the California Department of Toxic Substances Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. The term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a Federal, State, or local regulatory agency, or if it has characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a "solid waste" that exhibits toxic or hazardous characteristics. The EPA has defined the term "solid waste" to include many types of discarded materials, including any gaseous, liquid, semi-liquid, or solid material which is discarded or has served its intended purpose, unless the material is specifically excluded from regulation. Such materials are considered waste whether they are discarded, reused, recycled, or reclaimed.

#### PROJECT SETTING

The proposed project site is located in the southeastern portion of the City of Huntington Beach (City), at the intersection of Brookhurst Street and Adams Avenue. The project site is located within an urbanized neighborhood retail/commercial and residential area of the City. The site is currently occupied by a paved and signalized intersection. Areas of proposed right-of-way (ROW) acquisition consist of vacant areas of ornamental landscaping and parking associated with adjoining neighborhood retail/commercial and residential uses, as well as one on-site commercial building that would be demolished and one block wall associated with an off-site residential building.

The project site is currently surrounded by commercial/retail and residential uses, which are described in detail below:

- *Northeast Quadrant*. The northeast quadrant of the intersection is developed with a retail/commercial center. Further from the intersection, the areas north of Adams Avenue and east of Brookhurst Street are occupied by multi-family residential uses.
- *Northwest Quadrant*. The northwest quadrant of the intersection is developed with a retail/commercial center. Further from the intersection, the areas north of Adams Avenue and west of Brookhurst Street are occupied by multi-family residential uses.



- Southeast Quadrant. The southeast quadrant of the intersection is developed with a retail/commercial center. Further from the intersection, the areas south of Adams Avenue and east of Brookhurst Street are occupied by single-family residential uses.
- Southwest Quadrant. The southwest quadrant of the intersection is developed with a retail/commercial center. Further from the intersection, the areas south of Adams Avenue and west of Brookhurst Street are occupied by single-family residential uses.

## SITE HISTORY

Based on the *Phase I ESA*, the project area generally consisted of vacant land and roadway uses (including the unimproved Brookhurst Street and Adams Avenue) prior to the 1940s. The first uses in the area consisted of agricultural uses and vacant land in the 1940s through the 1960s. By the 1960s the project area was developed with residential uses and one commercial center (in the northeastern quadrant). The other three surrounding commercial centers appear to have been constructed in the 1970s. In the 2000s the commercial center (in the northeastern quadrant) and one large structure in the southwestern quadrant were demolished and a new commercial center (in the northeastern quadrant) and a new building (currently the Target in the southwestern quadrant) were constructed.

It should also be noted that the City has a history of oil and gas exploration and production. Based on Figure EH-103, *Methane Overlay District*, of the Environmental Hazards Element of the *General Plan*, the project site is located within a designated Methane Overlay District (District 2). This designation indicates areas in the City that have been affected by methane gas. Huntington Beach was identified as a high-risk area relative to methane gas migration into and/or from the shallow geology (peat and organic) deposits. The City has enacted methane seepage district regulations for these areas. The main conduit for petrogenic methane is through abandoned oil wells. Therefore, all areas which lie above or in the immediate vicinity of one of the identified major oil field areas or drilling areas in the City are potentially areas of concern. Methane may also be trapped beneath impervious surfaces (e.g. parking lots) or in enclosed underground areas (e.g., basements, subterranean garages, tunnels) where concentrations may cause an explosion or hazardous breathing conditions. According to the *Phase I ESA*, the project site is not located in a sedimentary basin with oil, gas, or geothermal production. No oil or gas wells were noted within the boundaries of the project site. However, there are several plugged and abandoned oil wells noted within the vicinity of the project site. Further, it should be noted that multiple oil fields are present in the City and the general surrounding area.

