Section 3.8
Hazards and Hazardous Materials

3.8.1 Introduction

This section describes the geographic and regulatory setting for hazards and hazardous materials, discusses impacts that could result from the *2020 LA River Master Plan* and its elements, and determines the significance of impacts. Where needed, this section identifies mitigation measures that would reduce or avoid any significant impacts.

A hazardous material is any substance that, because of its quantity, concentration, or physical or chemical properties, may pose a hazard to human health and the environment. Under California Code of Regulations (CCR) Title 22, the term "hazardous substance" refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: (1) toxicity, (2) ignitability, (3) corrosiveness, and (4) reactivity (CCR Title 22, Chapter 11, and Article 3). A hazardous material is defined in CCR Title 22 as:

> [a] substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (CCR Title 22 Section 66260.10).

Hazardous materials in various forms can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Hazards to human health and the environment can occur during production, storage, transport, use, or disposal of hazardous materials. This section also addresses emergency response/evacuation, airport safety, and wildfire hazards. For additional discussion related to emergency response, please refer to Section 3.14, *Public Services*. For a discussion of wildfire hazards in or near State responsibility areas or lands classified as Very High Fire Hazard Severity Zones, see Section 3.19, *Wildfire*.

The analysis in this section includes impact determinations under CEQA for the *2020 LA River Master Plan* that are applicable to all 18 jurisdictions in the study area, including the County and non-County jurisdictions (17 cities). Except for significant and unavoidable impacts, all identified significant environmental effects of the proposed *2020 LA River Master Plan* can be avoided or reduced to a less-than-significant level if the mitigation measures identified in this PEIR are implemented. These mitigation measures will be implemented for subsequent projects that are carried out by the County. Because some later activities under the *2020 LA River Master Plan* would not be carried out by the County, the County cannot enforce or guarantee that the mitigation measures would be incorporated. Therefore, where this PEIR concludes a less-than-significant impact for later activities carried out by the County, the impact would be significant and unavoidable when these activities are not carried out by the County.

3.8.2 Setting

3.8.2.1 Geographic

The following section contains a regional description of hazards and hazardous materials conditions in the project area, followed by a more detailed description by frame.

Regional Hazardous Materials and Land Use

The LA River passes through 18 jurisdictions along its 51-mile journey from the Pacific Ocean in Long Beach to the Santa Susana Mountains. As such, the *2020 LA River Master Plan* study area[1] consists of multiple uses such as residential, local and neighborhood commercial, office use, entertainment industry, and dense urban, including heavy and light industrial.

Due to the nature of their use, residential and office uses typically do not pose significant hazardous material impacts. Hazardous materials are not typically handled in significant amounts, and materials typically used for such activities as cleaning and maintenance are not materials classified as acutely hazardous. Industrial and commercial land uses have a higher likelihood of hazardous materials impacts.

Industrial land use can encompass a wide range of business operations that have the potential to create hazardous materials impacts. Industrial facilities store hazardous materials in underground storage tanks (USTs) and/or aboveground storage tanks, and in designated storage locations. Age and improper maintenance of storage tanks are common causes of soil and groundwater contamination. Improper handling and storage of hazardous material containers can lead to hazardous material incidents.

Commercial locations can include vehicle repair sites, gasoline fueling stations, and dry cleaning facilities. Like industrial facilities, some commercial sites store hazardous materials in storage tanks and in designated areas within the facility. Hazardous materials spills and leaks in vehicle repair and fueling locations can lead to hydrocarbon-impacted soil and groundwater. Improper storage and use of hazardous materials in dry cleaning facilities can lead to chlorofluorocarbon-contaminated soil and groundwater.

A review of the State Water Resources Control Board's (SWRCB's) GeoTracker and the California Department Toxic Substances Control's (DTSC's) EnviroStor websites identified the following types of hazardous materials sites within the study area:

- **Leaking Underground Storage Tank (LUST) Cleanup Sites** include all UST sites that have had an unauthorized release (i.e., leak or spill) of a hazardous substance, usually fuel hydrocarbons, and are being (or have been) cleaned up. In GeoTracker, LUST sites consist almost entirely of fuel-contaminated LUST sites, which are regulated pursuant to Title 23 of the CCR, Chapter 16, Article 11.
- **Cleanup Program Sites** include all non-federally owned sites that are regulated under SWRCB's Site Cleanup Program and/or similar programs conducted by each of the nine Regional Water Quality Control Boards (RWQCBs). Cleanup Program Sites are also commonly referred to as "Site

[1] The study area is defined as a 2-mile-wide corridor—1 mile on each side of the river—that follows the centerline of the LA River for its entire 51 miles.

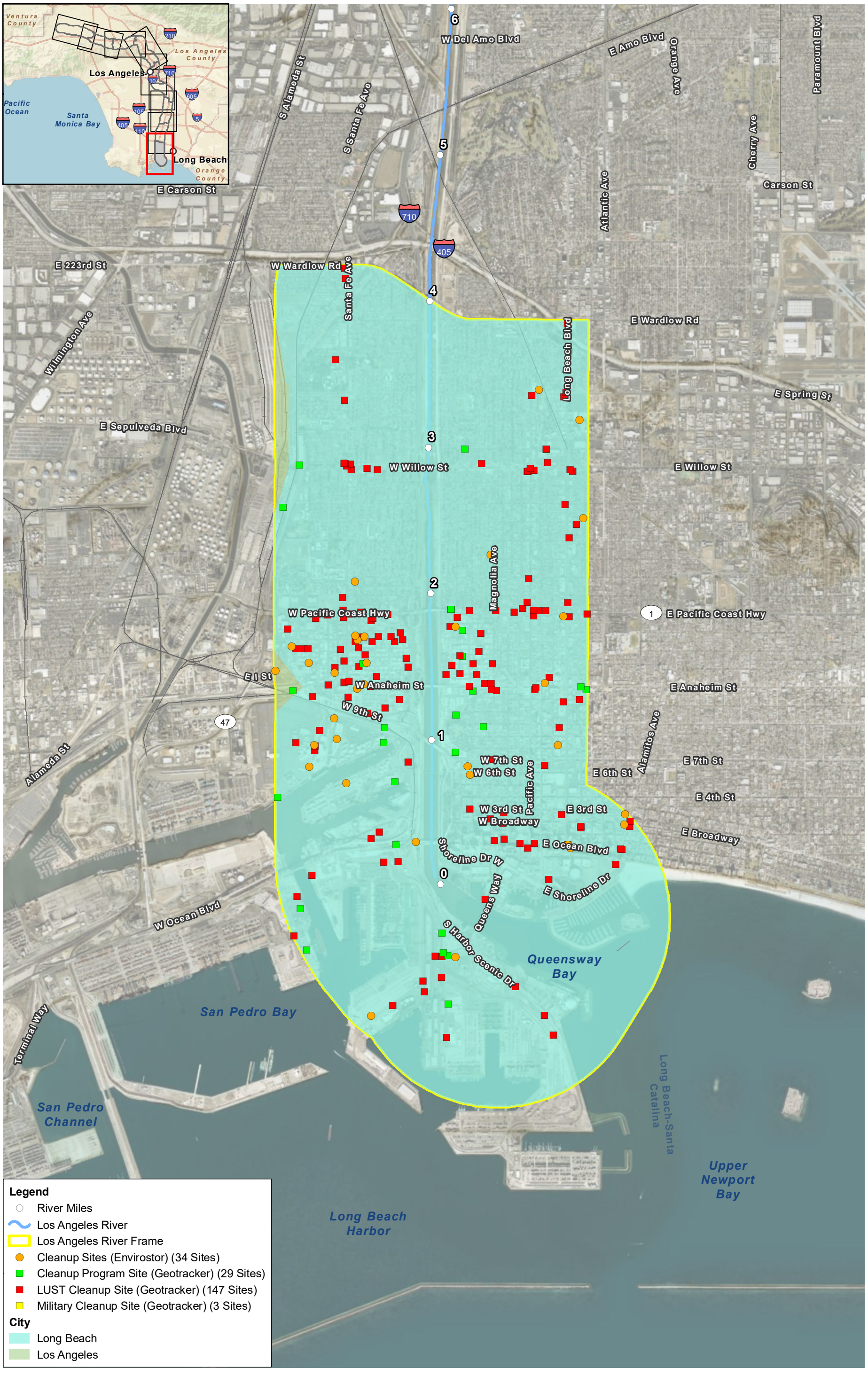
Cleanup Program Sites." Cleanup Program Sites are varied and include but are not limited to pesticide and fertilizer facilities, railyards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, mine sites, landfills, Resource Conservation and Recovery Act (RCRA)/Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) cleanups, and some brownfields. Unauthorized releases detected at Cleanup Program Sites are highly variable and include but are not limited to hydrocarbon solvents, pesticides, perchlorate, nitrate, heavy metals, and petroleum constituents.

- **Military Cleanup Sites** include all cleanup sites on existing military bases or those to be transferred. Military Cleanup Sites include a wide range of discharges, but are primarily regulated under RCRA/CERCLA standards by each of the nine RWQCBs.
- **Military Privatized Sites** include all former military bases/facilities that have been transferred for civilian reuse but are still undergoing (or have undergone) cleanup activity under the direction of SWRCB and/or one of the nine RWQCBs.
- **Military UST Sites** include all petroleum-related LUST cleanup sites on existing military bases (or those to be transferred) and regulated by SWRCB and/or one of the nine RWQCBs. Military LUST sites are non-CERCLA and are therefore regulated under Title 23 of the CCR, Chapter 16, Article 11 standards.
- **DTSC Cleanup Sites** include the following sub-categories:
    - *Cal-Mortgage:* Under a Memorandum of Understanding with the Cal-Mortgage Loan Insurance Division of the Office of Statewide Health Planning and Development, DTSC reviews environmental documents for sites applying for their guaranteed loan insurance program for the construction, improvement, and expansion of healthcare facilities. The loan applicants are either public entities or non-profit groups. The environmental review is done as part of the real estate due diligence process, and the properties are not expected to have had hazardous substances releases.
    - *Closed Base:* Identifies closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Facilities/sites with confirmed releases are generally considered high priority and high potential risk. Closed Base facilities/sites are further defined as State Response, Federal Superfund, or Military Evaluation.
    - *Corrective Actions:* Investigation or cleanup activities at RCRA or State-only hazardous waste facilities (that were required to obtain a permit or have received a hazardous waste facility permit from DTSC or U.S. Environmental Protection Agency [EPA]).
    - *Evaluation:* Identifies suspected, but unconfirmed, contaminated sites that need or have gone through a limited investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the limited investigation and/or assessment process result in a No Action Required (for Phase I assessments) or No Further Action (for Preliminary Endangerment Assessments or Phase II assessments) determination.
    - *Expedited Remedial Action Program:* Identifies sites in the Expedited Remedial Action Program. These are confirmed release facilities/sites worked on by responsible parties with

oversight of the cleanup by DTSC. This is a statewide pilot program limited to 30 facilities/ sites. These confirmed facilities/sites are generally high priority and high potential risk.

- *Federal Superfund (National Priorities List):* Identifies sites where EPA proposed, listed, or delisted a site on the National Priorities List. The list of sites is developed and maintained by EPA, which typically has primary regulatory oversight for the sites listed on the National Priorities List.
- *Formerly Used Defense Sites:* Identifies military facilities that were Formerly Used Defense Sites with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Facilities/sites with confirmed releases are generally considered high priority and high potential risk. Formerly Used Defense Sites are further defined as State Response, Federal Superfund, or Military Evaluation sites.
- *Hazardous Waste Property or Border Zone Property Evaluation:* Identifies facilities/sites that went through the Hazardous Waste Property or Border Zone Property evaluation process. (Chapter 6.5, Health and Safety Code Section 25221.)
- *Historical:* Identifies sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historical site.
- *Open Base:* Identifies open military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Facilities/sites with confirmed releases are generally considered high priority and high potential risk. Open Base facilities/sites are further defined as State Response, Federal Superfund, or Military Evaluation.
- *Permitted:* Facilities/sites that were required to obtain a permit or have received a hazardous waste facility permit from DTSC or EPA in accordance with Section 25200 of the Health and Safety Code or the RCRA.
- *School:* Identifies proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as "Cleanup" (remedial actions occurred) or "Evaluation" (no remedial action occurred) based on completed activities. All proposed School sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.
- *State Response:* Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high priority and high potential risk.
- *Tiered Permit:* A corrective action cleanup project on a hazardous waste facility that either was eligible to treat or permitted to treat waste under the Tiered Permitting system. Facilities in this category fall under the Permit by Rule tier or Conditionally Authorized or Exempt tiers.
- *Voluntary Cleanup:* Identifies sites with either confirmed or unconfirmed releases, and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Figures 3.8-1 through 3.8-9 show the hazardous materials sites within the study area, based on a review of SWRCB's GeoTracker and DTSC's EnviroStar websites conducted in August 2020.



