

Section 3.7

Hazards and Hazardous Materials

SECTION SUMMARY

This section characterizes the existing hazards and hazardous materials within the project vicinity and site and evaluates potential environmental impacts on human health and the environment, including those associated with (1) the potential release of hazardous materials into the environment during construction; (2) the potential to be located in a site listed on a governmental regulatory database; and (3) interference with an emergency evacuation plan. An analysis of potential impacts relative to hazards and hazardous materials associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.7 Hazards and Hazardous Materials provides the following:

- A description of existing environmental setting, including a brief history of the historical uses in the project vicinity and site;
- A description of the existing hazards and hazardous materials used and stored at the project site;
- A description of local, state, and federal regulations and policies regarding hazardous materials or hazardous substances;
- A discussion on the methodology and thresholds used to determine whether the proposed project would increase the probability of hazardous spills or releases during construction, whether the impacts of hazards and hazardous materials on components of the proposed project exists, and whether the proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- An impact analysis of the proposed project associated with hazards and hazardous materials;
- A description of any Conditions of Approval that the City would impose, or mitigation measures proposed to reduce any potential impacts and residual impacts (i.e., impacts remaining after mitigation), as applicable;
- An analysis of potential cumulative impacts associated with hazards and hazardous materials;
- A summary of hazards and hazardous materials impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and
- A description of significant unavoidable impacts associated with hazards and hazardous materials, if any.

Key Points of Section 3.7:

Construction of the proposed project involves substantial grading, excavation, and limited dredging activities. There may be low concentrations of soil contamination on-site in association with the former presence of six underground storage tanks (USTs) that have since been removed. There is also the potential that debris used as

fill material would be encountered. Buried debris has the potential to include hazardous materials, which could pose a hazard. In the event that contaminated soils are encountered, the soils would be excavated, transported, and treated (or disposed of) in accordance with applicable regulatory agencies, which could include the Redondo Beach Fire Department (RBFD), Los Angeles County Fire Department (LACFD), Los Angeles Regional Water Quality Control Board (LARWQCB), and/or California Department of Toxic Substances Control (DTSC). Therefore, exposure to potentially contaminated soils and hazardous materials during construction is less than significant.

Furthermore, while the proposed 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 during construction, as part of the Conditional Use Permit process, the City is proposing the following Condition of Approval:

COA HAZ-1: Contamination Contingency Plan

If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

The proposed project includes a site, and is in the vicinity of other sites, included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Further, a review of other regulatory databases identified several sites of past known or suspected contamination located approximately 0.25 mile of the project site, as well as within the project site. No sites located outside of the project site are anticipated to significantly impact the project site during construction and operation based on the regulatory status and oversight and distance from the project site. In the event that contaminated soils are encountered at the project site, the soils would be excavated, transported, and treated (or disposed of) in accordance with applicable regulatory agencies, which could include the RBFD, LACFD, LARWQCB, and/or DTSC. Further, the City is proposing a Condition of Approval (COA HAZ-1: Contamination Contingency Plan), which would address if soil and/or debris were encountered during excavation or grading that is suspected to be contaminated. Therefore, implementation of the proposed project is not expected to create a significant hazard to the public (including construction workers) or the environment and exposure to potentially hazardous materials is less than significant. If any contaminated soil is found during construction it would be removed and/or remediated prior to operation of the proposed project; and therefore, site operation would not pose a risk to the public or environment, and risk of exposure to potentially hazardous materials is less than significant.

During construction of the proposed project, adequate ingress and egress to and from the project site would be provided in compliance with emergency access requirements. The proposed project includes vehicle circulation and access improvements (Pacific Avenue Reconnection between the northern and southern portions of the site and a new main street through the northern portion of the site), and bulkhead repair/improvements to reduce risks associated with tsunamis and flooding, and would be constructed in

compliance with seismic code requirements. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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3.7.1 Introduction

This section addresses the environmental setting and potential impacts of hazards and hazardous materials related to the proposed project,¹ the potential for accidental release of hazardous materials into the environment during construction, location of the project 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, the potential that the proposed project would create a significant hazard to the public or the environment, and the potential of the proposed project to impair implementation of an emergency response or evacuation plan. This section is based on a Phase I Environmental Assessment (EA) (2015) prepared by SCS Engineers and included in Appendix H. In addition, regulatory databases – GeoTracker, EnviroStor and Envirofacts – were reviewed for additional information related to the project site.