## CURRENT HAZARDOUS MATERIALS CONCERNS

### Past Releases of Hazardous Materials to the Groundwater

Historically, the project site was adjoined by three gas stations to the southwest (Shell), northwest (Chevron), and northeast (Super-7). These three facilities have all been demolished and redeveloped with commercial uses (two bank facilities and a Starbucks). According to the *Phase I ESA*, these three former gas station facilities have all reported releases to the groundwater. The former Chevron and Super-7 facilities conducted some remedial activities and received case closure by the Orange County Health Care Agency (HCA) for the reported releases. The former Shell was recently demolished and redeveloped and is currently under investigation for a release with the HCA. Some



remedial activities have already taken place at this location as well. During the investigations at the former Shell facility, potential contamination from an up-gradient source (anticipated to be the former Chevron facility) was noted. Upon receiving these findings, the HCA reopened the case for the former Chevron. Currently, investigations are being conducted under the HCA for both the former Shell and Chevron facilities.

Based on the *Phase I ESA*, there appears to be seven groundwater monitoring wells currently operating on-site. Multiple groundwater monitoring wells, recovery wells, vapor extraction wells, vapor probe wells, and abandoned groundwater monitoring wells are located in the immediate surrounding area. Based on the monitoring well information, groundwater appears to be generally within five feet below ground surface (bgs) at the northwestern portion of the site and greater than five feet bgs in the southeastern portion of the site. Groundwater appears to generally flow across the site down-gradient to the southeast. As of October 25, 2012, the monitoring wells have also identified detectable hazardous materials underlying the project site. Concentrations of benzene, toluene, ethylbenzene, and total xylenes (BTEX) compounds; methyl tertiary-butyl ether (MTBE), and tertiary-butyl alcohol (TBA), among others (all typical of gas station uses), were noted in the project area.

### **Off-Site Dry Cleaner Properties**

According to the EPA, dry cleaners are known to use a significant amount of chemicals, such as perchloroethylene (perc), which pose environmental concerns. At the end of the dry cleaning process, the cleaning fluid is separated from waste water by distillation. In the past, the waste water was often poured down floor drains. Perc can seep through the ground and contaminate surface water, groundwater, and potentially drinking water. Since a small amount of perc can contaminate a large amount of water, properties within a close proximity to dry cleaners or past dry cleaner sites have been found to potentially have subsurface contamination.

Rosie Cleaners (19885 Brookhurst Street) is located to the northwest of the project site. This address has been reported to have resulted in the generation of hazardous materials in the 1980s and 1990s. Thus, at this time, this reported dry cleaners facility has a moderate likelihood of releasing hazardous materials into the groundwater, including groundwater underlying the project site.

### **Lead-Based Paints**

Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some LBP. The mere presence of lead in paint may not constitute a material to be considered hazardous. In fact, if in good condition (no flaking or peeling), most intact LBP is not considered to be a hazardous material. In poor condition LBPs can create a potential health hazard for building occupants, especially children. Based on the *Phase I ESA*, the presence of LBPs in association with the on-site commercial structure (proposed to be demolished as part of the project) is unlikely as this structure was built in the 2000s. However, due to the age of the on-site block wall structure (constructed between 1960 and 1968) associated with the off-site residential building located at Lawson Lane, LBPs may be present on the walls. The on-site wall structure appeared to be in fair condition. Minor chipping was noted along the bottom of the walls. The potential for soil contamination in association with the walls is considered to be low.



## Traffic Striping Materials

LBP's were commonly used in yellow traffic striping materials before the discontinued use of lead chromate pigment in yellow traffic striping/markings materials and hot-melt thermoplastic stripe materials (discontinued in 1996 and 2004, respectively). According to the *Phase I ESA*, yellow traffic striping is present along Brookhurst Street. As the on-site striping materials is currently contained, and no visible evidence to suggest the release of LBP's into the environment was observed, the potential presence of LBP's in traffic striping materials is not anticipated to be an environmental concern to soil/groundwater at this time.