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0 1,625 3,250 Feet

1:39,000

Figure 3.8-1
Hazmat Cleanup Sites within Frame 1

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

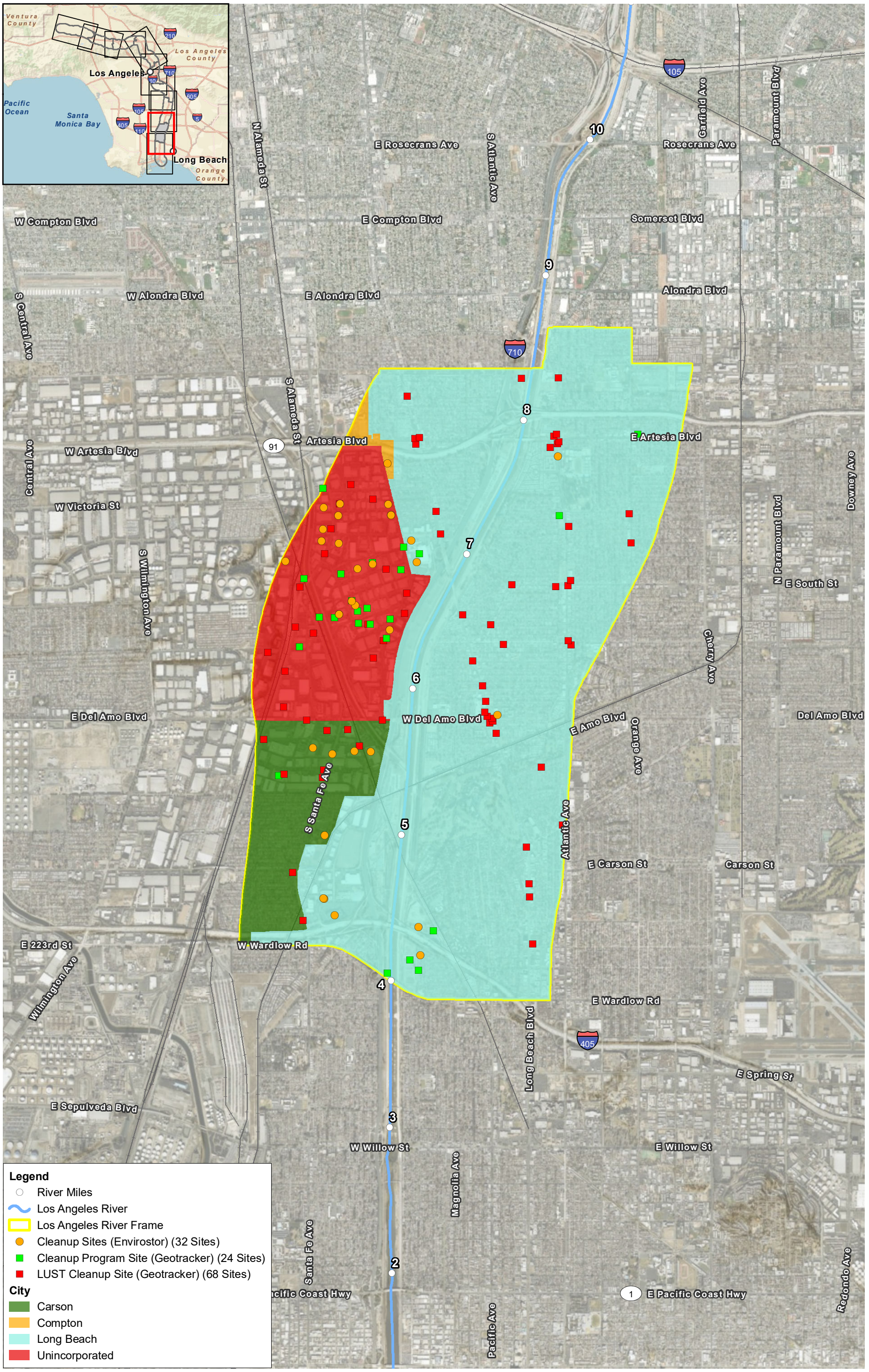


Figure 3.8-2
Hazmat Cleanup Sites within Frame 2

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

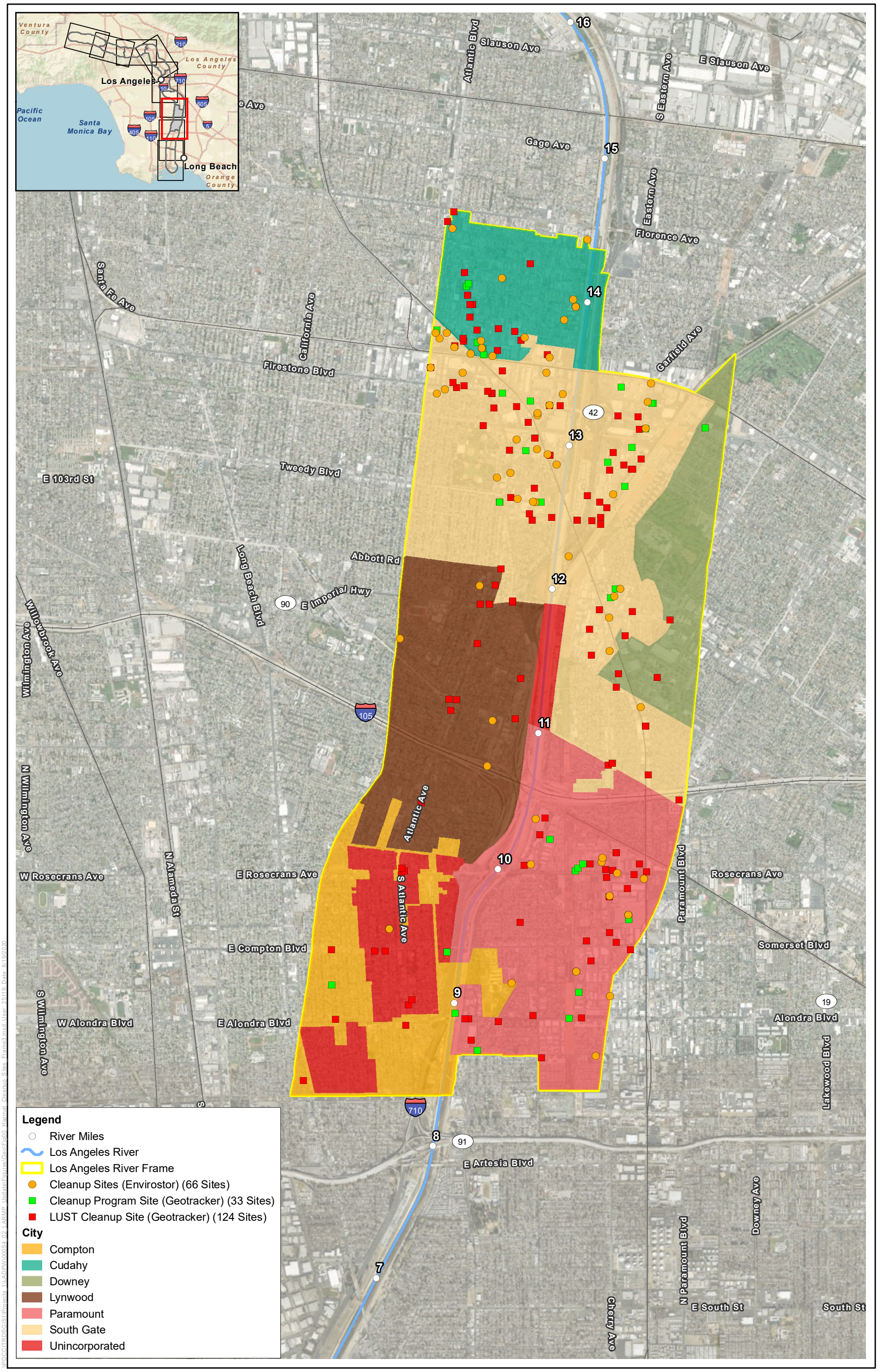
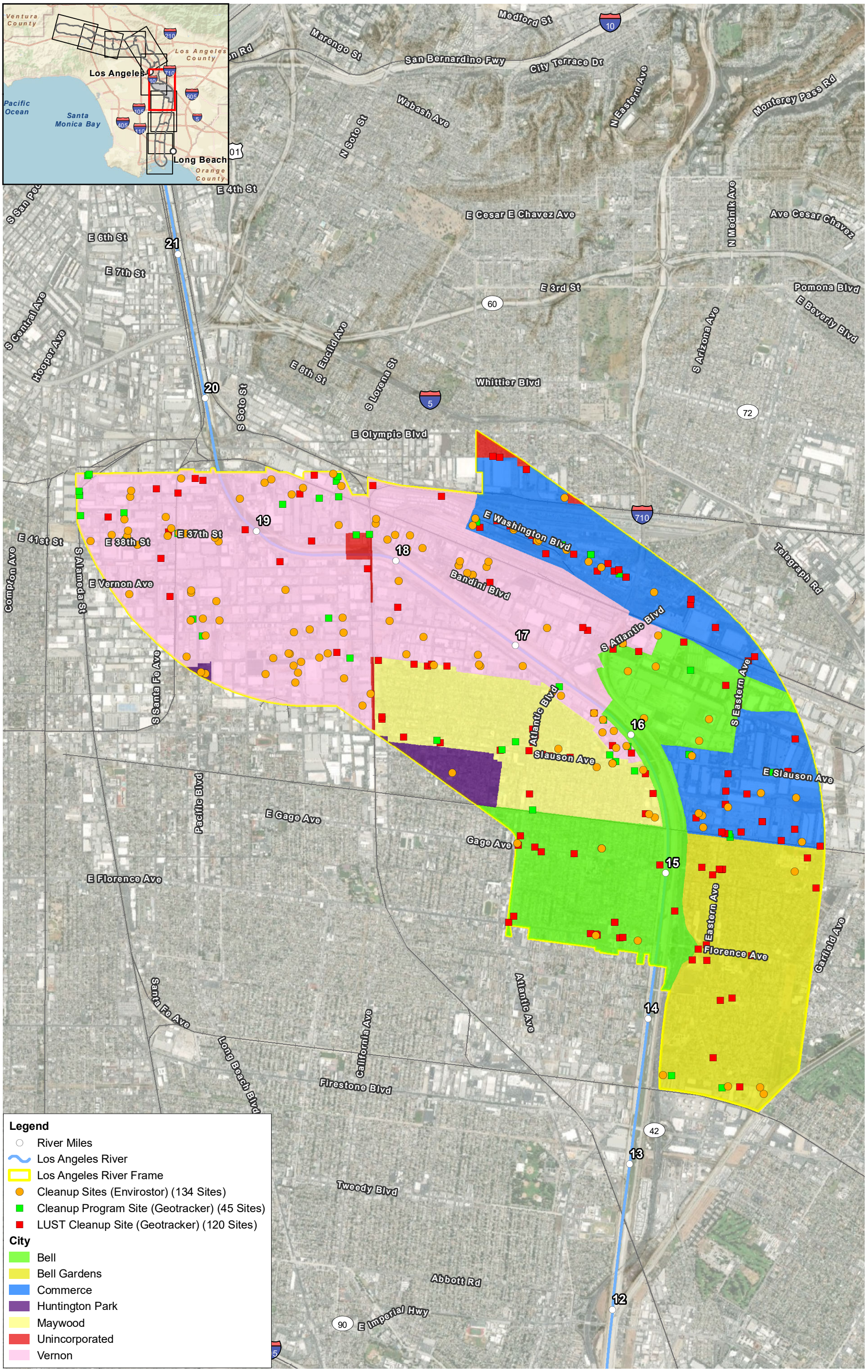


Figure 3.8-3
Hazmat Cleanup Sites within Frame 3

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI



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Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

Figure 3.8-4
Hazmat Cleanup Sites within Frame 4

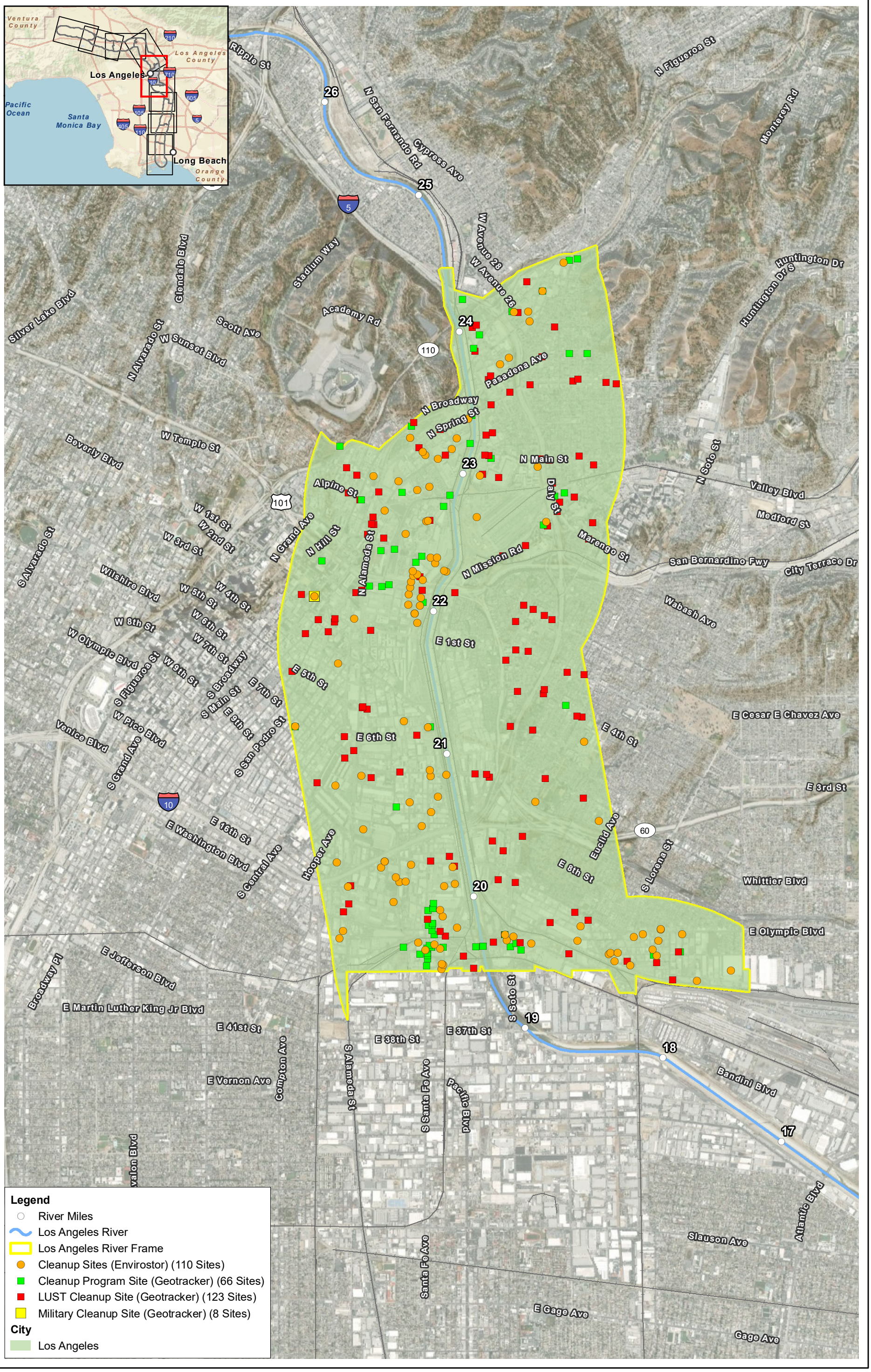


Figure 3.8-5
Hazmat Cleanup Sites within Frame 5

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

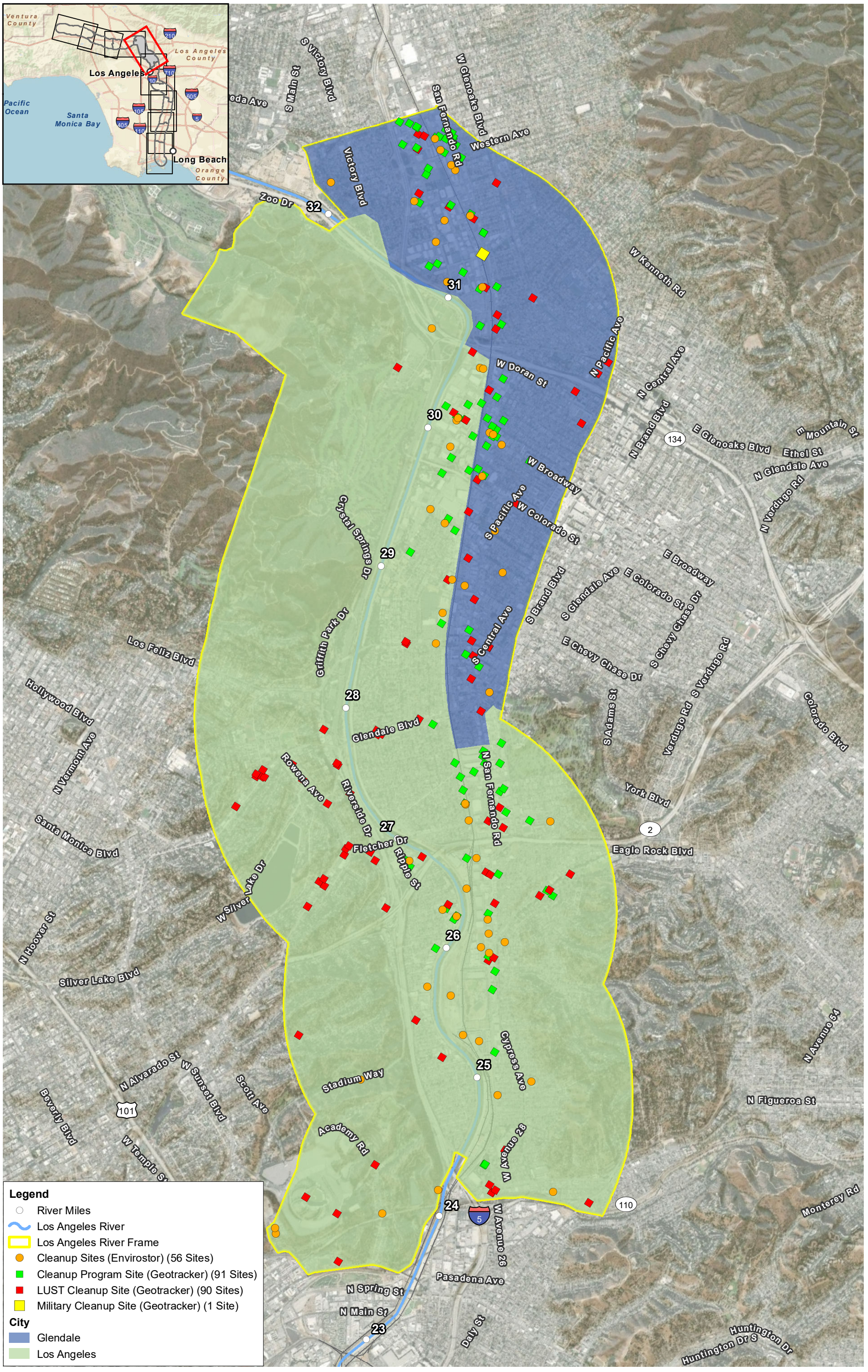
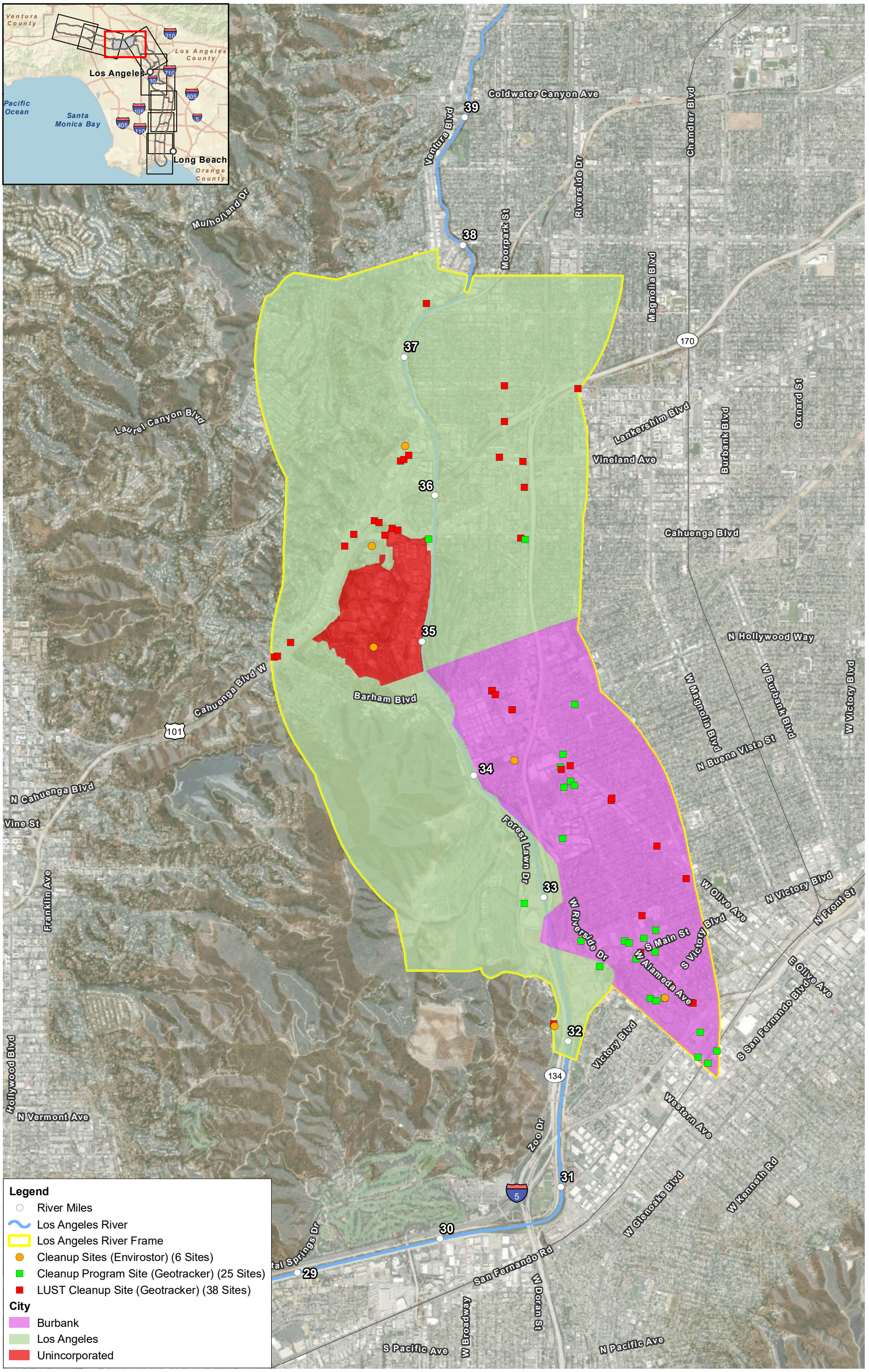


Figure 3.8-6
Hazmat Cleanup Sites within Frame 6

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI



0 1,625 3,250 Feet
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Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