The analysis focuses primarily on the landside portion of the project area. More detailed information and analysis on the waterside portion of the proposed project can be found in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality.

For this EIR, the term “hazardous material” is defined as any material that, because of its quantity, concentration, or physical or chemical characteristics, could pose a significant present or potential hazard to human health and safety, or to the environment, if improperly handled, stored, disposed, or otherwise managed (California Health and Safety Code, 2006). “Hazardous waste,” a subset of hazardous material, is material that is to be discharged, discarded, recycled, and/or reprocessed.

3.7.2 Environmental Setting

3.7.2.1 Historical Uses

The history of the project vicinity and project site uses was evaluated in the Phase 1 EA (Appendix H) using the following sources: historic U.S. Geological Survey (USGS) topographic maps; historical aerial photographs; Sanborn Fire Insurance maps; City Directory view reports; and building permit information from the City Clerk’s Office. Following presents a description of the historical uses in areas surrounding the project site, followed by a description of the project site.

¹ The NOP/IS (Appendix A of the Draft EIR), determined that impacts associated with the routine transport, use, and disposal of hazardous materials (including asbestos and lead based paint) would be less than significant. While the construction of the proposed project would involve demolition and renovation of the existing on-site structures, which, due to their age, may contain asbestos and lead-based paints and materials, the removal of any asbestos-containing and/or lead-based paint materials would be required to comply with all applicable existing rules and regulations, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Demolition and Renovation Activities), State of California Division of Occupational Safety and Health regulations and California Code of Regulations Title 14, Section 1532.1; therefore, asbestos and lead-based paint will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3) and 15128. Additional details about these requirements are included in Appendix A.

Project Vicinity

Community Development

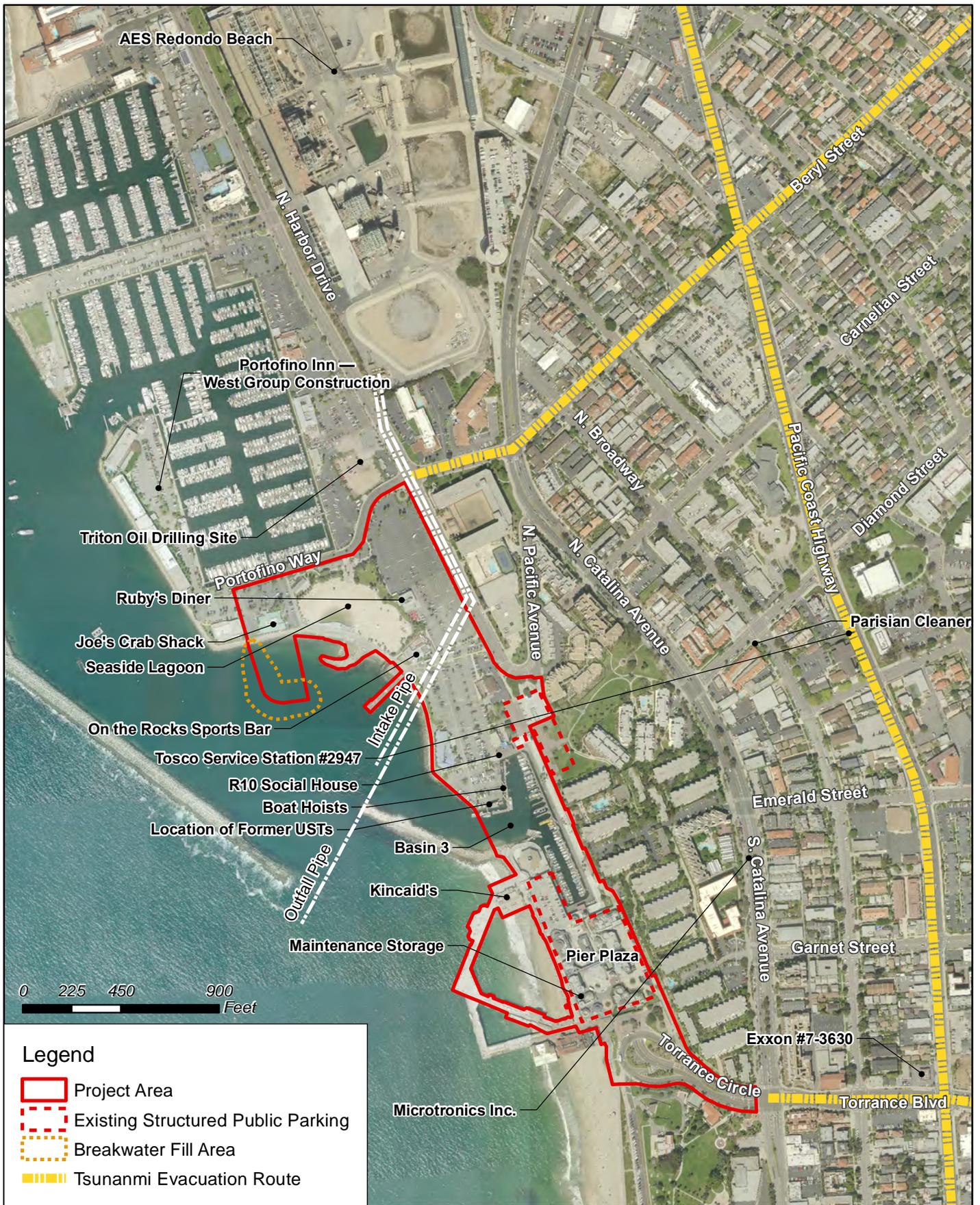
In the late 1890s, the area surrounding the project site (north/east/south) was developed with residences, stores and a lumber yard. By the early 1910s, residences, stores, restaurants, and the Pacific Electric Railway Company were located adjacent to the project site. A theater was also located to the east of the project site but west of Hermosa Avenue (now Harbor Drive). By the mid-1910s, the surrounding areas were developed with residences and stores. In the late 1920s, the area north of the project site was developed with small buildings similar to those on the northern portion of the project site. The areas east and south of the project site were partially developed with larger commercial buildings. By the mid-1940s, a hotel and stores were located in the vicinity of the project site, as well as residences, a theater, a bowling alley, and a roller skating rink. The areas north and northeast of the project site were vacant. By the mid-1900s, residences, stores, and a building identified as “Paints” were located in the surrounding area. By the late-1950s, the surrounding areas were developed with residences, stores, and a bank. By the 1960s, the jetty and a large commercial building were located south of the project site. The Triton Oil site and undeveloped land are located north of the project site and the area east is developed commercially. Starting in the 1970s, large residential buildings were constructed east of the project site. By the late-1900s, the surrounding areas were developed with residences, stores, a restaurant, and a freight house. By the 1980s, the larger commercial building south of the project site was redeveloped into smaller commercial buildings and a parking lot was developed to the north. There has been little change in the surrounding areas since the 1980s.