## Pole-Mounted Transformers

Many transformers contain Polychlorinated Biphenyls (PCBs). The use of PCBs was banned in 1977 and most production/use in 1979. According to the *Phase I ESA*, approximately 12 pole-mounted transformers were observed within the boundaries of the project site. No staining or leaking was observed in association with the transformers. Further, no transformer explosions have been noted in the project vicinity. Thus, the potential presence of PCBs associated with on-site transformers has not resulted in an environmental concern at the project site.

## 5.6.2 REGULATORY SETTING

### FEDERAL

#### United States Environmental Protection Agency (EPA)

According to the EPA, a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed" (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport and disposal of these materials are highly regulated at both the federal and state levels. Compliance with federal and state hazardous materials laws and regulations minimizes the potential risks to the public and the environment presented by these potential hazards, which include, but are not limited to, the following:

- Resources Conservation and Recovery Act (RCRA) – hazardous waste management
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – cleanup of contamination
- Superfund Amendment and Reauthorization Act (SARA) – cleanup of contamination
- Hazardous Materials Transportation Act (HMTA) – safe transport of hazardous materials

These laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused or disposed. The primary responsibility for implementing RCRA is assigned to the EPA, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.



The EPA and DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the RWQCB, Central Valley (Region 5S), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other state agencies involved in hazardous materials management include the Office of Emergency Services, California Department of Transportation (Caltrans), California Highway Patrol (CHP), California Air Resources Board (CARB), and CalRecycle. California hazardous materials management laws include, but are not limited to, the following:

- Hazardous Materials Management Act – business plan reporting
- Hazardous Substance Act – cleanup of contamination
- Hazardous Waste Control Act – hazardous waste management
- Safe Drinking Water and Toxic Enforcement Act of 1986 – releases of and exposure to carcinogenic chemicals

## **STATE**

### **Department of Toxics Substances Control**

The responsibility for implementation of RCRA was given to California Environmental Protection Agency's (Cal EPA's) DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California, but not by EPA, are called "non-RCRA hazardous wastes."

### **State Water Resources Control Board**

Brownfields are underutilized properties where reuse is hindered by the actual or suspected presence of pollution or contamination. The goals of the State Water Resources Control Board's (SWRCB) Brownfield Program are to:

- Expedite and facilitate site cleanups and closures for Brownfields sites to support reuse of those sites;
- Preserve open space and greenfields;
- Protect groundwater and surface water resources, safeguard public health, and promote environmental justice; and
- Streamline site assessment, clean up, monitoring, and closure requirements and procedures within the various SWRCB site cleanup programs.

Site cleanup responsibilities for brownfields primarily reside within four main programs at the SWRCB: the Underground Storage Tank Program, the Site Cleanup Program, the Department of Defense Program and the Land Disposal Program. These SWRCB cleanup programs are charged with ensuring sites are remediated to protect the State of California's surface and groundwater and return it to beneficial use.



## California Air Resources Board

One of CARB's major goals is to protect the public from exposure to toxic air contaminants. The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

The Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly 1987) supplements the AB 1807 program, by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

Under AB 1807, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community." AB 1807 also requires CARB to use available information gathered from the AB 2588 program to include in the prioritization of compounds. This report includes available information on each of the above factors required under the mandates of the AB 1807 program. AB 2588 air toxics "Hot Spots" program requires facilities to report their air toxics emissions, ascertain health risks, and to notify nearby residents of significant risks. In September 1992, the "Hot Spots" Act was amended by Senate Bill 1731 which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

## Accidental Release Prevention Law

The state's Accidental Release Prevention Law provides for consistency with federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the state and federal programs. State and federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the Certified Unified Program Agencies (CUPAs) and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the responsible CUPA as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an offsite consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

## Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by California Code of Regulations (CCR) Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling



procedures (i.e., packaging, marking, labeling and routing). The CHP and Caltrans enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between federal, state and local governmental authorities and private persons through a state mandated Emergency Management Plan.