Figure 3.8-7
Hazmat Cleanup Sites within Frame 7

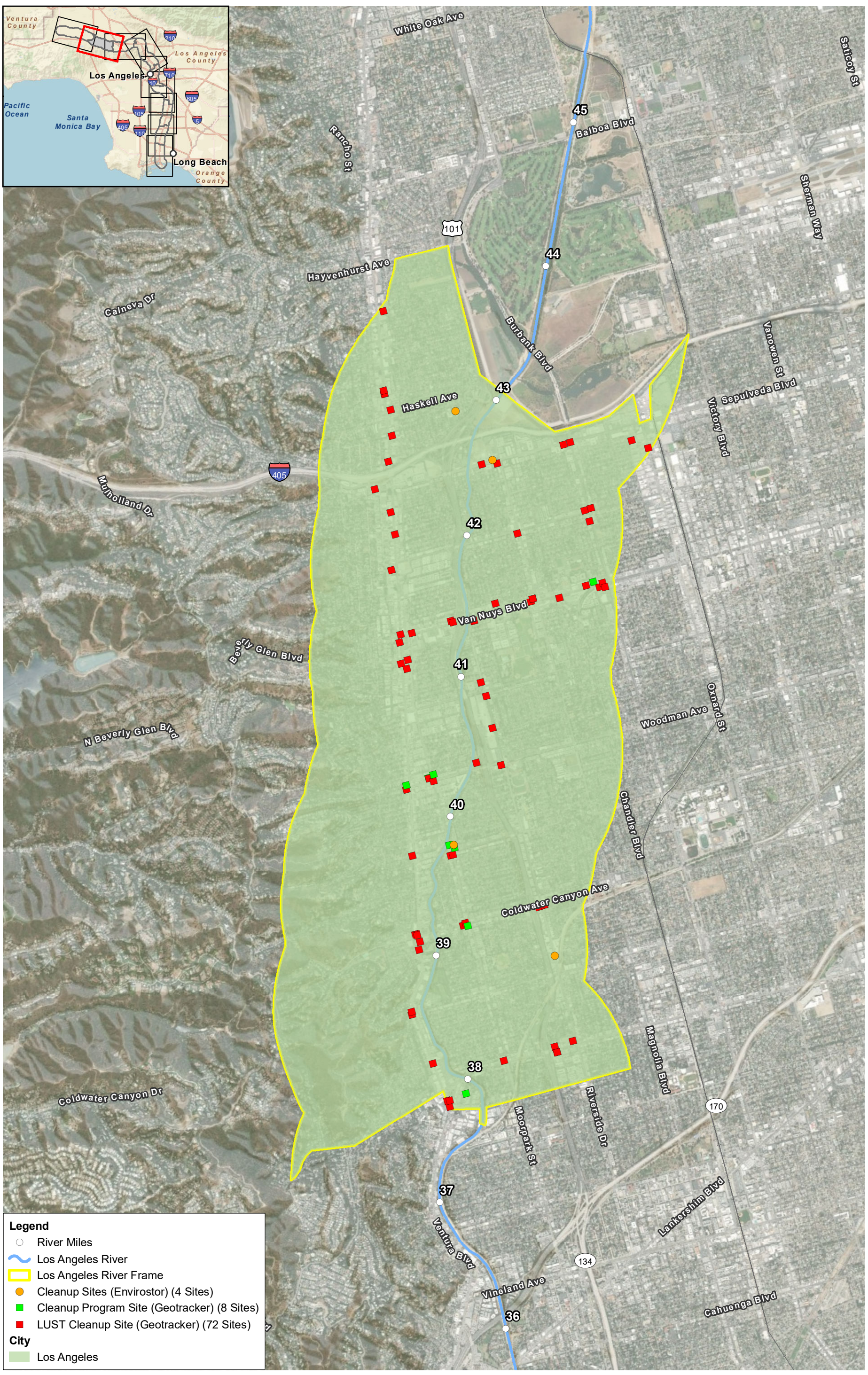


Figure 3.8-8
Hazmat Cleanup Sites within Frame 8

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

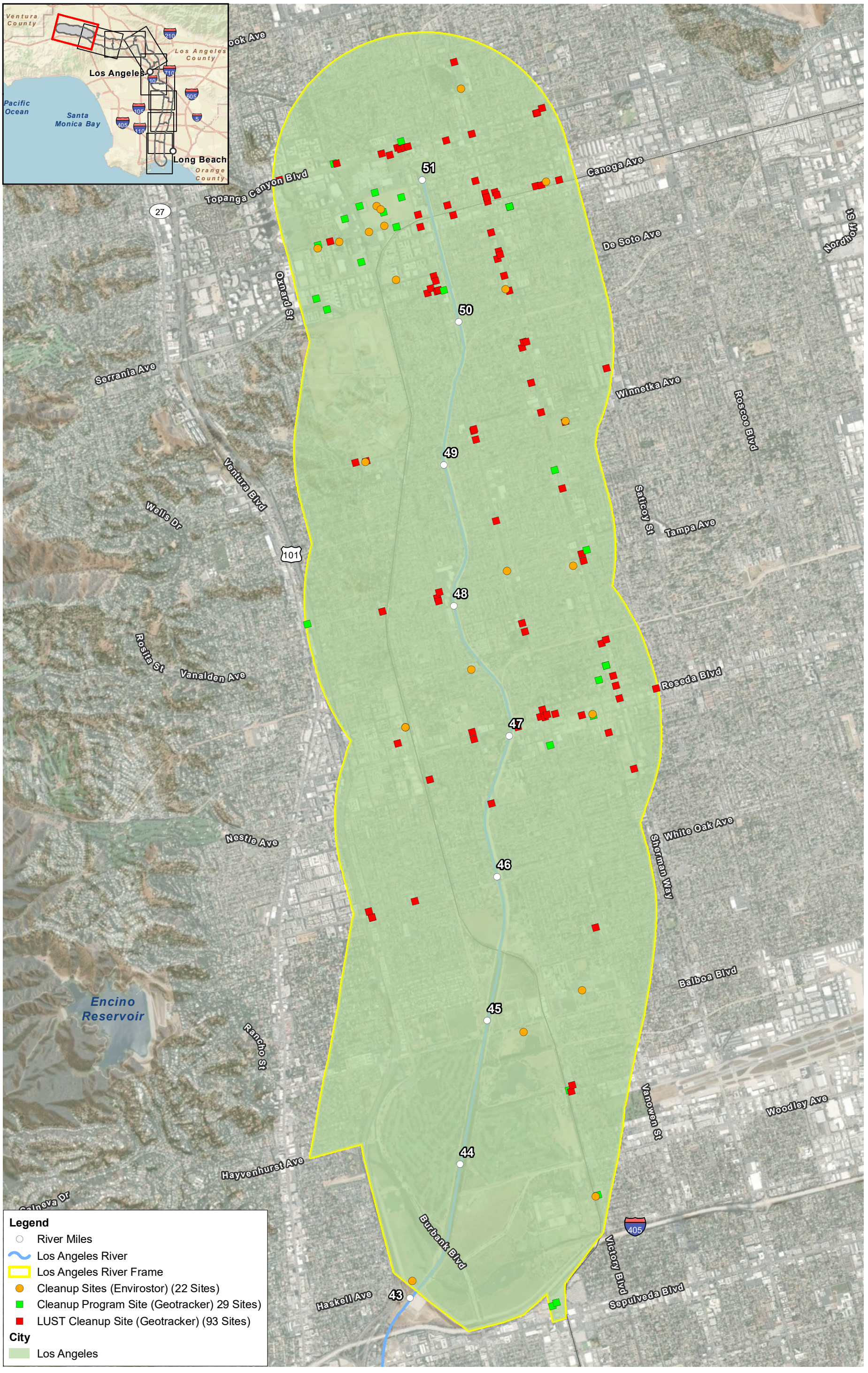


Figure 3.8-9
Hazmat Cleanup Sites within Frame 9

Sources: Department of Toxic Substances Control; State Water Resources Control Board; County of Los Angeles; ESRI

Project Study Area Setting

Frame 1

The Frame 1 project study area setting contains a general description of hazards for the Cities of Long Beach and Los Angeles. As seen on Figure 3.8-1, a review of SWRCB's GeoTracker and DTSC's EnviroStar websites conducted in August 2020 identified a total of 34 Cleanup Sites, 29 Cleanup Program Sites, 147 LUST Cleanup Sites and 3 Military Cleanup Sites within Frame 1's study area.

City of Long Beach

Hazardous Materials Historic Use

Industrial use, including oil production and aviation, has long been a part of Long Beach's history. In 1921, oil was discovered in Signal Hill. Soon after, the ownership, production, and sale of oil became Long Beach's primary industry. In 1937, Reeves Field opened as a permanent naval air base on Terminal Island, followed by the Roosevelt Naval Base, Shipyard, and Hospital. During World War II, the naval dry docks provided routine and battle damage repairs to a parade of tankers, cargo ships, troop transports, destroyers, and cruisers.

Douglas Aircraft Company and a Navy presence in Long Beach were huge economic factors and contributed to the city's significant population growth between 1940 and 1950. Between 2000 and 2010, new land use plans were put in place for downtown, select transit-oriented districts emerged, and lands formerly occupied by McDonnell-Douglas (and later Boeing) aircraft manufacturing operations were redeveloped.

Hazardous Materials and Current Land Use

Land use within Long Beach is primarily residential, constituting 44 percent of all land. Commercial uses represent 8 percent of total land use and consist of major commercial corridors, traditional retail strip commercial, pedestrian-oriented neighborhood retail areas, and auto-oriented shopping centers, with downtown being the primary commercial hub of the city. Industrial uses occupy about 13 percent of the land area in the city. Varied industrial districts have been established throughout Long Beach, particularly near the Port of Long Beach (POLB), rail lines, and freeways.

The POLB, in San Pedro Bay, is the second largest container port in the United States, behind the adjoining Port of Los Angeles. The POLB is also a key transportation hub in the global trade marketplace, with more than $140 billion worth of cargo moving through the POLB every year, from electronics and furniture to vehicles and petroleum.

A review of the SWRCB's GeoTracker and the California DTSC's EnviroStor websites for records along the western portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, Military Cleanup Sites, and DTSC Cleanup Sites) within the study area (SWRCB 2020). See Figure 3.8-1.

Schools

The City of Long Beach is served by the Long Beach Unified School District (LBUSD). LBUSD educates more than 72,000 students, from preschool to high school, in 85 public schools in the Cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island (LBUSD 2020). Consequently, future

projects associated with the *2020 LA River Master Plan* could occur near a school site. Section 3.14, *Public Services*, describes schools within the study area.

Airports

At its closest point, the Long Beach Airport is approximately 2.25 miles from the LA River and 1.25 miles beyond the eastern boundary of the project study area. According to the Los Angeles County Airport Land Use Commission's Airport Influence Area for the Long Beach Airport, the study area is not within the airport's planning boundaries or influence areas (Los Angeles County Airport Land Use Commission 2003).

Emergency Response

The City of Long Beach's Emergency Operations Plan (EOP) addresses the planned response by the City of Long Beach to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies (City of Long Beach 2015). The plan was designed to be used in all emergencies as well as facilitate response and short-term recovery activities. The operational concepts reflected in the plan focus on potential large-scale disasters, which can generate unique situations requiring unusual emergency responses. As stated in the plan:

> [t]he purpose of the EOP is to guide the mitigation, response and recovery efforts of the City of Long Beach before, during, and after an emergency by:
>
> - Describing the authority, responsibilities, functions, and operations of civil government during local emergencies, states of emergency and war emergencies.
> - Providing a basis for the conduct and coordination of operations and the management of critical resources during emergencies.
> - Providing a basis for incorporating the City Emergency Operations Center (EOC), non-governmental agencies and organizations with required emergency resources into the response plan. (City of Long Beach 2015.)

Responding agencies can include such agencies as the Fire Department, Health Department, Police Department, Department of Health And Human Services, and Public Works Department depending on the incident type. Evacuation is coordinated by the Long Beach Police Department.

Wildfire Hazards

According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Very High Fire Hazard Severity Zones in Local Responsibility Area (LRA) Los Angeles County, the City of Long Beach is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Los Angeles

Hazardous Materials Historic Use

Various industrial uses have long been a part of the City of Los Angeles. The city grew into an industrial center, starting in the late 1800s, when several railroads selected it as their western terminus. In 1892, oil was discovered in what is now downtown Los Angeles, and later in other areas of the city. During World War II, the city was a center for production of aircraft and war supplies. The postwar growth boomed in the city by continuing aircraft-related industries and oil production and refining as well as attracting automotive assembly plants, furniture production, clothing manufacturing, and many other industries that spread out along major thoroughfares.

During this time, industrial growth occurred without regulation; homes and neighborhoods were sited without regard to proximity to industry. Defense industries commonly stored industrial solvents in ponds. Small businesses that used hazardous materials—including dry cleaners, gas stations, automotive repair shops, and manufacturing facilities—commonly disposed of petroleum products and other hazardous waste into the ground. Lead paint was used commonly and without regulation until 1978 in residential neighborhoods and public facilities. Sprawling agricultural land that preceded urban development was characterized by the use of organochlorine pesticides until the 1970s and 1980s. In 1976, government regulation addressed the use of polychlorinated biphenyls, which are still commonly used in the manufacture and construction of transformers, electrical and hydraulic equipment, and some common household items. During the 1970s, the larger industries gradually left the city and government introduced regulations regarding disposal of hazardous materials. Through regulation and oversight, portions of the aforementioned contamination have been addressed and remediated; however, affected sites (from historical and, in some cases, more current hazardous materials use) continue to exist throughout the city (Ninyo and Moore 2018).

Hazardous Materials and Current Land Use

Land use within the City of Los Angeles is primarily residential, constituting 60 percent of all acreage. Public land is the second most common land use, representing 20 percent of acreage, while commercial and industrial land uses each represent 7 percent of acreage.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the project footprint within the City of Los Angeles identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, Military Cleanup Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-1).

Schools

The city is primarily served by Los Angeles Unified School District (LAUSD), which is the second largest school district in the country. LAUSD enrolls more than 600,000 students in kindergarten through 12th grade at over 1,000 schools and over 200 public charter schools with boundaries that spread over 720 square miles (LAUSD 2020). The city consists of various private schools, daycare centers, after school centers, and other educational centers. Future projects associated with the *2020 LA River Master Plan* could occur near a school site. Section 3.14, *Public Services*, describes schools closest to the project study area.

Airports

Los Angeles International Airport (LAX) is within the City of Los Angeles. At its closest point, it is approximately 9 miles to the southwest of the project study area's western boundary in the City of Vernon. Due to its location, LAX does not pose airport hazards in the study area.

Emergency Response

The Los Angeles City Fire Department (LAFD) is responsible for emergency medical services and fire protection in Los Angeles. In the event of an emergency, LAFD—along with other city agencies—would implement all appropriate emergency procedures outlined in the *City of Los Angeles 2018 Local Hazard Mitigation Plan* (City of Los Angeles Emergency Management Department 2018; described in more detail in Section 3.8.2.2, *Regulatory*). The plan was implemented to reduce risks from disasters to the people, property, economy, and environment within the city.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, very high fire hazards within the city are concentrated north of West Hollywood, south of Burbank, and west of, through, and to the east of the City of Glendale. Portions of the project study area near Sherman Oaks, Toluca Lake, Universal City, etc. overlap with this area (CAL FIRE 2011a). However, no Very High Fire Hazard Severity Zones are within Frame 1. Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Frame 2

The Frame 2 project study area setting contains a general description of hazards for the Cities of Carson and Compton. The potential for hazards related to other Frame 2 cities have been previously described above. As seen in Figure 3.8-2, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 32 Cleanup Sites, 24 Cleanup Program Sites, and 68 LUST Cleanup Sites in Frame 2.

City of Carson

Hazardous Materials Historic Use

The City of Carson has a relatively long history of urban use, including industrial, commercial, and oil field development dating back to the early 1920s. Many of these uses have involved the use, storage, and/or generation of hazardous materials that were and continue to be required for even the most routine industrial and manufacturing processes. As a result of this long history of industrial and commercial development, and the fact that waste management practices and regulations were either not in place or not up to current standards, several sites in the City of Carson could have been affected by previous releases of contaminated materials.

Since the 1980s, hazardous materials have been governed by a variety of environmental regulations that require proper storage, handling, employee and public noticing, spill contingency planning, business/environmental management plans, and other emergency response measures necessary to ensure public safety and to minimize the risk of accidental releases or environmental impacts. A number of freight trains traverse the city, hauling various types of hazardous and explosive materials, including chlorine gas and low-pressure natural gas. Several fixed-site industrial firms require the use of potentially hazardous materials to operate their businesses. Finally, there are numerous underground pipelines within the city limits that carry flammable and hazardous liquids. (City of Carson 2004.)

Hazardous Materials and Current Land Use

The City of Carson is primarily industrial, constituting 50 percent of all land. Industrial areas are composed of manufacturing, processing, warehousing, and distribution. Commercial uses represent 4 percent of total land use. Commercial land uses encompass those retail and service establishments that are planned to serve neighborhood, city-wide, or regional clientele. Residential land uses include 29 percent of all land use in the city (City of Carson 2004).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-2).

Schools

The City of Carson is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

There are no airports in the City of Carson.

Emergency Response

The City of Carson has developed a comprehensive *Hazardous Material Response Plan* to manage hazardous materials emergencies and to minimize their effects. The Los Angeles County Fire Department (LACoFD) is responsible for responding to hazardous material release incidents in Carson. LACoFD is a member of a Certified Unified Program Agency (CUPA), which conducts inspections of businesses, manages and reviews various hazardous waste permits for business plans, and oversees cleanups. First response to all hazardous materials incidents within the city is conducted by LACoFD.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Carson is not within a high fire hazard zone. Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Compton

Hazardous Materials Historic Use

Until recently, most of the commercial retail and service uses were located along the city's major arterial corridors such as Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Rosecrans Avenue, and Central Avenue. Commercial development in these areas is characterized by strip commercial development and smaller neighborhood commercial centers. The industrial land uses in the city are quite varied and include industrial, manufacturing, and warehousing. Older and generally more specialized manufacturing uses are located along Alameda Street, adjacent to the railroad. Currently, the Alameda Corridor is used exclusively for goods movement from the facilities in the Port of Los Angeles and POLB to the rail yards south and southeast of downtown Los Angeles.

Also, the City of Compton is crisscrossed by numerous high-pressure natural gas and petroleum pipelines. Construction activities in their vicinity can include explosion, fire, or spillage, resulting in earth and groundwater contamination (City of Compton 2011).

Hazardous Materials and Current Land Use

Commercial land uses (8 percent of total land use) generally extend along the major arterial roadways in the city, with residential neighborhoods in the interior areas behind the commercial frontages. Residential development (55 percent of total land use) is the predominant land use and is scattered throughout the city. Industrial development (19 percent of total land use) is generally concentrated along the State Route 91 corridor and along Alameda Street. The total land area governed by the City of Compton General Plan consists of approximately 7,102 acres (11.1 square miles), 588 acres of which are unincorporated County areas (City of Compton 2011).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-2).

Schools

The city is served by Compton Unified School District. The district currently serves nearly 26,000 students at 36 school sites. Section 3.14, *Public Services*, describes schools closest to the LA River footprint (Compton Unified School District 2020).

Airports

The Compton/Woodley Airport is approximately 1.8 miles from the western boundary of the study area and 2.8 miles from the LA River. The project study area is outside of the Aircraft Operating Area and all airport safety zones (AECOM 2016).

Emergency Response

The Compton Fire Department is responsible for programs to protect residents and properties from accidents involving hazardous materials. Programs include documenting all storage and usage of hazardous materials. Vehicles carrying hazardous materials through the city are restricted to the travel routes designated in the *Los Angeles County Hazardous Waste Management Plan.* The *Los Angeles County Hazardous Waste Management Plan* establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined for the County have been adopted by the City (City of Compton 2011).

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Compton is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Long Beach

The project study area setting for the City of Long Beach is described above in the Frame 1 discussion.

Unincorporated County

Hazardous Materials Historic Use

The unincorporated County area within Frame 2 would have similar historic hazardous materials uses as other cities within Frame 2.

Hazardous Materials and Current Land Use

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-2).

Schools

The unincorporated County area within Frame 2 is served by LAUSD, which is described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools closest to the LA River footprint

Airports

The Compton/Woodley Airport is approximately 1.8 miles from the western boundary of the study area and 2.8 miles from the LA River.

Emergency Response

The Los Angeles County Sheriff's Department and the LACoFD provide emergency services within unincorporated County areas.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the unincorporated County area within Frame 2 is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire,* contains additional analysis related to potential wildfire effects in the project study area.

Frame 3

As seen in Figure 3.8-3, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 66 Cleanup Sites, 33 Cleanup Program Sites, and 124 LUST Cleanup Sites in Frame 3.

City of Compton

The project study area setting for the City of Compton is described above in the Frame 2 discussion.

City of Cudahy

Hazardous Materials Historic Use

The City of Cudahy encompasses 1.2 square miles in southeastern Los Angeles County, bounded by the City of Maywood to the north, Bell Gardens to the east, South Gate to the south, and Huntington Park to the west. Cudahy consists predominantly of dense residential development, with retail, commercial, light industrial, and public uses found along main streets. Within Cudahy, several commercial and industrial properties have been contaminated by past or current business practices.

Hazardous Materials and Current Land Use

City streets and railroad tracks that pass through or near Cudahy are used to transport hazardous and toxic substances, including the designated truck routes of Florence Avenue, Atlantic Avenue, and Salt Lake Avenue. Five oil and natural gas pipelines are in and near the City of Cudahy. Chevron has three lines in the eastern section of Cudahy, and Arco has two lines along Salt Lake Avenue. In addition, Cudahy has several potentially hazardous sites, hazardous waste handlers, cleanup sites, and other hazards that require local, State, or federal assessment, inventory, and/or oversight (City of Cudahy 2018).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-3).

Schools

The City of Cudahy is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Cudahy.