Petroleum Development

The project site is located entirely within the Torrance Oil Field. Petroleum development of Torrance Oil Field began in 1922 (Faris, 1985; Pilolla, 2012) and since that time, it has been estimated that the oil field has produced over 227 million barrels of oil (Finken, 2013). In 1956, the City granted approval to Signal Oil and Gas Corporation for an oil drilling site (formerly the Triton Oil Drilling Site) at the northwest corner of Harbor Drive and Portofino Way, opposite Portofino Way, approximately 80 feet north from the project site (Hermosa Beach Stop Oil, 2012). Approximately 58 oil and gas production wells were drilled at the former Triton Oil Drilling Site. See Figure 3.7-1 for the location of the Triton Oil Drilling site. Approximately 7.9 million barrels of oil were extracted from 1956 to 1990 when the wells were plugged and abandoned (Morino, 2012; CCC, 1998; Pilolla, 2012). No other oil or gas wells were identified within one-half mile of the project site.

Energy Generation

In 1907, a Pacific Light and Power Company steam-generated electric power plant was constructed at the site of the existing AES Redondo Beach Generating Station (referred herein as the AES power plant), and later expanded in 1910. The original plant was established to provide steam-generated electricity to Los Angeles Railway Company, but also provided power to residences in Redondo Beach. In 1913, power generated by the plant was largely replaced by power from a hydroelectric plant in Fresno. In 1917, Southern California Edison (SCE) purchased the Pacific Light and Power Company, including the existing Redondo Beach power plant site. SCE used the power plant as a backup for use in power emergencies, until it shut down and abandoned the plant in 1933. In 1946, SCE removed the old plant and began construction on a new plant at the site. The plant was sold to AES in 1998, which is approximately 0.09 mile northeast of the northern