## REGIONAL

### Orange County Health Care Agency

The HCA, Environmental Health Division, is designated as the CUPA for the County of Orange by the State Secretary for Environmental Protection. The CUPA is the local administrative agency that coordinates the regulation of hazardous materials and hazardous wastes in Orange County through the following six programs:

- Hazardous Waste (HW);
- Underground Storage Tank (UST);
- Aboveground Petroleum Storage Tank (APST);
- Hazardous Materials Disclosure (HMD);
- Business Emergency Plan (BEP); and
- California Accidental Release Prevention (CalARP).

## LOCAL

### Hazardous Materials Disclosure Program

The Huntington Beach Fire Department provides fire protection, rescue, emergency medical, and hazardous materials control and response services to the City. The program objective of the Fire Prevention and Code Enforcement Division is to reduce the threat of life and property loss to a level equal to or less than the ten year average by actively enforcing Federal, State and local codes to eliminate hazards. This is accomplished by conducting inspections of buildings and facilities within the community, providing public education programs, examining development site plans, and investigating all suspicious/accidental fires and any unauthorized release of hazardous material products.

The Hazardous Materials Disclosure Program (required as part of Chapter 17.58 of the City's *Municipal Code*) was established in response to two high profile accidents involving hazardous materials in 1984 and 1985. The program's primary function is to help emergency responders identify, monitor, and assist businesses using or storing hazardous materials, helping to reduce the probability of accidents involving hazardous materials. Having this information helps the City handle emergency incidents more effectively, which will reduce the impact of emergency incidents involving hazardous materials on surrounding business, public safety staff, and the surrounding community. As the City's primary emergency response organization, the Huntington Beach Fire Department manages the Hazardous Materials Disclosure program within the City limits.

Each affected business is required to complete and submit a Hazardous Materials Disclosure package to the Huntington Beach Fire Department, and is periodically required to submit updates. The program's staff verifies the accuracy of the information submitted by each business through a periodic inspection program, and gives guidance to businesses on prevention strategies to reduce the



potential for hazardous materials incidents. The program is coordinated through a contractual agreement with the HCA (the CUPA).

## City Specifications

The Huntington Beach Fire Department also implements City Specifications for the purposes of public safety involving hazards and hazardous materials. City Specification 431-92 requires compliance with City soil cleanup standards and Specification 429 requires safety measures for activities conducted in a Methane District.

### 5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

#### CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to Hazardous Materials impacts. Accordingly, a project may create a significant environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Section 10.0, *Effects Found Not To Be Significant*);
- Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area (refer to Section 10.0, *Effects Found Not To Be Significant*);
- Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area (refer to Section 10.0, *Effects Found Not To Be Significant*);
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (refer to Section 10.0, *Effects Found Not To Be Significant*).



Based on these criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

## 5.6.4 IMPACTS AND MITIGATION MEASURES

### EXISTING HAZARDOUS MATERIALS

- **EXISTING ON-SITE HAZARDOUS MATERIALS WOULD NOT RESULT IN AN ADVERSE IMPACT TO HUMAN HEALTH UPON IMPLEMENTATION OF IDENTIFIED MITIGATION.**

***Impact Analysis:*** One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure. Demolition/construction activities associated with development of the project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions.

#### **Existing Soil and/or Groundwater Contamination**

Construction activities at the project site could result in the disturbance of existing on-site soil and/or groundwater contamination from the former gas station facilities. Prior to site disturbance, the City would be required to contact the HCA in order to inform them that site disturbance activities will be conducted in the vicinity of 20001 Brookhurst Street (the former Shell) and 9971 Adams Avenue (the former Chevron) (Mitigation Measure HAZ-1). Site disturbance activities also have the potential to encounter contaminated soil and/or groundwater in the vicinity of 10001 Adams Avenue (the former Super-7). In order to ensure worker safety during construction, the City would be required to prepare a Worker Safety Plan, approved by the Huntington Beach Fire Department, which would outline safety precautions that would minimize potential exposure to workers (HAZ-2). Further, any activities involving potential soil contamination would be required to be consistent with the City Specification 431-92. With implementation of existing City Specifications and recommended Mitigation Measures HAZ-1 and HAZ-2, potential accidental conditions during construction resulting from the existing soil/groundwater contamination would be reduced to less than significant levels.