Emergency Response

The City of Cudahy contracts for law enforcement and fire response services with Los Angeles County agencies (specifically, LACoFD and the Los Angeles County Sheriff's Department). Because these agencies serve other, larger areas in addition to Cudahy, there are no local sheriff or LACoFD fire stations within the city limits.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Cudahy is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Downey

Hazardous Materials Historic Use

As mentioned in Section 3.8.2, *Setting*, above, there is a connection between land use and potential for hazardous materials use. Downey is composed primarily of residential land uses (61 percent of total land use), followed by commercial use (11 percent) and industrial uses (9 percent). The extension of the Southern Pacific Railroad through Downey played a pivotal role in bringing people throughout the country to the city for potential business and agricultural benefits. At the beginning of the twentieth century, the downtown Downey area contained a Sunkist packing plant, a department store, banks, restaurants, and mercantile shops. Downey remained largely agrarian until the development of the local aircraft industry during the post-World War II years, with light industry and tract homes replacing orange groves (Downey Chamber of Commerce 2020).

Hazardous Materials and Current Land Use

Types of commercial and industrial land uses that are found within the City of Downey and handle hazardous materials include dry cleaners, medical and dental offices and laboratories, hospitals, machine shops, auto and truck repair and maintenance, and manufacturing. City land uses that are no longer in operation but may still be considered contaminated include pesticides on past agricultural uses, and industrial and UST sites with soil and groundwater contamination. In addition, the inactive landfill at Rio San Gabriel Park is continually monitored.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the western portion of the city (where the project study area is located) identified multiple hazardous material

cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-3).

Schools

The city is served by Downey Unified School District. The District serves 32,222 students in 21 school sites (DUSD 2020). Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Downey.

Emergency Response

The City of Downey's Hazardous Materials Emergency Response Team responds to uncontrolled releases of hazardous materials, including those associated with unpermitted activities such as illegal dumping and illegal drug laboratories. In addition, the City of Downey has an EOP that has among its objectives to provide direction and control of emergency operations and to coordinate operations with the emergency service organizations of other jurisdictions. The Downey Fire Department and Downey Police Department provide emergency services.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Downey is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Lynwood

Hazardous Materials Historic Use

Hazardous materials are commonly used by all segments of the city, including manufacturing and service industries, commercial enterprises, agriculture, military bases, hospitals, schools, and households. In recent years there has been a decrease in the reported number of hazardous material incidents in the city. Greater governmental controls and an enhanced awareness on the part of both the general public and the City of Lynwood's emergency services play an important role.

Hazardous Materials and Current Land Use

According to the *City of Lynwood General Plan's* Safety Element, the most common hazardous materials and hazardous waste issues within the city are related to transportation accidents, illegal dumping, UST leaks, leaking natural gas pipelines, commercial/industrial wastes, pesticides, and illegal drug laboratories (City of Lynwood 2003).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites and DTSC Cleanup Sites) within the study area (see Figure 3.8-3).

Schools

The city is served by the Lynwood Unified School District. The District serves more than 15,000 students through 12 elementary schools, three middle schools, three high schools, and preschool (LUSD 2020). Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Lynwood.

Emergency Response

The *Hazardous Materials Incident Emergency Response Plan* for the City of Lynwood is currently being revised and is on file with the City of Lynwood's Emergency Operations Office. LACoFD is the administering agency. The plan provides a classification system to be used in determining the level of response required to handle the incident. Classification criteria are based on the level of expertise needed, extent of municipal County and State government involvement, extent of injuries and/or deaths, and whether evacuation of civilians is necessary (City of Lynwood 2003). The Los Angeles County Sheriff's Department provides police services.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Lynwood is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Paramount

Hazardous Materials Historic Use

Approximately 52% of the City of Paramount is developed with residential uses. Industrial land uses account for 23% of the city's total land area, and commercial land uses account for 5%. The remaining 20% of the city's land area is devoted to streets, freeways, and other rights-of-way. Prior to incorporation, the City of Paramount was largely a rural dairy community. Eventually, the dairies were discontinued and these farming activities were replaced by factories or homes. As previously mentioned, hazardous materials use is common in industrial and agricultural activities.

Hazardous Materials and Current Land Use

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the western portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-3).

Schools

The city is served by the Paramount Unified School District. The school district serves more than 14,875 students through 10 elementary schools, four middle schools, and three high schools. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

There are no airports in the City of Paramount.

Emergency Response

The City of Paramount has maintained a contract with LACoFD since incorporation. LACoFD currently operates one station in the city. The City of Paramount, through general plan policies, enforces LACoFD's ongoing prevention and inspection programs, and the continued maintenance of the high standards related to emergency response. The City of Paramount contracts for law enforcement services from the Los Angeles County Sheriff's Department.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Paramount is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of South Gate

Hazardous Materials Historic Use

As mentioned in Section 3.8.2, *Setting*, above, there is a connection between land use and potential for hazardous materials use, including higher usage in commercial, industrial, and agricultural settings. The City of South Gate is 7.5 square miles and hosts a diverse mix of residential, commercial, industrial, and public buildings and land uses. By 1880, agriculture had replaced cattle ranching as the city's primary industry. When the city was incorporated in 1923, it had a population of around 2,500. As California boomed in the 1920s through the 1950s, so did South Gate. Major manufacturers such as Ameron, Firestone Tires, General Motors, Purex, the Star Roofing Company (now U.S. Gypsum), and the Weiser Hardware Company have operated or currently operate in the city.

Hazardous Materials and Current Land Use

Approximately 41% of South Gate is developed with residential uses. Industrial land uses account for 16% and commercial land uses account for 6%. Remaining land use in South Gate is divided between parks, schools, civic/institutional, vacant, public works/water bodies/easements, and transportation uses. A prime area of concern for hazardous material releases is rail accidents. Two rail lines run through South Gate and a third runs immediately east of the city, carrying four to 41 trains each day. Trains carrying hazardous materials may use any of these rail lines, and an accident involving hazardous materials on any of these rail lines may create a health and safety risk in South Gate. Several sites in South Gate also have known or potential contamination from past activities involving hazardous materials (City of South Gate 2018).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-3).

Schools

The city is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of South Gate.

Emergency Response

The Los Angeles County Office of Emergency Management is responsible for maintenance of the County EOC. The EOC serves as a first responder for disaster events in the County, including incorporated cities. The City of South Gate's EOC is within the South Gate Police Department. The City of South Gate contracts for fire services from the LACoFD.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of South Gate is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Unincorporated County

Hazardous Materials Historic Use

Unincorporated County areas within Frame 3 would have historic hazardous materials uses that are similar to those for other cities within Frame 3.

Hazardous Materials and Current Land Use

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-2).

Schools

The unincorporated County area within Frame 3 is served by Compton Unified School District. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

The Compton/Woodley Airport is approximately 1.7 miles from the western boundary of the study area and 2.7 miles from the LA River.

Emergency Response

The Los Angeles County Sheriff's Department and the LACoFD provide emergency services within unincorporated County areas.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the unincorporated County area within Frame 3 is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Frame 4

The Frame 4 project study area setting contains a general description of hazards for the Cities of Bell, Bell Gardens, Commerce, Huntington Park, Maywood, and Vernon. As seen in Figure 3.8-4, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 134 Cleanup Sites, 45 Cleanup Program Sites, and 120 LUST Cleanup Sites in Frame 4.

City of Bell

Hazardous Materials Historic Use

As mentioned in Section 3.8.2, *Setting*, above, there is a connection between land use and potential for hazardous materials use. The City of Bell has a total land area of 2.6 square miles. Commercial development is concentrated along the city's major thoroughfares that include Florence Avenue, Gage Avenue, and Atlantic Avenue. The primary industrial area in the city is in the Cheli area east of Interstate 710. A large portion of this area is owned by the federal government. Land devoted to industrial uses account for approximately 390 acres—or 21.7 percent—of the city's total land area.

Hazardous Materials and Current Land Use

Hazardous material users and generators in the City of Bell include gasoline stations, auto repair shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses. There are several sites listed in EPA's Envirofacts Database as being handlers and/or users of hazardous materials within the city. In addition, multiple sites are identified as undergoing cleanup and remediation in EPA's Database. As of 2018, two "Superfund" sites were listed as being within the city.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4).

Schools

The City of Bell is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Bell.

Emergency Response

The 2015 City of Bell EOP is designed as a reference and guidance document and is the foundation for disaster response and recovery operations for the City of Bell. The EOP establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of the duties of the City of Bell as a member of the Los Angeles Operational Area (OA) with other OA member organizations, in both response and recovery procedures. The plan builds upon previous efforts to enhance the City of Bell's emergency and disaster preparedness, response, and recovery capabilities (City of Bell 2015). Emergency services are provided by the Bell Police Department and the LACoFD.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Bell is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Bell Gardens

Hazardous Materials Historic Use

As mentioned above, there is a link between land use and higher hazardous materials use. The City of Bell Gardens is in one of the most densely developed areas in the western United States. The city is in an industrial belt that begins south of downtown Los Angeles and extends eastward through Vernon, Commerce, Montebello, Bell Gardens, Pico Rivera, and Santa Fe Springs. Agriculture was predominant in the area during the early 1900s. Agricultural communities were short-lived due to urbanization that followed in the 1920s and 1930s. Nearby Vernon fueled development of surrounding communities that provided housing and services to those working in the industrial belt. Defense plants were constructed in the city in the 1940s.

Hazardous Materials and Current Land Use

There are several industries that use and generate hazardous materials and waste within the City of Bell Gardens. In addition to hazardous materials users, transportation routes can present risks for hazardous materials spills. Railroads within the city are used for transport of hazardous materials and waste, and petroleum and chemical trains could be subject to accidental spills (City of Bell Gardens 1995).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the western portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4).

Schools

The city is served by Montebello Unified School District. The district is composed of 18 elementary schools, six intermediate schools, three high schools, four adult schools, and one continuation high school. It serves a student population of more than 35,500 K–12 and 34,000 adult students (Montebello Unified School District 2020). The district encompasses all of the Cities of Montebello and Bell Gardens and portions of the Cities of Monterey Park, Commerce, Pico Rivera, East Los Angeles, and South San Gabriel. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Bell Gardens.

Emergency Response

The City of Bell Gardens has adopted the *Multi-Hazard Functional Plan for Emergency Operations* (City of Bell Gardens 1995). The plan addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. Emergency services are provided by the Bell Gardens Police Department and the LACoFD.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Bell Gardens is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Commerce

Hazardous Materials Historic Use

As mentioned, there is a link between land use and higher hazardous materials use, particularly within industrial settings. Industrial land use has been the preeminent land use in Commerce. The city, in conjunction with the nearby industrial districts in the neighboring Cities of Los Angeles and Vernon, represents one of the largest concentrations of industrial development in the country.

Hazardous Materials and Current Land Use

Approximately 8% of the city is developed with residential uses. Industrial land uses account for the majority of land use at 61%, and commercial land uses account for 10%. Industries that use, produce, and store a variety of hazardous materials are located in the City of Commerce. In addition, the freeways and railroads that traverse the city carry relatively high volumes of industrial traffic, posing a potential for hazardous materials spills. Also, inactive landfill sites are within the city, requiring special treatment and consideration in land use decisions.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the western portion of the city (where the project study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4).

Schools

The city is served by Montebello Unified School District. The school District is discussed above under *City of Bell Gardens*. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Commerce.

Emergency Response

The Emergency Preparedness Division coordinates the City of Commerce's emergency response. The city's EOC serves as the headquarters for first responders in an emergency, such as an earthquake or other major disaster. The EOC features a fully integrated audio/visual and communications system, allowing staff to track progress on incidents and EOC functions. Commerce's first responders have a fully functional facility from which to conduct emergency response operations (City of Commerce 2020). Emergency services are provided by the Los Angeles County Sheriff's Department and the LACoFD.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Commerce is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Huntington Park

Hazardous Materials Historic Use

The City of Huntington Park has developed as a suburban community, providing a centralized location for workers employed in the City of Los Angeles and the surrounding industrial Cities of Commerce, Vernon, and South Gate. Therefore, hazardous materials use is less prevalent in Huntington Park than in some of the surrounding cities with higher concentrations of industrial use. The City of Huntington Park is bounded on the north by the Cities of Vernon and Maywood; on the south by the City of South Gate and unincorporated County areas; on the east by the Cities of Cudahy, Bell, and Maywood; and on the west by the City of Los Angeles and unincorporated County areas.

Hazardous Materials and Current Land Use

The City of Huntington Park contains a variety of uses; however, the most prominent land use in the city is residential (78%). The heaviest concentration of commercial uses (8%) is in the city's downtown area along the Pacific Boulevard corridor, which functions as the city's central business district. The city's main industrial district (industrial uses account for 3%) is generally bounded by Santa Fe Avenue, Pacific Boulevard, the City of Vernon to the east, and Randolph Street to the south.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the northeastern portion of the city (where the study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4)

Schools

The City of Huntington Park is served by LAUSD, which operates a total of 24 schools in the city. LAUSD is described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Huntington Park.

Emergency Response

The City of Huntington Park contracts its fire services through LACoFD. LACoFD operates two fire stations in the city. As it relates to emergency preparedness, the City of Huntington Park originally adopted a *Civil Defense and Disaster Plan* in 1972 and updated this plan in February 1983. The Huntington Park Police Department has adopted procedures for dealing with hazardous spills on the highway. These procedures are based on the California Highway Patrol's and the Federal Department of Transportation's emergency response materials (City of Huntington Park 1991).

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Huntington Park is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Maywood

Hazardous Materials Historic Use

Commercial development in the city is generally spread out across two major arterials: Slauson Avenue and Atlantic Boulevard. Industrial development is generally located along the periphery of the city, adjacent to residential neighborhoods. New industrial activity is currently occurring along Maywood Avenue in the western section of the city. Land in the eastern section along Walker Avenue and 59th Place is currently designated industrial. Industrial and commercial uses are more likely to handle significant amounts of hazardous materials.

Hazardous Materials and Current Land Use

Approximately 57% of the City of Maywood is developed with residential uses. Industrial land uses account for 6% and commercial land uses account for 9%. A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the eastern portion of the city (where the study area is located) identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4).

Schools

The City of Maywood is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Maywood.

Emergency Response

Fire services in the City of Maywood are provided by LACoFD. As of July 2010, the City of Maywood contracted with the Los Angeles County Sheriff's Department for police services.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Maywood is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

City of Vernon

Hazardous Materials Historic Use

The City of Vernon was founded in 1905 as an industrial city and remains that way today. At the turn of the twentieth century, Vernon was largely farmland. However, its location south of downtown Los Angeles and the presence of major rail lines led influential businessmen and property owners to encourage railroad companies to run spur lines into the adjacent farmlands. These rail extensions enabled the creation of an "exclusively industrial" city. By the 1920s, Vernon was attracting large stockyards and meatpacking facilities, including slaughtering operations. While the stockyards are no longer present, meat processing remains a signature business in the city. During the 1920s and 1930s, Vernon became the location of choice for many heavy industrial plants, including steel,

aluminum, paper, and glass producers. Automobile assembly, canning, and other manufacturing operations also were established in the city in this period (City of Vernon 2015).

Hazardous Materials and Current Land Use

Within Vernon, human-caused hazards include the risk of explosion or leaks from stored chemical and petroleum products, or from derailment or collision of railcars or trucks carrying hazardous chemical or materials. Chemical spills are also a concern because of the industrial nature of the uses in Vernon. Fire hazards are prevalent due to the nature of the industrial uses and intensely developed character of properties in the city (City of Vernon 2015).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area (see Figure 3.8-4).

Schools

The City of Vernon is served by LAUSD, described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools within the study area.

Airports

There are no airports in the City of Vernon.

Emergency Response

The City of Vernon's *Standardized Emergency Management System Multi-Hazard Functional Plan* discusses and contains programs and plans for emergency responses to safety concerns. This document includes pre-emergency preparedness plans and programs for mutual aid between organizations for virtually any emergency situation. Emergency services are provided by the Vernon Fire Department and the Vernon Police Department.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the City of Vernon is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Unincorporated County

Hazardous Materials Historic Use

Unincorporated County areas within Frame 4 would share similar historic hazardous materials use as other cities within Frame 4.

Hazardous Materials and Current Land Use

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (including LUST Cleanup Sites and Cleanup Program Sites) within the study area (see Figure 3.8-2).

Schools

The unincorporated County areas within Frame 4 are served by LAUSD, as described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

There are no airports within or near the unincorporated County areas within Frame 4.

Emergency Response

The Los Angeles County Sheriff's Department and the LACoFD provide emergency services within unincorporated County areas.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the unincorporated County area within Frame 3 is not within a high fire hazard zone (CAL FIRE 2011a). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Frame 5

City of Los Angeles

The project study area setting for the City of Los Angeles is described above in the Frame 1 discussion. As seen in Figure 3.8-5, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 110 Cleanup Sites, 66 Cleanup Program Sites, 123 LUST Cleanup Sites, and 8 Military Cleanup Sites in Frame 5.

Frame 6

The Frame 6 project study area setting contains a general description of hazards for the City of Glendale. The City of Los Angeles has been previously described in the Frame 1 discussion. As seen in Figure 3.8-6, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 56 Cleanup Sites, 91 Cleanup Program Sites, 90 LUST Cleanup Sites, and 1 Military Cleanup Site in Frame 6.

City of Los Angeles

The project study area setting for the City of Los Angeles is described above in the Frame 1 discussion.

City of Glendale

Hazardous Materials Historic Use

LUSTs have been recognized since the early 1980s as the primary cause of groundwater contamination by gasoline compounds and solvents in the City of Glendale.

Hazardous Materials and Current Land Use

Approximately 31% of the City of Glendale is developed with residential uses. Industrial land uses account for 2% and commercial land uses account for 3%. Within the City of Glendale, there are numerous hazardous materials Small Quantity Generator[2] sites along with some Large Quantity Generators (DTSC 2020). In addition, there are sites within the city with historical releases to air, soils, and groundwater.

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites for records along the southwestern portion of the city identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Cleanup Program Sites, Military Cleanup Sites, and DTSC Cleanup Sites) within the study area (Figure 3.8-6).

Schools

The City of Glendale is served by the Glendale Unified School District. The school district comprises 32 schools serving more than 26,000 students in transitional kindergarten through 12th grade (GUSD 2020). Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

There are no airports in the City of Glendale.

Emergency Response

The City of Glendale operates its own Emergency Operations Center (EOC). The EOC is tasked with coordinating the city's disaster operations coordinating the emergency response of city departments, government agencies, and volunteer groups in response to emergencies, disasters, or other significant events. The goals of these agencies are to improve public and private sector readiness and to mitigate local impacts resulting from natural or technological emergencies.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Glendale, the northern half of the city is mostly within a high fire hazard zone, including overlapping with portions of the project study area (CAL FIRE 2011b). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Frame 7

The Frame 7 project study area setting contains a general description of hazards for the City of Burbank. The City of Los Angeles and the unincorporated County areas have been previously described. As seen in Figure 3.8-7, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 6 Cleanup Sites, 25 Cleanup Program Sites, and 38 LUST Cleanup Sites in Frame 7.

[2] Generators of 1,000 kilograms or more of hazardous waste per month, excluding universal wastes, and/or more than 1 kilogram of acutely or extremely hazardous per month are referred to as Large Quantity Generators. Generators of less than 1,000 kilograms of hazardous waste per month, excluding universal wastes, and/or 1 kilogram or less of acutely or extremely hazardous waste per month are defined as Small Quantity Generators.

City of Los Angeles

The project study area setting for the City of Los Angeles is described above in the Frame 1 discussion.