Source: City of Redondo Beach, 2011; California Energy Commission, 2012; Psomas, 2014; Noble Consultants, Inc., 2015



boundary of the project site, and located on a site that was formerly a salt lake and used for salt manufacturing (Didlo, 2013; Kalambakal, 2012). See Figure 3.7-1 for the location of the power plant. The first three power units on the new plant became operational in 1948. Unit 4 was completed in October 1949, Units 5 and 6 were completed in 1956, and Units 7 and 8 were completed in 1968. On December 16, 1997, the California Public Utilities Commission approved SCE's sale of the power plant to AES Corporation (AES California, 2013). The transfer of ownership was completed in May 1998. As described further herein, the power plant draws ocean water through intake structures located in King Harbor and at the entrance to King Harbor to provide cooling for the plant's condensers and other necessary components (MBC Applied Environmental Sciences, 2001). The underground cooling water conduits pass through the northern portion of the project site (see Figure 3.7-1 for the approximate location of the intake and outfall pipelines). Use of ocean of this cooling water conduit is expected to cease by the year 2020, due to Resolution No. 2010-0020 (adopted by State Water Resources Control Board [SWRCB] and effective beginning October 1, 2010) (SWRCB, 2010). This resolution generally requires that the use of existing power plant cooling systems that rely on natural ocean water be terminated throughout the State of California by 2020.

Landfills

According to the Solid Waste Information database, no active or inactive landfills were identified within 0.5 mile of the project site. See Appendix H of this Draft EIR.

Project Site

Historically, portions of the western project site have been part of the Santa Monica Bay. The first port in Los Angeles was established at the project site to facilitate lumber trade with the Pacific Northwest. The first wharf was constructed in 1889 and two additional wharves were constructed in 1895 and 1903. By the mid-1890s, the project site was developed with temporary residences, a bath house, and a grain warehouse. By the early 1900s, residences were located on the northern portion of the project site and commercial buildings (e.g., the bath house, restaurants, and other commercial retailers) were located on the southern portion of the project site. In the mid-1910s, a race track appeared to be located on the southern portion of the project site. Additionally, two small roads were developed perpendicular to the eastern project site boundary. The original three wharves within the project site were dismantled by 1926. In 1928, the original pier (known as the Endless Pier) was removed due to structural damage and replaced with a wooden "Horseshoe Pier", at a similar location and configuration as the current pier (also known as the Municipal Pier). By the late 1930s, the race track was no longer on the project site. By the mid-1940s, residences on the northern portion of the project site had been removed and only one store remained on the northern portion. The southern portion of the project site was developed with stores, restaurants, and an amusement park. In 1956, construction of King Harbor in its current configuration began, and the official harbor dedication occurred in 1966. King Harbor replaced most of the early industrial area and associated small dwellings and resulted in the establishment of Basin 3. Also in the 1960s, the marina within Basin 3 was in its current configuration (by 1963) and Seaside Lagoon was established and the remaining historic commercial buildings and turn-of-the-century tourist structures downtown, as well as removal of public streets that connected the public to and along the waterfront. The northern portion of the project site was vacant. The original downtown business district was replaced with the International Boardwalk, Pier Plaza office complex, and the Village condominiums and townhomes.

By the mid-1970s, a few buildings were located on the project site. The last major revitalization of the pier and waterfront was in the 1970s (which included the construction of

the Pier Plaza office complex). The characteristics (e.g., design, layout, and functionality) of many properties within the ocean-side area still reflect that time period of over 30 years ago.

Through the 1980s and 1990s, there was little change in the project site, beyond construction of two commercial buildings. In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the pier were subsequently reconstructed with the restored pier opening in 1995. By the mid-2000s, the project site was largely developed with the restaurant and office buildings that currently exist. Table 3.7-1 provides a brief description of important years in the development of the landside portion of the project site and its vicinity.