#### **Lead-Based Paints**

According to the *Phase I ESA*, the existing on-site commercial structure has a low potential for LBPs. However, the existing block wall associated with the off-site residential structure that would be relocated as part of the project has the potential to have LBPs. The demolition of this wall could release LBPs to the environment. Federal and State regulations govern the renovation and demolition of structures where LBPs are present. All demolition that could result in the release of LBPs must be conducted according to Federal and State standards. If LBP is found, abatement



would be required to be completed by a qualified Lead Specialist prior to any demolition activities (HAZ-3). Compliance with HAZ-3 would reduce potential impacts in this regard to less than significant levels.

### **Off-Site Dry Cleaner Properties**

The off-site dry cleaner located at 19885 Brookhurst Street (Rosie Cleaners) has a moderate likelihood of releasing hazardous materials into the groundwater, including groundwater underlying the project site. The City would be required to prepare a Worker Safety Plan, approved by the Huntington Beach Fire Department, which would outline safety precautions that would minimize potential exposure to workers from contaminated groundwater conditions, if present (HAZ-2). With implementation of HAZ-2, potential accidental conditions during construction resulting from the potential groundwater contamination from this off-site dry cleaner facility would be reduced to less than significant levels.

### **Traffic Striping Materials**

According to the *Phase I ESA*, yellow traffic striping is present along Brookhurst Street. Should construction activities result in the disturbance of traffic striping materials, the generated waste would be required to be disposed of at an appropriate, permitted disposal facility as determined by a lead specialist (HAZ-4). With implementation of HAZ-4, impacts in this regard would be reduced to less than significant levels.

### **Transport of Hazardous Materials**

Excavation and grading activities may involve the off-site transport and disposal of hazardous materials associated with potential contamination underlying the project site, as well as potential demolition materials associated with the block wall structure. Off-site transport and disposal of hazardous materials would be short-term in nature, only occurring during demolition/grading activities, and would be subject to Federal, State, and local health and safety regulations that protect public safety. Handling, transport, and disposal of these materials are regulated by the DTSC, CalEPA, CalOSHA, HCA, and Huntington Beach Fire Department. The project construction contractor would also be subject to the requirements of the CalOSHA and HCA governing removal actions. DTSC regulations require specific hazardous materials handling methods, truck haul routes, and schedules to minimize potential exposure during hazardous materials removal actions. With adherence to the requirements of affected regulatory agencies regarding the handling, transport, and disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment. As such, impacts related to the temporary off-site hauling and disposal of hazardous building materials during demolition would be less than significant.

Further, the site disturbance phase of the project could potentially result in the handling of hazardous materials (should hazardous materials be encountered) within 0.25 mile of an existing or proposed school site. The project is located approximately 0.21 mile southeast of Isojiro Oka Elementary School (9800 Yorktown Avenue) and approximately 0.25 mile northeast of Ralph E. Hawes Elementary School (9682 Yellowstone Drive). As discussed above, with adherence to the requirements of affected regulatory agencies regarding the handling, transport, and disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment. As such, impacts pertaining to the potential handling of hazardous materials within 0.25-mile of an existing school would be less than significant.