City of Burbank

Hazardous Materials Historic Use

Burbank established a unique economic identity, first as home to the aviation industry and then to the entertainment industry. Aviation in the mid-1920s was still in its infancy when the Lockheed Aircraft Company purchased a piece of Burbank farmland and built a plant for the production of its planes. By the time the United States entered World War II, Lockheed had about 94,000 employees producing 19,000 planes. The wartime effort of the aviation industry had pushed Burbank's population to 53,899 in 1943. On June 28, 1978, the Burbank-Glendale-Pasadena Airport was purchased from Lockheed. Industrial land uses, such as aviation facilities, are considered uses with a higher frequency of hazardous materials use (City of Burbank 2020).

Hazardous Materials and Current Land Use

Approximately 36% of the City of Burbank is developed with residential uses. Industrial land uses account for 4% and commercial land uses account for 10%. Hazardous materials such as cleaning products, paints, solvents, and fuels are commonly used and found in small quantities throughout the city. Also, hazardous materials are transported through Burbank on roadways, by rail, by pipeline, and in the air. The Southern Pacific Railroad operates several miles of rail lines in the city that may be used to transport hazardous materials. Types of hazardous cargo regularly transported into, out of, and through the city consist of flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials. The City of Burbank operates one active landfill, Burbank Landfill, in the Verdugo Mountains. In addition, there are two former landfill sites in the city: the former Stough Park Landfill and the former Sunset Canyon Dump.

Several large pipelines are in the City of Burbank. These underground pipelines, typically 42 inches below the ground surface, include gas fuel supply lines and crude-oil shipping lines. The Pacific Pipeline System, Inc., is a crude-oil pipeline that runs parallel to the Southern Pacific Railroad's right-of-way. The Four Corners Pipeline Company has a petroleum pipeline that runs from north to south following Glenoaks Boulevard to Tulare Avenue, traveling south on Sixth Street to Glendale. A Southern California Gas Company natural gas pipeline runs south on Glenoaks Boulevard to Glendale. Other smaller pipelines that also contain natural gas follow Hollywood Way, Verdugo Avenue, and Burbank Boulevard (City of Burbank 2013).

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (including LUST Cleanup Sites, Military Cleanup Sites, Cleanup Program Sites, and DTSC Cleanup Sites) within the study area in the city (Figure 3.8-7).

Schools

The city is served by Burbank Unified School District. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

The Hollywood Burbank Airport is approximately 2.3 miles from the northern boundary of the study area and 3.3 miles from the LA River. The project study area is outside of the Airport Influence Area and all airport safety zones (Los Angeles County Airport Land Use Commission 2003).

Emergency Response

The Burbank Police Department responds to emergency situations and patrols neighborhoods and commercial areas of the city. The Burbank Fire Department consists of six divisions: Fire Prevention, Suppression, Emergency Medical Services, Disaster Preparedness, Equipment Maintenance, and Training and Safety. A Fire Training Center in the city is used both for training purposes and as an EOC in times of emergency. The Burbank Fire Department is a member of the Verdugo Fire Communications Center, a regional communications center that fields calls for service for the Cities of Burbank, Glendale, Pasadena, Alhambra, Arcadia, Monrovia, Montebello, Monterey Park, San Gabriel, San Marino, Sierra Madre, and South Pasadena. The communications center was established by the Cities of Burbank, Glendale, and Pasadena under a "no borders" agreement in which the closest fire station to a reported incident responds to the call, regardless of jurisdiction (City of Burbank 2013).

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Burbank, the northeastern portion of the city is within a high fire hazard zone. Additionally, a small portion on the southern tip of the city is within a high fire hazard zone. A portion of the project study area overlaps with this area (CAL FIRE 2011c). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Unincorporated County

Hazardous Materials Historic Use

The unincorporated County area within Frame 7 would share similar historic hazardous materials use as other cities within Frame 7.

Hazardous Materials and Current Land Use

A review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified multiple hazardous material cleanup sites (LUST Cleanup Sites) within the study area (see Figure 3.8-2).

Schools

The unincorporated County area within Frame 7 is served by LAUSD, as described above for the City of Los Angeles in Frame 1. Section 3.14, *Public Services*, describes schools closest to the LA River footprint.

Airports

The closest airport is the Hollywood Burbank Airport, located 3.5 miles north of the unincorporated County area within Frame 7.

Emergency Response

The Los Angeles County Sheriff's Department and the LACoFD provide emergency services within unincorporated County areas.

Wildfire Hazards

According to CAL FIRE's Very High Fire Hazard Severity Zones in LRA Los Angeles County, the unincorporated County area within Frame 7 is located within a high fire hazard zone (CAL FIRE 2011c). Section 3.19, *Wildfire*, contains additional analysis related to potential wildfire effects in the project study area.

Frame 8

City of Los Angeles

The project area setting for the City of Los Angeles is described above in the Frame 1 discussion.

As seen in Figure 3.8-8, a review of SWRCB's GeoTracker and DTSC's EnviroStar websites identified a total of 4 Cleanup Sites, 8 Cleanup Program Sites, and 72 LUST Cleanup Sites in Frame 8.

Frame 9

City of Los Angeles

The project area setting for the City of Los Angeles is described above in the Frame 1 discussion.

As seen in Figure 3.8-9, a review of SWRCB's GeoTracker and DTSC's EnviroStor websites identified a total of 22 Cleanup Sites, 29 Cleanup Program Sites, and 93 LUST Cleanup Sites in Frame 9.

3.8.2.2 Regulatory

This section identifies laws, regulations, and ordinances that are relevant to the impact analysis of hazards and hazardous materials in this PEIR.

Federal

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The federal Toxic Substances Control Act (1976) and the RCRA established a EPA-administered program to regulate the generation, transport, treatment, storage, and disposal of hazardous waste. The 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.

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

CERCLA, commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law (42 United States Code 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites,

provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enabled the revision of the National Contingency Plan. This plan (Title 40, Code of Federal Regulations [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The National Contingency Plan also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration's (OSHA's) mission is to ensure the safety and health of American workers by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual improvement in workplace safety and health. OSHA establishes and enforces protective standards and reaches out to employers and employees through technical assistance and consultation programs. OSHA standards are listed in 29 CFR 1910.

Department of Transportation Hazardous Materials Regulations (49 CFR 100–185)

U.S. Department of Transportation Hazardous Materials regulations cover all aspects of hazardous materials packaging, handling, and transport. Some of the topics covered include Parts 107 (Hazard Materials Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 174 (Rail Transportation), 176 (Vessel Transportation), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance).

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991. It unified California's environmental authority in a single cabinet-level agency and brought the California Air Resources Board, SWRCB, RWQCB, CalRecycle, DTSC, Office of Environmental Health Hazard Assessment, and Department of Pesticide Regulation under one agency. These agencies were placed under the Cal/EPA "umbrella" for the protection of human health and the environment to ensure the coordinated deployment of State resources. Their mission is to restore, protect, and enhance the environment and ensure public health, environmental quality, and economic vitality.

Department of Toxic Substances Control

DTSC, a department of Cal/EPA, is the primary agency in California for regulating hazardous waste, cleaning up existing contamination, and finding ways to reduce the amount of hazardous waste produced in California. DTSC regulates hazardous waste primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transport, disposal, treatment, reduction, cleanup, and emergency planning.

United States Code 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by SWRCB as having UST leaks or a discharge of hazardous wastes or

materials into the water or groundwater, and lists from local regulatory agencies of sites with a known migration of hazardous waste/material.

Hazardous Waste Control Act (Section 25100 et seq.)

DTSC is responsible for enforcing the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a State hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (California Health and Safety Code, Chapter 6.11, Sections 25404–25404.9) provides authority to the CUPA. The program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of hazardous materials programs. Including the HazMat Business Plan Program, California Accidental Release Prevention Program, UST Program, Aboveground Storage Tank Program, Hazardous Waste Generator Program, and Incident Response.

California Code of Regulations, Title 8—Industrial Relations

Occupational safety standards exist in federal and State laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal OSHA) and the federal OSHA are the agencies responsible for ensuring worker safety in the workplace. Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards would apply to construction activities.

California Labor Code (Division 5, Parts 1, 6, 7, and 7.5)

The California Labor Code is a collection of regulations that include regulation of the workplace to ensure appropriate training on the use and handling of hazardous materials and operation of equipment and machines that use, store, transport, or dispose of hazardous materials. Division 5, Part 1, Chapter 2.5, ensures that employees who are in charge of handling hazardous materials are appropriately trained and informed with respect to the materials they handle. Division 5, Part 7, ensures that employees who work with volatile flammable liquids are outfitted with appropriate safety gear and clothing.

State Water Resources Control Board MS4 Permits

MS4 Permits require that cities and counties develop and implement programs and measures, including best management practices (BMPs), control techniques, system design and engineering methods, and other measures as appropriate, to reduce the discharge of pollutants in stormwater to the maximum extent possible. As part of permit compliance, these permit holders have created stormwater management plans for their respective locations. These plans outline the requirements for municipal operations, industrial and commercial businesses, construction sites, and planning

and land development. These requirements may include multiple measures to control pollutants in stormwater discharge. During implementation of specific projects under the program, project applicants are required to follow the guidance contained in the stormwater management plans as defined by the permit holder in that location.

Construction General Permit

SWRCB issued a statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit), effective July 1, 2010. Every construction project that disturbs 1 or more acres of land surface or that is part of a common plan of development or sale that disturbs more than 1 acre of land surface would require coverage under this Construction General Permit. To obtain coverage under this Construction General Permit, the landowner or other applicable entity must file Permit Registration Documents prior to the commencement of construction activity, which include a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer, and mail the appropriate permit fee to SWRCB.

Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of at least 1 acre of total land area. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges; and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges. BMPs are intended to reduce impacts to the maximum extent practicable (MEP), which is a standard created by Congress to allow regulators the flexibility necessary to tailor programs to the site-specific nature of municipal stormwater discharges. The SWPPP is required to be implemented and monitored regularly by a Qualified SWPPP Practitioner. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed. The Construction General Permit requires that specific minimum BMPs are incorporated into the SWPPP, depending on the project's sediment risk to receiving waters based on the project's erosion potential and receiving water sensitivity to sediment.

Regional

Los Angeles County General Plan

The following *Los Angeles County General Plan* goals and policies are relevant to the proposed Project (Los Angeles County 2015):

Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

- **Policy S 3.1:** Discourage high density and intensity development in [Very High Fire Hazard Severity Zones].
- **Policy S 3.4:** Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.
- **Policy S 3.9:** Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

Goal S 4: Effective County emergency response management capabilities.

- **Policy S 4.2:** Support County emergency providers in reaching their response time goals.
- **Policy S 4.3:** Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.
- **Policy S 4.5:** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Operational Area Emergency Response Plan

Under the County of Los Angeles Office of Emergency Management, the *Operational Area Emergency Response Plan* addresses how the County of Los Angeles carries out centralized emergency management, should an emergency go beyond day-to-day response capabilities. It ensures the successful coordination of the response and the initiation of recovery operations among County departments in response to incidents in the unincorporated County areas and/or the incorporated areas of the County Operational Area. The *Operational Area Emergency Response Plan* also addresses interagency coordination of information, operations, and aid among the local governments within the OA.

Los Angeles County Integrated Waste Management Plan (California Code of Regulations Section 18755.5)

The California Integrated Waste Management Act of 1989, also known as Assembly Bill 939, mandates jurisdictions to meet a diversion goal of 50 percent by the year 2000 and requires each county to prepare and administer a *Countywide Integrated Waste Management Plan*. The plan is composed of each county's and its cities' solid waste reduction planning documents, an *Integrated Waste Management Summary Plan*, and a Countywide Siting Element. Public Works is responsible for preparing the *Integrated Waste Management Summary Plan* and the Countywide Siting Element. Public Works submits an Electronic Annual Report to CalRecycle to provide an annual update to the *Integrated Waste Management Summary Plan* and Countywide Siting Element.

All-Hazard Mitigation Plan

The *2019 County of Los Angeles All-Hazard Mitigation Plan* (County of Los Angeles 2019) discusses the hazard mitigation planning process, community profile, risk assessment process, mitigation strategies, and plan review, evaluation, and implementation. It addresses various hazards including earthquake hazards, flood hazards, wildfire, tsunami, dam failure, landslide, and climate change.

Local

City of Long Beach

City of Long Beach General Plan

The following *Long Beach General Plan Program, Public Safety Element* (City of Long Beach 1975) goals and policies are relevant to the proposed Project:

- **Management Goals**
  - 5. Establish safety guidelines to evaluate all potential safety hazards and mitigate existing problems.

- **Development Goals**
  - 3. Provide an urban environment, which is as safe from all types of hazards as possible.
  - 4. Continue to identify existing or proposed uses or activities that may pose safety hazards.
  - 8. Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.
  - 9. Encourage development that would augment efforts of other safety-related Departments of the City (i.e. design for adequate access for firefighting equipment and police surveillance).
  - 11. Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.
- **Protection Goals**
  - 3. Reduce public exposure to safety hazards.
  - 4. Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.
  - 10. Provide the maximum feasible level of public safety protection services.
- **Remedial Action Goals**
  - 1. Isolate areas of hazardous concern from other portions of the City.
  - 2. Eliminate uses which present safety hazards.

City of Los Angeles

City of Los Angeles General Plan

The following *City of Los Angeles General Plan* (City of Los Angeles 1996) goals and policies are relevant to the proposed Project:

Goal 1: A city where potential injury, loss of life, property damage, and disruption of the social and economic life of the city due to fire, water-related hazard, seismic event, geologic conditions, or release of hazardous materials disasters is minimized.

- **Policy 1.1.4:** Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect city water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and the public from potential health and safety hazards associated with program implementation.

Goal 2: A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage, and disruption of the social and economic life of the city and its immediate environs.

- **Policy 2.1.2:** Health and environmental protection. Develop and implement procedures to protect the environment and public, including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts.
- **Policy 2.1.5** Response. Develop, implement and continue to improve the City's ability to respond to emergency events.
- **Policy 2.1.6** Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression.

City of Los Angeles Fire Department Haz Mat Program

LAFD provides emergency response and guidance to hazardous materials incidents within the city. The LAFD Haz Mat Program uses a unified approach with allied agencies (i.e., LACoFD) and many stakeholders to provide preparedness, prevention, response, mitigation, and resiliency to hazardous materials emergencies. LAFD is an all-hazards response organization, and the Haz Mat Program is designed to address the natural, technological, or purposeful response challenges, including chemical, biological, radiological, nuclear, and explosive threats to the community and national security.

In compliance with California State guidelines, each governmental agency designated by the State of California as a CUPA is authorized to apply statewide standards to each facility within its jurisdiction that treats hazardous waste on site, generates hazardous waste or USTs, or stores hazardous materials. In May of 2008, DTSC delegated corrective action oversight authority under Chapter 6.5 of Division 20 of the California Health and Safety Code to implement corrective action under consent agreement at CUPA facilities within its jurisdiction. CUPAs are mandated by the State to establish a single billing statement process for the collection of the fees and surcharges associated with the practices of each of the regulated businesses. LAFD is concerned with public safety and the environment as it relates to the management of hazardous materials and hazardous waste.

In 1991, the responsibility for the Los Angeles County Hazardous Materials Control Program was transferred from the Los Angeles County Health Department to Deputy Health Officers at LACoFD. The LACoFD Deputy Health Officers assist LAFD in matters regarding public health and hazardous materials and waste release per a 1997 Memorandum of Understanding between LAFD and LACoFD. Various CUPA responsibilities are outlined in this Memorandum of Understanding; LACoFD is identified as a CUPA Partnering Agency in the areas of site mitigation, criminal investigations, and emergency response. In addition, the Los Angeles County Public Health Department continues to provide the City of Los Angeles with expertise in other areas of public health such as communicable diseases, pathogens, vector and rodent control, and severe biological and toxicological threats (e.g., anthrax). The Los Angeles County Public Health Department has been "Health Officer" for the city since 1964. In addition, the LACoFD Health and Hazardous Materials Division provides Tier 2 hazardous waste assessment and mitigation services.

City of Los Angeles 2018 Local Hazard Mitigation Plan

The *City of Los Angeles 2018 Local Hazard Mitigation Plan* (City of Los Angeles Emergency Management Department 2018) is the second comprehensive update to the city's hazard mitigation plan. The plan addresses natural hazards including earthquake, adverse weather, landslide/debris flow, wildland/urban interface fire, drought, flood, dam failure, sea level rise, and tsunami. The plan includes the following relevant plan objectives:

- Use hazard data while reviewing proposed development opportunities.
- Encourage the incorporation of mitigation measures into repairs, major alterations, new development, and redevelopment practices, especially in areas subject to substantial hazard risk.

City of Carson

The following *Carson General Plan* (City of Carson 2004) goals and policies are relevant to the proposed Project:

Goal: SAF-3: Minimize the effects from natural and urban disasters to reduce, to the extent possible, the social and economic impacts that these may have on the community.

Policies:

- **SAF-3.1** Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress.
- **SAF-3.2** Maintain and update, as necessary, the SEMS Multi-Hazard Functional Plan which identifies emergency response and recovery actions in the event of an incident.

Goal: SAF-4: Minimize the threat to the public health and safety and to the environment posed by a release of hazardous materials.

Policies:

- **SAF-4.1** Strictly enforce federal, state and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.
- **SAF-4.4** Explore the possibility of identifying specific routes for the transport of hazardous materials, to include both railroad and street systems.
- **SAF-4.5** As truck routes within the City are altered, inform [the California Department of Transportation] and transporters of hazardous materials of the changes.
- **SAF-4.8** Maintain cooperative relationships with the chemical handlers, response agencies and community representatives through such organizations as South Bay Community Awareness and Emergency Response (CAER), to ensure an informed and coordinated response to chemical emergencies.

Goal: SAF-5: Minimize the public hazard from fire emergencies.

Policies:

- **SAF-5.1** Coordinate with the Fire Department to provide fire and paramedic service at standard levels of service.
- **SAF-5.2** Continue to involve the Fire Department in reviewing and making recommendations on projects during the environmental, site planning and building plan review processes.
- **SAF-5.5** Continue to enforce current regulations which relate to safety from fire, particularly in critical and high occupancy facilities.

City of Compton

The following *Compton General Plan 2030* (City of Compton 2011) goals and policies are relevant to the proposed Project:

Public Safety Goal 3. Protect life and property in Compton from urban fires with efficient fire protection services.

- **Public Safety Policy 3.5.** The City of Compton will assess the impacts of incremental increases in development density and traffic congestion on fire hazards and emergency response time, and ensure, through the design review process, that new development will not result in the reduction of emergency services.

Public Safety Goal 5. Protect residents, visitors, and workers in an emergency and provide continuity of vital services and functions.

- **Public Safety Policy 5.1.** The City of Compton will maintain and regularly update the City's Emergency Operations Plan and procedures for dealing with fire, earthquakes, flooding, hazardous materials, and terrorism.
- **Public Safety Policy 5.5.** The City of Compton will assess the impacts of incremental increases in development density and traffic congestion on emergency response time, and ensure,

through the design review process, that new development will not result in reduced emergency services below acceptable levels.

Public Safety Goal 6. Minimize risks to health and safety associated with handling, transporting, treating, generating, and storing hazardous materials.

- **Public Safety Policy 6.1.** The City of Compton will require businesses to disclose hazardous material use and generation to the Compton Fire Department.
- **Public Safety Policy 6.2.** The City of Compton will encourage and support the proper disposal of hazardous materials.

City of Cudahy

The following *Cudahy 2040 General Plan* (City of Cudahy 2018) goals and policies are applicable to the proposed Project:

GOAL OSCE-1: A sustainable urban environment protects valuable natural resources (water, air, and soil) and limits waste production.