Table 3.7-1: Development History of Project Site and its Vicinity

Year	Description	Source
1895	The project site is developed with cottages, camper shanties, a bath house, and a grain warehouse. The surrounding properties are developed with some residential dwellings, retail stores, and a lumber yard.	Sanborn map
1896, 1901	No structures appear on the project site and surrounding properties.	Topographic map
1904	The project site is developed with residential dwellings, retail stores, offices, restaurants, a bowling alley, the Redondo Hot Salt Water Bath Company, and a grain warehouse. The surrounding properties are developed with some residential dwellings, retail stores, and a paint store.	Sanborn map
1908	The project site is developed with residential dwellings, retail stores, restaurants, a bowling alley, and the Redondo Hot Salt Water Bath Company. The surrounding properties are developed with some residential dwellings, retail stores, restaurants, and a freight house.	Sanborn map
1912	The project site is developed with residential dwellings, retail stores, restaurants, a bowling alley, a theater, Joy Wheel, and the Redondo Hot Salt Water Bath Company. The surrounding properties are developed with some residential dwellings, retail stores, restaurants, and the Pacific Electric Railway Company.	Sanborn map
1916	The project site is developed with residential dwellings, a restaurant, a billiards/bowling alley, a theater, a merry go round, a loading station, and a "lightning racer" roller coaster track. The surrounding properties are developed with some residential dwellings and retail stores.	Sanborn map
1924, 1928, 1934, 1938	The northern portion of the project site is developed with some small commercial buildings. The southern portion of the project site is developed with larger commercial buildings and a potential race track. The surrounding properties to the north, east and south are mostly developed with commercial and residential buildings.	Topographic map, aerial photograph
1946, 1947	The project site is developed with residential dwellings, restaurants, a hotel, a theater, a bowling alley, and a roller skating rink. The surrounding properties are developed with some residential	Sanborn map, aerial photograph

Table 3.7-1: Development History of Project Site and its Vicinity

Year	Description	Source
	dwelling and retail stores.	
1948, 1951, 1952	The project site appears to be developed with some small commercial buildings. The surrounding properties to the north, east and south are mostly developed with commercial and residential buildings. The project site and the areas to the north, east, and south are urban.	Topographic map, aerial photograph
1954	Farmers Market is listed at 203 North Harbor Drive.	City directory
1959	The project site is developed with residential dwellings, a restaurant, a hotel, a theater, and a bowling alley. The surrounding properties are developed with some residential dwellings, retail stores, and a bank.	Sanborn map
1960	Farmer Boys of San Pedro is listed at 203 North Harbor Drive.	City directory
1963	The project site appears to be developed with several small commercial buildings. The surrounding properties to the north, east and south are mostly developed with commercial and residential buildings. The project site and the areas to the north, east, and south are urban. The Triton Oil site is present approximately 80 feet to the north of the project site across Portofino Way.	Aerial photograph, topographic map
1964	Boat Hoist Boat Launching and The Hoist Restaurant are listed at 181 North Harbor Drive. Maritime Radio Service is listed at 201 North Harbor Drive. San Pedro Farms is listed at 203 North Harbor Drive. Rey S Marine Sales and Service Redondo Beach is listed at 231 North Harbor Drive.	City directory
1968	A permit was issued for construction of a pier at 233 Harbor Drive.	Building permit
1970	McRae Gordon Executive Offices and The Hoist Restaurant are listed at 181 North Harbor Drive. San Pedro Farms Grocers and Meats is listed at 203 North Harbor Drive. Seafood Hacienda Restaurant is listed at 207 North Harbor Drive.	City directory
1972	The project site appears to be developed with a large commercial building and several small commercial buildings. The surrounding properties to the north, east and south are mostly developed with commercial and residential buildings. The project site and the areas to the north, east, and south are urban.	Aerial photograph, topographic map
1974	A permit was issued for Chillers Restaurant at 239 Harbor Drive.	Building permit
1976	A permit was issued for Captain Kidd's Fish Market at 209 Harbor Drive.	Building permit
1977	The project site appears to be developed with a large commercial building and some small commercial buildings. The surrounding properties to the north, east and south are mostly developed with commercial and residential buildings. A permit was issued for a bike	Aerial photograph, building permit