## Existing Utilities

No major petroleum pipelines have been noted as part of the *Phase I ESA*. However, the project site is located within the vicinity of an area of oil production. Statistically, the greatest danger to petroleum pipelines is an accidental dig-in due to road maintenance and utility or traffic signal systems repairs, renovations, and new construction. Implementation of the proposed project would require excavation/grading within roadway ROW along both Brookhurst Street and Adams Avenue, which could result in the rupture of petroleum pipelines, if they exist in the project area. Protection against dig-ins is provided by Dig Alert (Underground Service Alert of Southern California). Mitigation Measure HAZ-5 would require that prior to disturbance, the contractor would be required to contact Dig Alert in order to confirm the location of existing petroleum pipelines, if any. The contractor would be required to coordinate with the owner of the petroleum pipeline(s), if present, in order to ensure that roadway disturbance activities do not result in the rupture of any existing petroleum pipelines. With implementation of Mitigation Measure HAZ-5, impacts in this regard would be reduced to less than significant levels.

Many electrical transformers contain PCBs. According to the *Phase I ESA*, approximately 12 pole-mounted transformers were observed within the boundaries of the project site and may include PCBs. With implementation of HAZ-6, any transformer to be relocated/removed during site construction/demolition would be required to be conducted under the purview of the local electricity provider to identify property-handling procedures regarding PCBs. With implementation of HAZ-6, impacts in this regard would be reduced to less than significant levels.

## Subsurface Methane

As the project proposes construction within the City's Methane Mitigation District, the project would be required to comply with the *City of Huntington Beach Fire Department Specification 429*, Methane District Building Permit Requirements. Upon compliance with the City of Huntington Beach Fire Department Specification 429, impacts pertaining to potential subsurface methane would be reduced to less than significant levels.

## Conclusion

Site disturbance/demolition activities could expose workers to a variety of potentially hazardous materials. Implementation of Mitigation Measures HAZ-1 through HAZ-6 would reduce potential impacts from site disturbance/demolition activities that would result in accidental conditions at the project site. If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous wastes/materials, the contractor would be required to complete the following (Mitigation Measure HAZ-7):

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City of Huntington Beach City Engineer and Fire Department;
- Secure the areas as directed by the City Engineer; and
- Notify the Orange County Health Care Agency's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the City Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.



With implementation of Mitigation Measures HAZ-1 through HAZ-7 and compliance with applicable Federal, State, and local regulatory requirements pertaining to hazardous materials, potential impacts would be reduced to less than significant levels.

**Mitigation Measures:**

- HAZ-1 Prior to site disturbance, the City shall contact the Orange County Health Care Agency in order to inform the Agency that site disturbance activities will be conducted in the vicinity of 20001 Brookhurst Street (the former Shell Station), and 9971 Adams Avenue (the former Chevron Station). The City shall also coordinate with the Orange County Health Care Agency in order to confirm the exact locations of on-site wells prior to site disturbance.
- HAZ-2 Prior to issuance of a grading permit, the City shall submit a Worker Safety Plan for site disturbance/construction activities, in consultation with California Division of Occupational Safety and Health (Cal/OSHA) and the Huntington Beach Fire Department. The Worker Safety Plan shall include safety precautions (e.g., personal protective equipment or other precautions to be taken to minimize exposure to hazardous materials) to be taken by personnel when encountering potential hazardous materials, including potential contaminated soil/groundwater.
- HAZ-3 If paint is separated from building materials (chemically or physically) during demolition of the block wall structure at 20011 Lawson Lane, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.
- HAZ-4 Should construction activities result in the disturbance of traffic striping materials, the generated waste shall be disposed of at an appropriate, permitted disposal facility as determined by a lead specialist.
- HAZ-5 Prior to site disturbance, the contractor shall contact Dig Alert (Underground Service Alert of Southern California) in order to confirm the location of the existing petroleum pipelines, if any. If present, the contractor shall coordinate with the owner(s) of the existing petroleum pipelines in order to ensure that a rupture during disturbance activities does not occur.
- HAZ-6 Any transformer to be relocated/removed during site construction/demolition shall be conducted under the purview of the local electricity provider to identify proper-handling procedures regarding PCBs.
- HAZ-7 If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:



- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the City Engineer and Fire Department of the City of Huntington Beach;
- Secure the area as directed by the City Engineer; and
- Notify the Orange County Health Care Agency's Hazardous Materials Division's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the City Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