- **Policy OSCE-1.17:** Ensure soil quality of potential urban agriculture sites and park sites are clean, safe, and conducive for agricultural and recreational uses.

GOAL SE-2: Enhanced resources for public safety.

- **Policy SE 2.1** Provide the highest possible quality of fire, police, and health protection for all Cudahy residents.
- **Policy SE 2.6** Work with the Sheriff's Department and the LA County Fire Department to determine and meet community needs for services.

GOAL SE-5: An environment that is reasonably safe from hazards.

- **Policy SE 5.1:** Implement mitigation measures included in Cudahy's 2015 Hazard Mitigation Plan and subsequent updates.
- **Policy SE 5.3:** Uphold environmental cleanup standards in place at the state and federal level for hazardous sites in Cudahy.
- **Policy SE 5.4:** Ensure land use decisions are in line with community health standards.

City of Cudahy 2015 Hazards Mitigation Plan

The City of Cudahy's *Local Natural Hazards Mitigation Plan* (City of Cudahy 2015) works in conjunction with other city plans, including the Safety Element of the *Cudahy 2040 General Plan* and EOP, and is tied to these other documents by reference. The plan discusses the hazard mitigation planning process, community profile, hazard identification, vulnerability, risk associated with natural hazards, multi-hazard and hazard-specific goals and action items, and plan maintenance. It addresses three hazards: earthquakes, floods, and severe weather events. The plan includes the following relevant goals:

Natural Systems

- Balance the need to protect and manage the natural resources and areas in the City (such as the channel of the Los Angeles River) with the need for hazard mitigation to protect lives and property in the developed areas, to reduce any conflict that may arise between these two objectives.
- Whenever possible, preserve, rehabilitate, and enhance the natural systems in ways that also provide natural hazard mitigation functions.

City of Downey

The following *Downey Vision 2025 General Plan* (City of Downey 2005) goals and policies are applicable to the proposed Project:

Goal 5.2. Protect the health, safety, and welfare of residents, workers, and visitors from the improper use, storage, handling, and disposal of hazardous materials.

- **Policy 5.2.1.** Monitor the generation, storage, and disposal of hazardous materials.
- **Policy 5.2.2.** Prevent contamination from hazardous materials.

Goal 5.3. Maintain and improve fire protection services.

- **Policy 5.3.1.** Provide adequate response to fire emergencies.

City of Lynwood

The following *City of Lynwood General Plan* (City of Lynwood 2003) goals and policies are applicable to the proposed Project:

Goal EP-1 Provide planning, response, and recovery capabilities to deal with the range of natural and manmade disasters that could impact the community.

- **Policy EP-1.3 Emergency Response Teams:** Ensure that the City's emergency response teams are prepared to respond to the public's needs in any emergency situation.

Goal HM-1 Protect the public health, safety, and welfare through the planning and implementation measures for the siting, reporting, and transportation of hazardous materials in or through the City of Lynwood.

- **Policy HM-1.5 Contamination Prevention:** Protect soils and surface and groundwater from contamination.
- **Policy HM-1.6 Emergency Evacuation Routes:** Require that haulers of hazardous substances use the City's evacuation routes.

City of Paramount

The following *Paramount General Plan* (City of Paramount 2007) goals and policies are applicable to the proposed Project:

- **Health and Safety Element Policy 17.** The City of Paramount will continue to provide efficient fire protection services.
- **Health and Safety Element Policy 23.** The City of Paramount will monitor, review and improve, as needed, the City's emergency response capabilities.

City of South Gate

The following of *South Gate General Plan 2035* (City of South Gate 2018) objectives and policies are applicable to the proposed Project:

Objective HC 8.2: Establish and maintain an effective emergency response program to respond to disasters and maintain continuity of life-support functions during an emergency.

Policies:

- **P.1** The City will follow the policies in the most recently adopted City of South Gate Natural Hazard Mitigation Plan. This plan will be periodically updated by the City.
- **P.2** Maintain and improve emergency services outlined in the Natural Hazards Mitigation Plan.

- **P.3** The City will continue its participation in the Standardized EMS (SEMS) program and Los Angeles County Emergency Survival Program.

Objective HC 9.1: Minimize South Gate residents' and employees' exposure to hazardous materials and waste.

Policies:

- **P.1** The City will regularly update Hazardous Waste Management procedures and actively implement appropriate Hazardous Waste Management policies recommended by the Los Angeles County Emergency Survival Program.
- **P.2** The City will enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.
- **P.3** The City should monitor the use and release of hazardous materials in the City.
- **P.4** The City should, to the extent possible, ensure on a case by case basis that new development near known locations of hazardous waste or materials is suitable for human habitation and does not pose higher than average health risks from exposure to hazardous material.

City of Bell

The following *City of Bell 2030 General Plan* (City of Bell 2018) issue and policy are applicable to the proposed Project:

Issue: To ensure that sufficient fire department resources are provided to address any potential emergency.

- **Health and Safety Element Policy 11.** The City of Bell shall establish and enforce standards that are designed to reduce the level of risk. The City shall work with the Los Angeles County Fire Department and other public agencies to discuss both risk and emergency preparation. Finally, the City shall work with the Fire Department and the larger community to review, and if necessary, develop new standards.

City of Bell Emergency Operations Plan

The City of Bell EOP includes a concept of operations section, discussion of hazards and threats to the city, and recovery and mitigation operations. The EOP addresses hazards including seismic hazards, hazardous materials, flooding, dam inundation, storms, terrorism, severe weather, transportation incidents, urban fires, infectious diseases, and high-pressure gas pipelines. The EOP does not include relevant policies or goals.

City of Bell Gardens

The following *City of Bell Gardens General Plan 2010* (City of Bell Gardens 1995) policies are applicable to the proposed Project:

- **Policy 1:** The City of Bell Gardens shall provide for the safety of the community through physical planning and maintaining an adequate level of police, fire, and emergency services and facilities.
- **Policy 3:** The City of Bell Gardens, through the County Fire Department, shall protect the community from hazardous materials and waste spills by identifying hazardous materials stored, utilized, or transported in the City and the City shall pursue local and state legislation for greater control of hazardous materials.

Commerce

The following *City of Commerce 2020 General Plan* (City of Commerce 2008) policies are applicable to the proposed Project:

- **Safety Policy 1.1.** The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time.
- **Safety Policy 4.1.** The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.
- **Safety Policy 4.4.** The city of Commerce will work with Federal, State, and County agencies, as well as the Industrial Council, to protect all city residents and workers from hazardous materials and the risks associated with the transportation of these materials.
- **Safety Policy 4.8.** The city of Commerce will work with the Los Angeles County Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.

City of Huntington Park

The following *City of Huntington Park General Plan* (City of Huntington Park 1991) goals and policies are applicable to the proposed Project:

Safety Element

Goal 3.0: Protect life and property in Huntington Park from urban fires.

- **Policy 3.2:** Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Goal 4.0: Minimize risks to life and property associated with handling, transporting, treating, generating, and storage of hazardous materials.

- **Policy 4.1:** Locate new and relocate existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be adversely affected by such activities.
- **Policy 4.5:** Cooperate with the County in local implementation of applicable portions of the Los Angeles Hazardous Waste Management Plan.

Public Facilities Element

Goal 1.0: Maintain desirable levels or police, fire, and emergency medical services in the City.

- **Policy 1.4:** Assess the impacts of incremental increases in development density and related traffic congestion on fire hazards and emergency response time, and ensure, through the design review process, that new development will not result in reduced emergency services below acceptable levels.

The following *City of Huntington Park Draft 2030 General Plan* (City of Huntington Park 2017) policies are applicable to the proposed Project:

- **Health & Safety Element Policy 3.** The City of Huntington Park shall maintain and periodically review emergency procedures for earthquakes in the City's Disaster Response Plan.
- **Health & Safety Element Policy 13.** The City of Huntington Park shall locate new and existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be sensitive to such activities.

- **Health & Safety Element Policy 15.** The City of Huntington Park shall cooperate with the County in local implementation of applicable portions of the Los Angeles Hazardous Waste Management Plan.

City of Maywood

No *City of Maywood General Plan* policies are applicable to the proposed Project.

City of Vernon

The following *City of Vernon General Plan* (City of Vernon 2015) policies are applicable to the proposed Project:

Goal S-1 Minimize the risk to public health, safety, and welfare associated with the presence of natural and human-caused hazards.

- **Policy S-1.1:** Periodically update and maintain the Multi-hazard Functional Plan in an effort to identify potential contingencies and emergency conditions and define the necessary response by public safety and other personnel.

Goal S-2 Provide a high degree of protection for all residents and workers from hazardous materials and the hazards associated with transport of such materials.

Goal S-3 Maintain high standards for the provision of City emergency services.

- **Policy S-3.5:** Periodically review the City's emergency service equipment to determine if it is adequate to meet the needs of changing land uses and development types.
- **Policy S-3.8:** Continue to support the Vernon Fire Department in its effort to maintain its high rating.

Goal S-4 Provide a high degree of protection for all workers and residents in the event of any disaster.

- **Policy S-4.2:** Review the design of new development projects to consider public safety and issues such as emergency access, defensible space, and overall safety.

Emergency Management Plan

The *City of Vernon Emergency Management Plan* includes a discussion of a hazards, risks, and vulnerability assessment conducted by the City of Vernon in 2017. the hazards, risks, and vulnerability assessment lists many hazards, including dangerous goods spills, road transport accidents, explosions/emissions, and rail transport accidents. The three hazards determined to be of most concern to the City of Vernon are fire, flooding, and hazardous materials. The plan does not include relevant policies or goals.

City of Glendale

The following *City of Glendale General Plan* (City of Glendale 2003) goals and policies are applicable to the proposed Project:

Goal 4: Reduce the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation and other impacts resulting from fire hazards.

- **Policy 4-1:** The City shall ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times, are adequate for all sections of the City.

Goal 5: Reduce threats to the public health and safety, and to the environment, from hazardous materials.

- **Policy 5-1:** The City shall strive to reduce the potential for residents, workers, and visitors to Glendale to being exposed to hazardous materials and wastes.

City of Burbank

The following *Burbank2035 General Plan* (City of Burbank 2013) goals and policies are applicable to the proposed Project:

Goal 4 Fire Protection: Burbank provides high-quality fire protection services to residents and visitors. Threats to public safety are reduced and property is protected from wildland and urban fire hazards.

- **Policy 4.1** Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.
- **Policy 4.2** Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.

Goal 8 Hazardous Materials: Hazardous materials threats to public health and safety are reduced.

- **Policy 8.1** Review proposed projects involving the use or storage of hazardous materials.

3.8.3 Impact Analysis

3.8.3.1 Methods

There are several federal, State, and local laws regulating the management of hazardous materials. Implementation of these laws and the management of hazardous materials are regulated independently by different agencies at all levels of government. Of special concern are potentially contaminated sites within and immediately adjacent to the project footprint. Because the study area covers a 51-mile-long and 2-mile-wide corridor, a variety of land uses—including industrial, commercial, residential, and mixed-use areas—are present. Although some land uses, such as commercial and industrial, have more propensity to encounter hazardous materials, all land uses have some potential for hazardous materials. ICF conducted a desktop review of hazards and hazardous materials conditions within the project study area to support the discussion in this section.

Impacts associated with Typical Projects (i.e., the Common Elements and Multi-Use Trails and Access Gateways), the six kit of part (KOP) categories and related design components—as well as the *2020 LA River Master Plan* in its entirety—are analyzed qualitatively at a program level. Where the two Typical Projects or the six KOP categories have similar impacts related to a specific criteria, the discussion is combined. Where differences between the Typical Projects or the KOP categories are identified, the impact analysis is presented separately. Furthermore, construction and operations impacts are presented together where they largely overlap and it would not be meaningful to discuss them separately to address a specific criterion.

3.8.3.2 Criteria for Determining Significance

Thresholds of Significance

For the purposes of the analysis in this PEIR, and in accordance with Appendix G of the State CEQA Guidelines, the proposed Project would have a significant environmental impact if it would:

3.8(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

3.8(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.

3.8(c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

3.8(d) Be located on a site that 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.

3.8(e) Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area.

3.8(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

3.8(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.8.3.3 Impacts and Mitigation Measures

Impact 3.8(a): Would the proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

As Typical Projects contain the same features regardless of the frame in which they are built, the following discussion applies to Common Elements Typical Projects and Multi-Use Trails and Access Gateways Typical Projects in all frames. As such, construction activities arising from a Typical Project under all frames would involve routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, and grease, materials that are typically used in construction projects. Such transport, use, and disposal would be compliant with applicable regulations such as those described under Section 3.8.2.2, *Regulatory*, which include regulations from RCRA, OSHA, the U.S.

Department of Transportation, and others. The regulations mentioned cover hazardous materials–related topics such as proper personal protective equipment, transport, handling, and disposal.

Although solvents, paints, oils, grease, fuel, and other materials would be transported, used, and disposed of during the construction of Typical Projects, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Moreover, these hazardous materials are generally used in small amounts and any potential construction-related hazardous releases or emissions would be from such commonly used materials as those previously mentioned and would not include substances listed in 40 CFR 355 Appendix A, *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases involving common construction hazardous materials would be small and localized, and spills that may occur would be contained and cleaned according to the Safety Data Sheet[3] (SDS) in the appropriate manner (OSHA 2012). A hazardous material SDS would include accidental release cleanup measures such as appropriate techniques for neutralization, decontamination, cleaning or vacuuming, and adsorbent materials.

The Common Elements Typical Project would disturb up to 3 acres, and the larger Multi-use Trails and Access Gateways Typical Project would be up to 5 miles long. Projects requiring greater than 1 acre of soil disturbance would be required to obtain NPDES coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2009-0009-DWQ. The Construction General Permit would require the development and implementation of a SWPPP, which includes BMPs to regulate and prevent contamination of stormwater runoff. Construction BMPs can include the following:

- Maintenance activities, maintenance schedules, and long-term inspection procedures
- Controls for reducing or eliminating the discharge of pollutants
- Procedures for the proper disposal of waste (EPA 2018)

Transport, use, and disposal of hazardous materials during construction of all Typical Projects would be conducted according to all applicable regulations and requirements of a Construction General Permit (as required); therefore, construction of Typical Projects is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

[3] SDS include information such as the properties of a chemical; the physical, health, and environmental health hazards; protective measures; and safety precautions for handling, storing, and transporting the chemical. In addition, OSHA requires that SDS preparers provide specific minimum information as detailed in Appendix D of 29 CFR 1910.1200.

Operations

As operations activities associated with the Typical Projects would not differ from frame to frame, the following operational discussion applies to all frames. Implementation of the Typical Projects would attract visitors to areas within the study area. (It is expected that some Common Elements Typical Projects could attract up to 500 daily visitors and the Multi-use Trails and Access Gateways Typical Project could attract up to 1,000 daily visitors.) Operations associated with these projects would be recreational uses (such as those associated with pedestrian, bike. and multi-use trails) and commercial uses (such as those associated with pavilions, cafes, restrooms, bike racks, and art and performance spaces). Transport, use, and disposal of hazardous materials used in operations would be those associated with recreational, commercial, and maintenance uses. Their use would be minimal and they would consist of commonly used hazardous materials, such as solvents, paints, and fuels for equipment. Spills involving these materials would be contained and cleaned as they occur. Therefore, the likelihood of any release involving these materials would be minimal, the amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations under Section 3.8.2.2, *Regulatory*. In some cases, maintenance could involve the use of pesticides and/or herbicides. However, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS. Operation of Typical Projects is not expected to create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

Within all frames, the Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOP categories discussed below. Therefore, for potential impacts of Common Elements Typical Projects, see above. The impact discussion below focuses on KOP categories only.

KOP Categories 1 through 6

Under the *2020 LA River Master Plan*, the multi-benefit design components of the KOP categories can be implemented individually or in combination with other design components as subsequent projects under the *2020 LA River Master Plan*. The specific location (e.g., in-channel/off-channel, frame), configuration, and design details of these subsequent projects would depend on numerous factors, including the proponent of subsequent projects, the implementing agency, community needs, policy decisions, and availability of funding. Subsequent projects would be evaluated in light of the scope and content of this PEIR to determine whether additional CEQA analysis would be required.

Construction

The specific location and design for KOP Categories 1 through 6 have not yet been determined and would depend on numerous factors, including project proponent and availability of funding. Potential impacts from construction of the design components under KOP Categories 1 through 6 would vary depending on the specific design component and its intended function. KOP categories would likely be larger than Typical Projects. The construction area (including staging areas) could be substantially larger than that for Typical Projects, have a longer construction duration with more intensive construction activities, involve additional temporary lane closures, and result in an increase in construction-related traffic within the 2-mile-wide study area.

Although the design for KOP categories is unknown, all projects constructed as part of the *2020 LA River Master Plan* would adhere to applicable regulations involving the transport, use, and disposal of hazardous materials such as those described under Section 3.8.2.2, *Regulatory*. Hazardous materials releases or emissions would be from commonly used materials such as grease, solvents, and paints and would not include acutely hazardous materials. Furthermore, releases would be small and localized and would be contained and cleaned according to the SDS in the appropriate manner. In addition, KOP categories would be required to obtain NPDES coverage under the NPDES Construction General Permit for Stormwater Discharges Associated with General Permit, Order No. 2009-0009-DWQ. The NPDES Construction General Permit would require the development and implementation of a SWPPP that includes BMPs to regulate and prevent contamination of stormwater runoff, including measures to prevent and control hazardous materials releases.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

Operations impacts for KOP Categories 1 through 6 would vary widely and could result from recreational uses such as parks and trails; flood management such as check dams; water diversions and storage facilities; residential, commercial, light industrial, or affordable housing developments; arts and culture facilities, including museums, galleries, or libraries; or urban agriculture that may include community gardens, compost facilities, or plant nurseries. As such, hazardous materials could be used in a variety of ways; however, it is expected that commonly used hazardous materials such as solvents, paints, and fuels would primarily be used. Therefore, the likelihood of any release involving these materials would be minimal, the amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations under Section 3.8.2.2, *Regulatory*. In some cases, maintenance could involve the use of pesticides and/or herbicides (e.g., agricultural and field and park maintenance). However, as with the Typical Projects, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction and Operation

The *2020 LA River Master Plan* would involve construction and operations activities to implement 107 projects that could occur anywhere in the study area over a 25-year period. The specific location (in-channel or off-channel) and design for these components along with associated operation and maintenance activities have not yet been determined and would depend on numerous factors, including project proponent and availability of funding. As mentioned individually under the Typical Projects and KOPs discussion above, none of the projects to be included under the *2020 LA River Master Plan* are expected to result in a significant risk associated with routine transport, use, and disposal of hazardous materials. Required compliance with applicable regulations and adherence to the requirements of the Construction General Permit would reduce potential impacts.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.8(b): Would the proposed 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?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

Hazardous materials sites with a potential for contaminated onsite soil and/or groundwater exist within the study area in all frames. The following table identifies the type of hazardous materials site found within the study area (by city). A detailed description of each type of hazardous materials site is found in Section 3.8.2, *Setting.* Because hazardous materials sites with a potential for

contaminated onsite soil and/or groundwater exist throughout the project study area, the following analysis applies to all frames.

Table 3.8-1. Hazardous Materials Site Types within the Study Area

	LUST Cleanup Sites	Cleanup Program Sites	Military Cleanup Sites	DTSC Cleanup Sites
City of Los Angeles	✓	✓	✓	✓
Long Beach	✓	✓	✓	✓
Carson	✓	✓	n/a	✓
Compton	✓	✓	n/a	✓
Cudahy	✓	✓	n/a	✓
Downey	✓	✓	n/a	✓
Lynwood	✓	✓	n/a	✓
Paramount	✓	✓	n/a	✓
South Gate	✓	✓	n/a	✓
Bell	✓	✓	n/a	✓
Bell Gardens	✓	✓	n/a	✓
Commerce	✓	✓	n/a	✓
Huntington Park	✓	✓	n/a	✓
Maywood	✓	✓	n/a	✓
Vernon	✓	✓	n/a	✓
Glendale	✓	✓	✓	✓
Burbank	✓	✓	✓	✓
Unincorporated County	✓	✓	n/a	✓

As the Typical Projects can occur anywhere in the project study area, it is possible that they could be constructed within or immediately adjacent to a hazardous materials site. Depending on the contaminant characteristics and extent of contamination, excavation activities conducted during construction could encounter contaminated groundwater and/or contaminated soil. The larger and more complex of the Typical Projects would require more soil disturbance and would present a greater risk of exposure to contaminated media (such as pavilions/cafes, trails). Some elements under the Common Elements Typical Project with smaller footprints—such as access stairs, ramps, benches, hygiene facilities, restrooms, trash and recycling, and drinking fountains—would not require as much disturbance and would present a smaller risk of exposure to potentially contaminated media. Contaminated sites would be remediated/addressed in coordination with and under oversight of the applicable oversight federal, State, and/or local agency (e.g., EPA, SWRCB, DTSC, or local environmental health or fire department). Agencies that provide guidance and oversight on sites with a history of releases can include:

- RWQCB: In case of a perceived threat to surface water or groundwater quality, RWQCB may be contacted.
- DTSC: DTSC may become involved if there is a higher perceived risk to public health or public safety, or if environmental justice concerns are involved.

- EPA: EPA may become involved if a site is determined to be under federal jurisdiction (e.g., federal or military uses, chemical[s] released are subject to the Toxic Substances Control Act, chemical release is at a level that meets or exceeds federal reportable quantities).

The type and extent of the contamination will dictate the appropriate response and remediation for the site and the agencies to be notified. Although these regulatory requirements would be followed, the potential for foreseeable upset and accident conditions involving the release of hazardous materials into the environment from the construction of the Typical Projects could create a significant hazard to the public or the environment.

Additionally, buildings and structures scheduled to be demolished that have lead- or asbestos-containing materials would require proper abatement procedures prior to construction activities to reduce potential impacts. Any structures built prior to 1980 (the use of asbestos in buildings and structures was common prior to 1980) and planned for demolition would require an asbestos and lead-based paint survey (as part of Mitigation Measure HAZ-1).

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

To avoid exposure of construction personnel, the public, or the environment to contaminated media and/or hazardous building materials, prior to construction activities associated with any subsequent project involving ground disturbance, the implementing agency will be required to retain a professional hazardous materials specialist specializing in hazardous materials impact assessment to conduct a project-level analysis to verify the presence or absence of hazardous materials conditions (including Cortese List sites) in the vicinity of the construction site and if there is potential for existing hazardous materials conditions to affect construction activities.

This assessment will consist of a search for environment-related information present in publicly accessible databases. The information will be reviewed to determine if the construction footprint or adjacent properties are listed in the aforementioned databases.

If the construction footprint or adjacent properties are listed in the databases, the professional hazardous materials specialist will determine the potential risk to construction workers, the public, or the environment from construction activities (to be documented in a technical memo). The determination of risk would consider, among other factors, regulatory status, the type of project, type of contaminated property, distance and direction to the project, and appropriate measures. If the hazardous materials specialist concludes that the subsequent project would not 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, then no further action would be required.

If a site is considered a risk to construction workers, the public, or the environment, implementing agency will implement measures to reduce risk, including one or more of the following:

- Implement engineering controls and best management practices (BMPs) during construction to minimize human exposure to potentially contaminated soils during construction. Engineering controls and construction BMPs could include, but are not limited to, the following:
    - Contractor employees working on site handling potentially contaminated media will be certified in the Occupational Health and Safety Administration's 40-hour Hazardous Waste Operations and Emergency Response training.
    - Contractors will water or mist soil as it is being excavated and stockpiled or loaded onto transportation trucks.
    - Contractors will place any stockpiled soil in areas shielded from prevailing winds or cover stockpiles with staked and/or anchored sheeting.
- Conduct a soil and/or groundwater sampling program to determine the type and extent of contaminants. The sampling program could include:
    - A scope of work for preparation of a health and safety plan that specifies pre-field activity marking of boring locations and obtaining utility clearance, and field activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control procedures
    - Necessary permits for well installation and/or boring advancement
    - A soil sampling and analysis plan in accordance with the scope of work
    - Laboratory analyses conducted by a State-certified laboratory
    - Disposal processes, including transport by a State-certified hazardous material hauler to a State-certified disposal or recycling facility licensed to accept and treat hazardous waste
- Implement a soil management plan. The purpose of a soil management plan is to provide administrative, procedural, and analytical guidance to expedite and clarify decisions and actions if contaminated soils are encountered. Typically, procedures and protocols are included to ensure that contaminated soil is excavated properly and efficiently, and that unacceptable risks are not posed to human health or the environment from contaminated soils. Additionally, the soil management plan would contain procedures for handling, stockpiling, screening, and disposing of the excavated soil. The soil management plan is a site-specific technical plan that could be required depending on other screening activities conducted (listed above) and is not included as part of this EIR.
- If dewatering would be necessary in areas where contaminated groundwater exists, then dewatering procedures could be subject to permit requirements of the National Pollutant Discharge Elimination System (NPDES). Discharges of treated or untreated groundwater generated from dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits are currently regulated under a regional general permit, General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-095, NPDES No. CAG994004)

- Conduct an asbestos and lead-based paint survey for any structures built prior to 1980 (the use of asbestos in buildings and structures was common prior to 1980) and planned for demolition as part of subsequent projects. An asbestos survey would be conducted in accordance with the South Coast Air Quality Management District (Rule 1403), Cal OSHA (CCR, Title 8, Section 1529), and the National Emission Standards for Hazardous Air Pollutants for Asbestos Surveys (40 CFR Part 61, Subpart M). CCR, Title 8, Section 1532.1, "Lead," and Cal OSHA requirements should be followed when handling materials containing lead.

With the implementation of the above measures and coordination with the appropriate oversight agency (as necessary), the potential upset and accident conditions associated with construction activities would be reduced.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

As operations activities associated with the Typical Projects would not differ from frame to frame, the following operational discussion would apply to all frames. Operations associated with these Typical Projects would be those of recreational uses (such as those associated with pedestrian, bike, and multi-use trails) and commercial uses (such as those associated with pavilions, cafes, restrooms, bike racks, and art and performance spaces). Due to the nature of the projects, hazardous materials would not be used on a regular basis. As such, hazardous materials uses would be minimal, primarily for maintenance, and consist of commonly used hazardous materials such as solvents, paints, and fuels for equipment. Any release involving these materials would be small and localized, and spills that may occur would be contained and cleaned as they occur. In some cases, maintenance could involve the use of pesticides and/or herbicides. However, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS. As such, typical hazardous materials use is not expected to result in significant impacts associated with upset and accident conditions.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

KOP Categories 1 through 6

The specific location and design for KOP Categories 1 through 6 have not yet been determined and would depend on numerous factors, including project proponent and availability of funding. Potential impacts from construction of the design components under KOP Categories 1 through 6 would vary depending on the specific design component and its intended function. KOP categories would likely be larger than Typical Projects.

Construction

As with the Common Elements and Multi-Use Trails and Access Gateways Typical Projects, contaminated sites associated with KOP Categories 1 through 6 would be remediated/addressed in coordination with and under oversight of the applicable oversight federal, State, and/or local agency (e.g., EPA, SWRCB, DTSC, or local environmental health or fire department). Although these regulatory requirements would be followed, the potential for foreseeable upset and accident conditions involving the release of hazardous materials into the environment from the construction of KOPs could create a significant hazard to the public or the environment.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Operations impacts for KOP Categories 1 through 6 would vary widely and could result from recreational uses such as parks and trails; flood management such as check dams; water diversions and storage facilities; residential, commercial, light industrial, or affordable housing developments; arts and culture facilities, including museums, galleries, or libraries; or urban agriculture that may include community gardens, compost facilities, or plant nurseries. As such, hazardous materials could be used in a variety of ways; however, it is expected that commonly used hazardous materials such as solvents, paints, and fuels would primarily be used. Therefore, the likelihood of any release involving these materials would be minimal, the amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations under Section 3.8.2.2, *Regulatory*. In some cases, maintenance could involve the use of pesticides and/or herbicides (e.g., agricultural and field and park maintenance). However, as with the Typical Projects, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction

As discussed above for the typical projects and KOP Categories 1 through 6, contaminated sites would be remediated/addressed in coordination with and under oversight of the applicable oversight federal, State, and/or local agency (e.g., EPA, SWRCB, DTSC, or local environmental health or fire department). Although these regulatory requirements would be followed, the potential for foreseeable upset and accident conditions involving the release of hazardous materials into the environment from construction under the overall *2020 LA River Master Plan* could create a significant hazard to the public or the environment.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

As mentioned individually under the Typical Projects and KOPs discussion above, operations under the overall *2020 LA River Master Plan* are expected to result in a significant risk associated with potential upset and accident conditions.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.8(c): Would the proposed Project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

As described above in Section 3.8.2, *Setting*, there are several schools throughout the project study area, including school sites in every frame. Therefore, the following discussion applies to Typical Projects in all frames. Construction activities associated with the Typical Projects would involve routine handling of hazardous materials such as solvents, paints, oils, and grease and materials that are typical for construction projects. Consequently, there is potential that these materials would be handled within 0.25 mile of a school. As described above, handling of these materials would be compliant with applicable regulations such as those described under Section 3.8.2.2, *Regulatory*. Additionally, these hazardous materials are generally used in small amounts and any potential construction-related hazardous releases or emissions would be from commonly used materials such as grease, solvents, and paints and would not include substances listed in 40 CFR 355 Appendix A, *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases would be small and localized and would be contained and cleaned according to the material's SDS in the appropriate manner. Typical Projects requiring greater than 1 acre of soil disturbance would be required to obtain NPDES coverage under Order No. 2009-0009-DWQ (Construction General Permit). The Construction General Permit would require the development and implementation of a SWPPP, which includes BMPs to regulate and prevent releases and contamination of the surrounding environment.

As Typical Projects can occur anywhere in the project study area, it is possible that they could be constructed within or immediately adjacent to a hazardous materials site. Depending on the contaminant characteristics of the hazardous materials site and extent of contamination, soil disturbance activities conducted during construction could encounter contaminated groundwater and/or contaminated soil. Additionally, structures built prior to 1980 to be demolished as part of the Typical Projects could contain hazardous building materials. Consequently, affected media or hazardous building materials could be handled within 0.25 mile of a school.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Mitigation Measure HAZ-1 includes provisions that would minimize the release and emissions of contaminated media (if identified on site) to nearby receptors, including schools. In addition, contaminated sites would be remediated/addressed in coordination with and under oversight of the applicable oversight agency, further minimizing the potential risk of release to the surrounding environment, including schools within 0.25 mile of a Typical Project.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Operations associated with these projects would be recreational uses (such as those associated with pedestrian, bike, and multi-use trails) and commercial uses (such as those associated with pavilions, cafes, restrooms, bike racks, art and performance spaces, and maintenance uses). Due to the nature of these projects, hazardous material would not be employed on a regular basis. As such, hazardous materials uses would be minimal, primarily for maintenance, and would consist of commonly used hazardous materials such as solvents, paints, and fuels for equipment. Any release involving these materials would be small and localized, and spills that may occur would be contained and cleaned as they occur. In some cases, maintenance could involve the use of pesticides and/or herbicides. However, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS. As such, potential impacts associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would not likely occur.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

KOP Categories 1 through 6

The specific location and design for KOP Categories 1 through 6 have not yet been determined and would depend on numerous factors, including project proponent and availability of funding. Potential impacts from construction of the design components under KOP Categories 1 through 6 would vary depending on the specific design component and its intended function. KOP categories would likely be larger than Typical Projects.

Construction

As with the Typical Projects, there are several schools throughout the project study area. Consequently, there is potential that materials used in construction—such as solvents, paints, oils, and grease and materials that are typical for construction projects—would be handled within 0.25 mile of a school. As described above, handling of these materials would be compliant with applicable regulations such as those described under Section 3.8.2.2, *Regulatory*. Subsequent projects under the KOP categories requiring greater than 1 acre of soil disturbance would be required to obtain NPDES coverage under the NPDES Construction General Permit, Order No. 2009-0009-DWQ. The Construction General Permit would require the development and implementation of a SWPPP, which includes BMPs to regulate and prevent releases and contamination of the surrounding environment. Also, construction activities would adhere to the requirements of the Construction General Permit, including the implementation of best management practices. As the KOPs can occur anywhere in the project study area, it is possible that they could be constructed within or immediately adjacent to a hazardous materials site. Depending on the contaminant characteristics of the hazardous materials site and extent of contamination, soil disturbance activities conducted during construction could encounter contaminated groundwater and/or contaminated soil. Consequently, the affected media potentially could be handled within 0.25 mile of a school.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Operations impacts for KOP Categories 1 through 6 would vary widely and could result from recreational uses such as parks and trails; flood management such as check dams; water diversions and storage facilities; residential, commercial, light industrial, or affordable housing development; arts and culture facilities including museums, galleries, or libraries; or urban agriculture that may include community gardens, compost facilities, or plant nurseries. Therefore, the likelihood of any release involving these materials would be minimal, the amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations under Section 3.8.2.2, *Regulatory*. In some cases, maintenance could involve the use of pesticides and/or herbicides (e.g., agricultural and field and park maintenance). As mentioned, schools are located throughout the study area and can potentially be exposed to hazardous materials and contaminated media (from nearby sites with a history of releases) associated with operations under the six KOP categories. However, as with the Typical Projects, these materials would be used in small amounts, intermittently, and with proper care as dictated by their

accompanying SDS. Spills involving these materials would be contained and cleaned as they occur. As such, potential impacts associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction

As discussed above for the Typical projects and KOP Categories 1 through 6, there are several schools throughout the project study area. Consequently, there is potential that materials used in construction—such as solvents, paints, oils, and grease and materials that are typical for construction projects—would be handled within 0.25 mile of a school. As described above, handling of these materials would be compliant with applicable regulations such as those described under Section 3.8.2.2, *Regulatory*. Depending on the contaminant characteristics of the hazardous materials site and extent of contamination, soil disturbance activities conducted during construction could encounter contaminated groundwater and/or contaminated soil. Consequently, the affected media potentially could be handled within 0.25 mile of a school.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Operations of the projects included under the overall *2020 LA River Master Plan* would not use hazardous materials on a regular basis. As such, hazardous materials uses would be minimal, primarily for maintenance, and would consist of commonly used hazardous materials such as

solvents, paints, and fuels for equipment. Any release involving these materials would be small and localized, and spills that may occur would be contained and cleaned as they occur. As such, potential impacts associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would not likely occur.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.8(d): Would the proposed Project be located on a site that is included on a list of hazardous materials 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?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

As mentioned under Impact 3.8(b), hazardous materials sites, including LUST sites (which meet Cortese List requirements[4]), exist within the project study area in all cities and frames; therefore, the following analysis applies to all frames. As the Typical Projects can occur anywhere in the project study area, it is possible that they could be constructed within or immediately adjacent to a site that is on the Cortese List, Government Code Section 65962.5. If this the case, it is possible that excavation activities conducted during construction could encounter contaminated groundwater and/or contaminated soil. As described under Impact 3.8(b), the larger and more complex of the Common Elements and Multi-Use Trails and Access Gateways Typical Projects would require more media disturbance and would present a greater risk of exposure to contaminated media (e.g., pavilions, cafes, and art and performance spaces). Although the smaller footprint projects (e.g., access stairs, ramps, benches, hygiene facilities, restrooms, trash and recycling, drinking fountains) would not require as much media disturbance and would present a smaller risk of exposure to contaminated media, the potential for any of the Typical Projects to be located on such sites exists.

[4] The following resources provide information regarding facilities meeting "Cortese List" requirements:

- List of *Hazardous Waste and Substances* sites from DTSC's EnviroStor database
- List of *Leaking Underground Storage Tank Sites* from SWRCB's GeoTracker database
- List of *solid waste disposal sites* identified by SWRCB with waste constituents above hazardous waste levels
- List of "active" *Cease and Desist Orders* and *Cleanup and Abatement Orders* from SWRCB
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

As operations activities associated with the Typical Projects would not differ from frame to frame, the following operational discussion would apply to all frames. Operations associated with these projects would be those of recreational uses (such as those associated with pedestrian, bike, and multi-use trails) and commercial uses (such as those associated with pavilions, cafes, restrooms, bike racks, and art and performance spaces). Due to the nature of these projects, hazardous materials use would not occur on a regular basis. As such, hazardous materials uses would be minimal, primarily for maintenance, and consist of commonly used hazardous materials such as solvents, paints, and fuels for equipment. Any release involving these materials would be small and localized. Spills that may occur would be contained and cleaned as they occur and would not contribute to environmental conditions associated with Cortese List sites. In addition, contaminated media associated with Cortese List sites would be addressed during the construction phase of the Typical Projects. Therefore, operations activities associated with the Typical Projects would not contribute to environmental conditions associated with Cortese List sites or cause impacts related to affected media associated with the aforementioned sites.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

The Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOPs discussed below. Therefore, for potential impacts of Common Elements Typical Projects, see above. The impact discussion below focuses on specific KOPs only.

KOP Categories 1 through 6

The specific location and design for KOP Categories 1 through 6 have not yet been determined and would depend on numerous factors, including project proponent and availability of funding. Potential impacts from construction of the design components under KOP Categories 1 through 6 would vary depending on the specific design component and its intended function. KOP categories would likely be larger than Typical Projects.

Construction

As with the Common Elements Typical Projects, hazardous materials sites, including LUST sites (which meet Cortese List requirements), exist within the project study area in all cities and frames. Because sites meeting the Cortese List requirements exist throughout the project study area, the following analysis applies to all frames. As KOP categories can occur anywhere in the project study area, it is possible that they could be constructed within or immediately adjacent to a site that is on the Cortese List, Government Code Section 65962.5. If this the case, it is possible that excavation activities conducted during construction could encounter contaminated groundwater and/or contaminated soil, and the potential for any of the KOPs to be located on such sites exists.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Operations impacts for KOP Categories 1 through 6 would vary widely and could result from recreational uses such as parks and trails; flood management such as check dams; water diversions and storage facilities; residential, commercial, light industrial, or affordable housing development; arts and culture facilities, including museums, galleries, or libraries; or urban agriculture that may include community gardens, compost facilities, or plant nurseries. Therefore, the likelihood of any release involving these materials would be minimal, the amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations under Section 3.8.2.2, *Regulatory*. In some cases, maintenance could involve the use of pesticides and/or herbicides (e.g., agricultural and field and park maintenance). However, as with the Typical Projects, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS. Spills involving these materials would be contained and cleaned as they occur. As such, potential spills involving these materials would be contained and cleaned as they occur and would not contribute to environmental conditions associated with Cortese List sites. In addition, contaminated media associated with Cortese List sites

would be addressed during the construction phase of the KOPs. Therefore, operations activities associated with KOPs would not contribute to environmental conditions associated with Cortese List sites or cause impacts related to affected media associated with the aforementioned sites.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction

As discussed above for the typical projects and KOP Categories 1 through 6, hazardous materials sites, including LUST sites (which meet Cortese List requirements), exist within the project study area in all cities and frames. Because sites meeting the Cortese List requirements exist throughout the project study area, the following analysis applies to all frames. It is possible that potential excavation activities conducted during construction could encounter contaminated groundwater and/or contaminated soil, and the potential for projects under the overall *2020 LA River Master Plan* to be located on such sites exists.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure HAZ-1: Conduct Project-Level Hazardous Materials Sites Assessment for Construction of Subsequent Projects Involving Soil Disturbance and Implement Measures.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County

Operation

As mentioned individually under the Typical Projects and KOPs discussion above, operations under the overall *2020 LA River Master Plan* are not expected to result in a significant risk associated with being constructed on or near a Cortese List site.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.8(e): Would the proposed Project be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

The nearest airports to the project study area are the Long Beach Airport (approximately 2.25 miles from the LA River and 1.25 miles from the eastern boundary of the project study area), the Compton/Woodley Airport (approximately 1.8 miles from the western boundary of the project study area and 2.8 miles from the LA River), and the Hollywood Burbank Airport (approximately 2.3 miles from the northern boundary of the project study area and 3.3 miles from the LA River). LAX is 9 miles away from the project study area.