**Level of Significance:** Less Than Significant Impact with Mitigation Incorporated.

## EMERGENCY RESPONSE AND EVACUATION

- **IMPLEMENTATION OF THE PROJECT WOULD NOT RESULT IN THE IMPAIRMENT OR INTERFERENCE WITH AN EMERGENCY RESPONSE PLAN OR EVACUATION PLAN UPON IMPLEMENTATION OF IDENTIFIED MITIGATION.**

**Impact Analysis:** As noted in Section 5.2, *Traffic and Circulation*, the project proposes to widen the Brookhurst Street/Adams Avenue intersection in all directions. During construction activities, the proposed project would require temporary lane and sidewalk closures to accommodate the proposed expansion of ROW and other project improvements. As noted above, the construction process is expected to last approximately six months, with construction activity taking place on all four quadrants of the intersection concurrently. Temporary disruptions during the short-term construction process would have the potential to interfere with emergency response and/or evacuation.

To minimize the potential for impacts to emergency response/evacuation during the short-term construction process, Mitigation Measure TR-1 would require the City to prepare a Traffic Management Plan (TMP). The TMP would specify various measures to minimize impacts, which may include (but not limited to) construction signage and/or a detailed re-routing plan for vehicles, bicyclists, and pedestrians. Although traffic flow in the area would be temporarily impacted during construction, the City would maintain at least one open traffic lane in each direction along Brookhurst Street and Adams Avenue at all times. Though construction would last approximately six months, lane and sidewalk closures would occur for only a portion of the overall construction duration. Any impacts to traffic operations during construction would be short-term in nature and would cease upon project completion. As such, emergency ingress/egress to and from adjacent properties would be available at all times. Further, per existing City standards and regulations, the existing fire hydrant spacing would be required to be maintained and City of Huntington Beach Fire Department approval would be required for all hydrant locations. In addition, the Fire Department would be required to be notified should any fire hydrants/fire lanes be out of service during construction. Thus, impacts in this regard would be less than significant upon implementation of Mitigation Measure TR-1.

**Mitigation Measures:** Refer to Mitigation Measure TR-1.

**Level of Significance:** Less Than Significant Impact with Mitigation Incorporated.



## 5.6.5 CUMULATIVE IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE HAZARDS AND HAZARDOUS MATERIALS IMPACTS UPON IMPLEMENTATION OF IDENTIFIED MITIGATION.**

***Impact Analysis:*** As outlined in Table 4-1, *Cumulative Projects List*, and illustrated on Exhibit 4-1, *Cumulative Project Locations*, the related projects and other possible development would occur throughout Huntington Beach. Based on the projects identified in Table 4-1, only two would occur within one mile of the project site (Lamb School and Wardlow School residential projects).

The identified cumulative projects are not anticipated to result in a cumulatively considerable hazardous materials impact, as other cumulative projects in the vicinity propose residential uses and commercial/retail mixed use projects. The project could contribute cumulatively (although not significantly) to a hazard involving the transport of hazardous materials during construction. Other cumulative projects could result in the transport of hazardous materials during site disturbance/demolition/remedial activities. Handling, transport, and disposal of these materials are regulated by the DTSC, CalEPA, CalOSHA, HCA, and Huntington Beach Fire Department. The construction contractor, on a project-by-project basis, would be subject to the requirements of the DTSC governing removal actions. DTSC regulations require specific hazardous materials handling methods, truck haul routes, and schedules to minimize potential exposure during hazardous materials removal actions. Compliance with all applicable Federal and State laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant, cumulatively considerable, impact would occur as a result of implementation of the proposed project.

***Mitigation Measures:*** Refer to Mitigation Measures HAZ-1 through HAZ-7.

***Level of Significance:*** Less Than Significant Impact with Mitigation Incorporated.

## 5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified following implementation of the recommended mitigation measures.