According to the *Los Angeles County Airport Land Use Plan* (Los Angeles County 2004), neither the LA River nor the project study area are within any Planning Boundaries, Runway Protection Zones, or Airport Influence Areas associated with any of the aforementioned airports.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

Operations

The study area is not within Planning Boundaries, Runway Protection Zones, or Airport Influence Areas associated with any of the airports listed.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

2020 LA River Master Plan Kit of Parts

The Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOPs discussed below. Therefore, for potential impacts of Common Elements Typical Projects, see above. The impact discussion below focuses on specific KOPs only.

KOP Categories 1 through 6

Construction

Projects associated with KOPs would not be within any Planning Boundaries, Runway Protection Zones, or Airport Influence Areas associated with any of the airports listed. Therefore, implementation of six KOP categories would not result in a safety hazard or excessive noise for people residing or working in the project study area.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

Operations

The study area is not within Planning Boundaries, Runway Protection Zones, or Airport Influence Areas associated with any of the airports listed.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction and Operation

As mentioned individually under the Typical Projects and KOPs discussion above, none of the projects would be within Planning Boundaries, Runway Protection Zones, or Airport Influence Areas

associated with any of the local airports such as Long Beach, Compton/Woodley, or Hollywood Burbank Airports. No impacts would result from overall implementation of the *2020 LA River Master Plan*.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

Impact 3.8(f): Would the proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

Construction activity could occur near emergency service facilities (e.g., fire stations and hospitals) and near roadways used by emergency service providers. As mentioned in Section 3.16, *Transportation*, river access points will be incorporated as part of the *2020 LA River Master Plan.* Although locations are currently unknown, access points will be required to be designed according to criteria of the County (as appropriate)—including the *Trails Manual* adopted in 2011—and, where applicable, of the local agency in which they are located. Among the requirements for river access points is that they must be well-lit and provide clear lines of sight. Alteration to existing or design of new service roads providing access for maintenance and emergency vehicles must meet with County approval or the relevant local agency. Furthermore, to ensure safety along the river during both regular use and in periodic flood events, *2020 LA River Master Plan* Design Guidelines (Design Guidelines; as described in Chapter 2, *Project Description*, and included in Appendix B) require that the entirety of the 51 miles of the LA River maintain emergency access for first responders and emergency personnel and vehicles through the use of service roads. Therefore, implementation of the *2020 LA River Master Plan* would remediate or (in cases where existing conditions along the river do not provide the level of access required by the *2020 LA River Master Plan*) improve existing substandard conditions and would therefore contribute to overall emergency access along the entire river corridor.

Construction of the Common Elements and Multi-Use Trails and Access Gateways Typical Projects would occur in the existing LA River right-of-way, which does not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the vicinity. If lane closures are required, they would be on a temporary basis. All large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic. In addition, construction activities would comply with any applicable general plan, hazard mitigation plan,

response plan, EOP, and fire department or police department emergency response requirements, such as those described in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*, by providing adequate emergency access, minimizing temporary impacts on local evacuation routes, and not permanently affecting major arterials surrounding project sites during construction and operations of all projects.

Compliance with such existing standard industry practices such as traffic control and signage; adherence to County and local agency criteria (as necessary), Design Guidelines, and rules and regulations pertaining to emergency response in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*; and implementation of the aforementioned Design Guidelines would provide adequate emergency access.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

Operations of the Typical Projects would attract up to 500 daily visitors under the Common Elements Typical Project and 1,000 daily users for the Multi-Use Trails and Access Gateways Typical Project. This would increase vehicular and pedestrian traffic to the area and could potentially reduce emergency access and response time. However, as mentioned under *Construction* above, *2020 LA River Master Plan* projects would all adhere to County and local agency criteria (as necessary), Design Guidelines, and rules and regulations pertaining to emergency response, such as those described in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*, by providing adequate emergency access and not permanently affecting major arterials surrounding project sites during operations. Moreover, the Typical Projects would implement the Design Guidelines that require permanent access for first responders and emergency personnel and vehicles and would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

The Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOPs discussed below. Therefore, for potential impacts of Common Elements Typical Projects, see above. The impact discussion below focuses on specific KOPs only.

KOP Categories 1 through 6

Construction

Construction of the six KOP categories could occur anywhere in the study area and therefore could occur near emergency service facilities and along roadways used by emergency service providers. As for the Common Elements and Multi-Use Trails and Access Gateways Typical Projects, river access points will be incorporated as part of the six KOP categories. Alteration to existing or design of new service roads providing access for maintenance and emergency vehicles would meet with County approval or the relevant local agency. The Design Guidelines require that the LA River maintain emergency access for first responders and emergency personnel and vehicles through the use of service roads. Implementation of the *2020 LA River Master Plan* would remediate or improve existing substandard conditions and would therefore contribute to overall emergency access along the entire river corridor. Construction of KOPs would not include any characteristics that would physically impair or otherwise interfere with emergency response or evacuation in the vicinity. All large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic compliance with such existing standard industry practices such as traffic control and signage; adherence to County and local agency criteria (as necessary), the Design Guidelines, and rules and regulations pertaining to emergency response in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*, would provide adequate emergency access.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

Operations impacts for KOP Categories 1 through 6 would vary widely and could result from recreational uses such as parks and trails; flood management such as check dams; water diversions and storage facilities; residential, commercial, light industrial, or affordable housing development; arts and culture facilities, including museums, galleries, or libraries; or urban agriculture that may include community gardens, compost facilities, or plant nurseries. These would increase vehicular and pedestrian traffic to the area and could potentially reduce emergency access and response time. However, subsequent projects under all KOP categories would adhere to rules and regulations pertaining to emergency response, such as those described in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*, to provide adequate emergency access, including during project operations.

Moreover, the KOP categories would implement Design Guidelines requiring permanent access for first responders and emergency personnel and vehicles and do not include any characteristics that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction and Operation

As mentioned individually under the Typical Projects and KOPs discussion above, and therefore relevant for the 107 subsequent projects under the *2020 LA River Master Plan*, none of the subsequent projects are expected to hinder or impair an adopted emergency response or evacuation plan or route. Compliance with such existing standard industry practices such as traffic control and signage; adherence to County and local agency criteria (as necessary) and rules and regulations pertaining to emergency response in Section 3.8.2, *Setting*, and Section 3.8.2.2, *Regulatory*, would provide adequate emergency access. Moreover, the Typical Projects would implement the Design Guidelines that require permanent access for first responders and emergency personnel and vehicles and would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. Therefore, overall implementation of the *2020 LA River Master Plan* would result in less-than-significant impacts.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.8(g): Would the proposed Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

As not all frames contain high fire hazard areas, the following analysis is presented as Frames 1 through 4 and Frames 5 through 9.

Construction

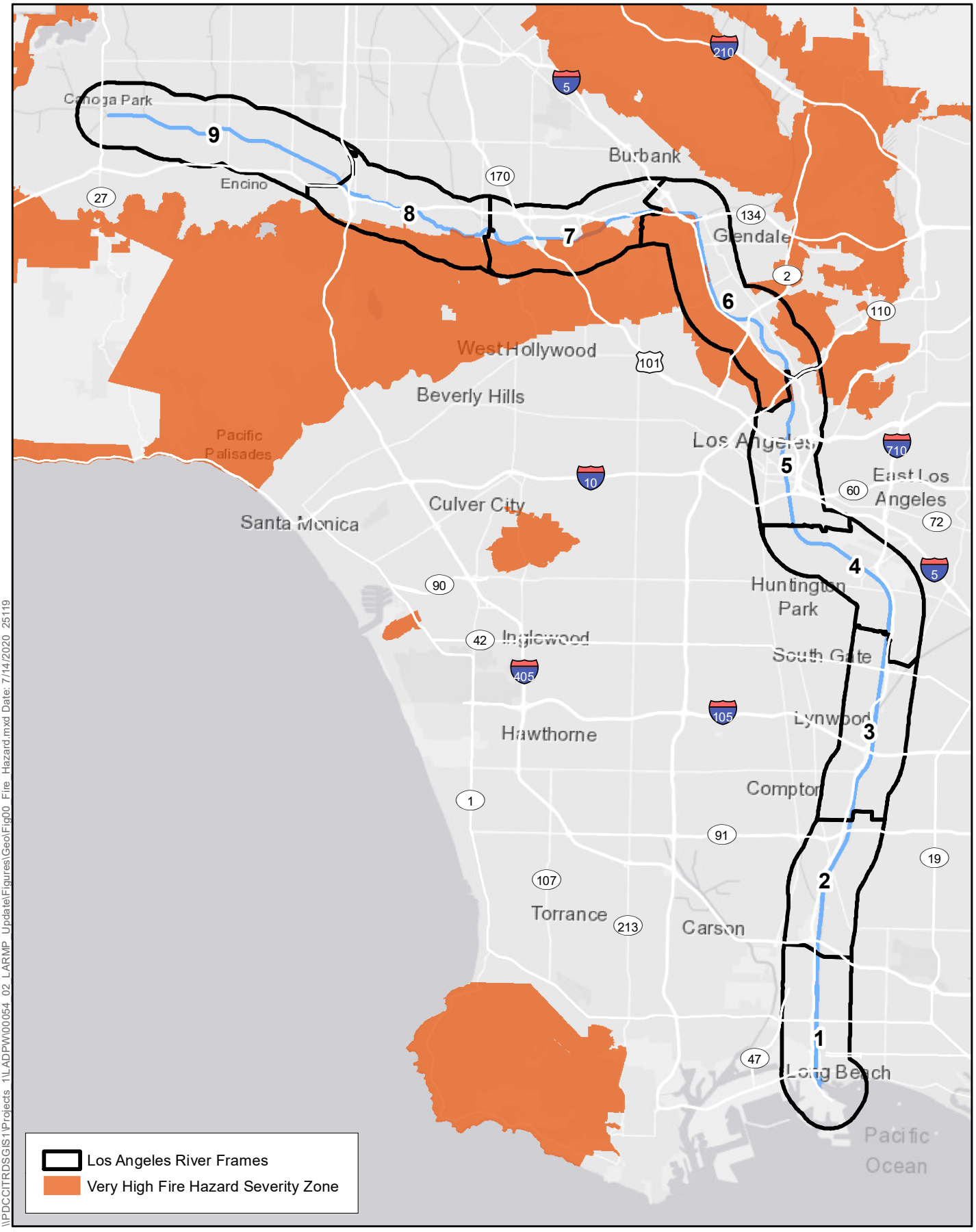
Frames 1 through Frame 4

According to CAL FIRE's Fire and Resource Assessment Program's Very High Fire Hazard Severity Zones in LRA Los Angeles County, Frames 1 through 4 do not include any very high fire hazard severity zones (CAL FIRE 2011). Within these frames, the LA River and project study area are in densely developed County areas, with no wildland areas nearby. Therefore, it is expected that construction of the Typical Projects would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

Frames 5 through Frame 9

Portions to the north of Frame 5 are within a Very High Fire Hazard Severity Zone (Figure 3.8-10). These include areas near Dodger Stadium and some of Frame 5 in the northeastern Los Angeles area. High fire hazard areas along Frames 6 through 9 include areas along Los Angeles north of Interstate 5 and Interstate 110, and areas just north of West Hollywood, south of Burbank, and west and south of the City of Glendale. When conducted at sites within a Very High Fire Hazard Severity Zone, construction activities would involve equipment that may exacerbate wildfire risk. Heat or sparks from construction equipment or vehicles, as well as the use of flammable materials, have the potential to ignite adjacent vegetation. Construction activities could introduce new potential ignition sources in the form of building materials (e.g., wood), vegetation for landscaping, and other materials for construction that are considered flammable.

As stated in Section 3.19, *Wildfire*, proposed construction would be required to comply with applicable construction standards that ensure implementation of fire prevention features. This includes complying with the regulations set forth in the California Fire Code (CFC) and OSHA Safety and Health Regulations for Construction during both project planning/design and construction. Chapter 33, *Fire Safety during Construction and Demolition*, Section 3308 of the CFC requires the preparation of a "pre-fire plan." OSHA Regulations Part 1926 Subpart F, Fire Protection and Prevention, requires the development of a fire protection program through all phases of construction and demolition work, and addresses requirements for appropriate firefighting equipment, water sources, sprinkler systems, and alarm systems. Moreover, all new structures as part of the *2020 LA River Master Plan* must comply with the California Building Code and CFC. The California Building Code establishes fire safety requirements, such as fire resistance standards for fire doors, building materials, and particular types of construction. The CFC includes safety measures to be followed during construction and demolition activities, such as the proper storage procedures for combustible materials, and the proper refueling protocol.



\\PDCCITRDSGIS1\Projects 1\LADPW\00054 02 LARMP UpdateFigures\GeoFig00 Fire Hazard.mxd Date: 7/14/2020 25119

Source: CAL FIRE; Los Angeles County; ESRI StreetMap
Map Prepared: 7/14/2020

N 0 1 2 4
Miles

Figure 3.8-10
Fire Hazard Zones

Construction of the Typical Projects in these areas would be subject to applicable requirements mentioned above. Furthermore, for projects proposed in or adjacent to areas designated as Very High Fire Hazard Severity Zones, prior to construction, the implementing agency will prepare a Construction Fire Protection Plan.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described in Section 3.19, *Wildfire*.

Mitigation Measure WF-2: Prepare a Construction Fire Protection Plan.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Frame 1 through Frame 4

Frames 1 through 4 are not within a CAL FIRE Very High Fire Hazard Severity Zone. Within these frames, the LA River study area is in densely developed County areas, with no wildland areas nearby. Operations activities associated with the Typical Projects (in Frames 1 through 4) would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

Frame 5 through Frame 9

Subsequent projects within high fire hazard zones in Frames 5 through 9 would be subject to applicable city and County building codes. In addition, subsequent projects could be implemented consistent with the Design Guidelines, which address larger projects or those that interface with a wildfire area by recommending wildfire breaks during design. Furthermore, for Typical Projects that are proposed in areas designated as Very High Fire Hazard Severity Zones, the implementing agency will prepare a Fire Protection Plan for the project prior to commencing operation of the facility. Impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described in Section 3.19, *Wildfire*.

Mitigation Measure WF-3: Prepare a Fire Protection Plan.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

2020 LA River Master Plan Kit of Parts

The Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOPs discussed below. Therefore, for potential impacts of Common Elements Typical Projects, see above. The impact discussion below focuses on specific KOPs only.

KOP Categories 1 through 6

Construction

The specific location and design for KOP 1 through 6 categories have not yet been determined and would depend on numerous factors, including project proponent and availability of funding.

The six KOP categories include a variety of construction that could occur anywhere in the study area. Therefore, subsequent projects under the KOP categories could be located in Very High Fire Hazard Severity Zones (in Frames 5 through 9). Construction of subsequent projects under the six KOP categories in these areas would be subject to applicable city and County building codes and applicable construction standards. Similar to Typical Projects, proposed construction would be required to comply with applicable construction standards that ensure implementation of fire prevention features. This includes complying with the regulations set forth in the CFC and OSHA Safety and Health Regulations for Construction during both project planning/design and construction. Additionally, projects implemented under the *2020 LA River Master Plan* could be constructed using Design Guidelines (as applicable), which discuss wildfire management and the implementation of a construction fire protection plan.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described in Section 3.19, *Wildfire*.

Mitigation Measure WF-2: Prepare a Construction Fire Protection Plan.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Subsequent projects under the six KOP categories within high fire hazard zones would be subject to applicable city or County building codes. In addition, they could be implemented consistent with the Design Guidelines, which address larger projects or those that interface with a wildfire area by recommending wildfire breaks during design. However, impacts would be potentially significant if located in or near areas designated as Very High Fire Hazard Severity Zones.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described in Section 3.19, *Wildfire*.

Mitigation Measure WF-3: Prepare a Fire Protection Plan.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Overall 2020 LA River Master Plan Implementation

Construction and Operation

As mentioned individually under the Typical Projects and KOPs discussion above, none of the projects to be included under the *2020 LA River Master Plan* are expected to result in a significant risk of exposure to wildfires. Projects in high fire hazard areas would follow all applicable fire response and prevention requirements and applicable construction standards. Proposed construction under the *2020 LA River Master Plan* would be required to comply with applicable construction standards that ensure implementation of fire prevention features, including compliance with the regulations set forth in the CFC and OSHA Safety and Health Regulations for Construction during both project planning/design and construction. However, impacts would be potentially significant if located in or near areas designated as Very High Fire Hazard Severity Zones.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described in Section 3.19, *Wildfire*.

Mitigation Measure WF-2: Prepare a Construction Fire Protection Plan.

Mitigation Measure WF-3: Prepare a Fire Protection Plan.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Cumulative Impacts

The geographic context for an analysis of cumulative impacts with regard to hazards and hazardous materials is the County, as hazards impacts are generally localized and this context would still account for hazards and the use of hazardous materials in the greater County region. A description of the regulatory setting and approach to cumulative impacts analysis is provided in Section 3.0.2.

Criteria for Determining Significance of Cumulative Impacts

The proposed Project would have the potential to result in a cumulatively considerable impact related to hazards and hazardous materials, if, in combination with other projects within the greater Los Angeles region, 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 through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site that 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; be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Cumulative Condition

In general, cumulative impacts related to hazards and hazardous materials are most often associated with commercial or industrial land uses, compared with residential uses. Implementation of projects and plans that do not substantially increase the potential for industrial activity are not considered to generate cumulatively significant impacts within the County (City of Los Angeles 1995). Continued growth and development in the Southern California region, including the implementation of transportation improvements, and the anticipated increased mobility from implementation of the 2020–2045 RTP/SCS may result in greater exposure of local populations to various hazards and may create a significant hazard to the public or the environment as a result of increased hazardous materials transport. Any future development would be required to comply with applicable federal, State, and local regulations related to hazardous materials. Required compliance with these regulations would minimize contribution of cumulative impacts related to the hazardous materials sites, and impacts would not be cumulatively significant (SCAG 2020).

Contribution of the Project to Cumulative Impacts

There is no cumulative condition with respect to hazardous materials; therefore, with implementation of Mitigation Measure HAZ-1, Mitigation Measure WF-2, and Mitigation Measure WF-3, the proposed Project would not make a cumulatively considerable contribution to hazards and hazardous materials impacts.