Table 3.7-1: Development History of Project Site and its Vicinity

Year	Description	Source
	sales and rental store at 211 Harbor Drive.	
1980	Redondo Boat Rentals and Hoist Redondo Beach is listed at 231 North Harbor Drive.	City directory
1981	The project site and the areas to the north, east, and south are urban. Redondo Sport Fishing Redondo Beach is listed at 233 North Harbor Drive.	Topographic map, city directory
1983	The project site appears to be developed with several commercial buildings. The surrounding properties to the north, east and south are developed with commercial and residential buildings.	Aerial photograph
1985	Redondo Beach Marina Hoists and Skiffs is listed at 231 North Harbor Drive.	City directory
1986	Redondo Sport Fishing Redondo Beach is listed at 233 North Harbor Drive.	City directory
1988	Storms and fire damage Harbor and Municipal (Horseshoe) Pier	Aerial photograph, City records
1989	The project site appears to be developed with several commercial buildings. The surrounding properties to the north, east and south are developed with commercial and residential buildings.	Aerial photograph
1990	Redondo Sport Fishing Redondo Beach is listed at 233 North Harbor Drive.	City directory
1994	A permit was issued for Ruby's Restaurant at 245 Harbor Drive.	Building permit
1995	Main Office is listed at 201 North Harbor Drive.	City directory
2001	Beach Cities is listed at 161 North Harbor Drive. There is no tenant listed at 179 North Harbor Drive. King Harbor is listed at 181 North Harbor Drive. No tenant is listed at 203 North Harbor Drive. Blue Moon Saloon is listed at 207 North Harbor Drive. Captain Kidd's Fish is listed at 209 North Harbor Drive.	City directory
2002, 2005	The project site appears to be developed with several commercial buildings. The surrounding properties to the north, east and south are developed with commercial and residential buildings.	Aerial photograph
2008	Toy Box Investments Inc. and Access West Investigations are listed at 161 North Harbor Drive. Chaffin & Reeves Inc., Betty G Sport Fishing, Highliner, Pacific Star Straight Hook Inc., and Double Down are listed at 181 North Harbor Drive. Lapulapu and Attila are listed at 189 North Harbor Drive. Samba Brazilian Steak House is listed at 207 North Harbor Drive. Captain Kidd's Fish Market is listed at 209 North Harbor Drive.	City directory
2009, 2010, 2012	The project site appears to be developed with several commercial buildings. The surrounding properties to the north, east and south	Aerial photograph

Table 3.7-1: Development History of Project Site and its Vicinity

Year	Description	Source
	are developed with commercial and residential buildings.	
2013	Toy Box Inc. and Foss Maritime Company are listed at 161 North Harbor Drive. Delzanos by the Sea is listed at 179 North Harbor Drive. Samba Brazilian Restaurant and Locksmith 1 & 24 by 7 are listed at 207 North Harbor Drive. Captain Kidd's Fish Market and Restaurant is listed at 209 North Harbor Drive.	City directory
2014	The project site is currently developed with several one-story and two-story commercial buildings occupied by various tenants including offices, restaurants, and retail stores, concrete covered sidewalks, paved parking lots, and landscaped areas.	On-site observations
Source: SCS Engineers, 2015 (based on Appendix H of this Draft EIR).		

There are no records of any petroleum extraction activity occurring within the project site.

In 1963, six underground storage tanks (USTs) were installed within the project site in the vicinity of 161 North Harbor Drive (current location of Foss Maritime Company) including two 8,000-gallon diesel USTs, three 4,000-gallon unleaded gasoline USTs, and one 250-gallon waste oil UST. See Figure 3.7-1 for the location of the former USTs. In 1989, the Redondo Beach Marina submitted a permit application with the Los Angeles County Department of Public Works (LACDPW) to have the five USTs removed. In 1990, the six USTs were removed and the project site was granted closure by LACDPW with regards to the UST removal and the soil excavation. The permit application for closure was resubmitted in 1991 to include the 250-gallon waste oil UST that was removed but omitted from the 1989 permit application. Soil samples were collected from beneath both ends of the diesel and gasoline USTs and beneath the center of the waste oil UST. The soil samples were analyzed for total recoverable petroleum hydrocarbons (TRPH), purgeable aromatics, benzene, toluene, ethylbenzene, and xylenes (BTEX), and total petroleum hydrocarbons as gasoline (TPH-g). The soils in the area of the former gasoline USTs were not tested for the gasoline additive methyl tertiary butyl ether (MTBE). Elevated concentrations of TRPH, TPH-g and BTEX were detected in the soil on the eastern portion of the excavation. Approximately 289 tons of impacted soils were excavated and transported off-site. The 12-foot deep excavation was backfilled with ¾ inch crushed stone. Confirmation wall samples and soil borings were collected and analyzed for TRPH, BTEX, and TPH-g, which were not detected. Toluene was detected in low levels, at concentrations up to 61 micrograms per kilogram (ug/kg), in two confirmation samples. Additionally, a groundwater sample was collected from the well located west of the USTs and analyzed for TRPH and BTEX, but were not detected in the groundwater sample.

3.7.3 Existing Uses

3.7.3.1 Project Vicinity

The area surrounding the project site is primarily occupied by restaurants, retail shops, hotels, apartments, and condominiums. Other uses include public parks, the County Beach, and the Santa Monica Bay.

The AES power plant is located approximately 0.09 mile northeast of the northern boundary of the project site. The power plant operates four conventional gas-fired boiler/steam units on approximately 50 acres. Four other steam units have been retired but remain on the facility property. The power plant is listed as a permitted hazardous waste facility and corrective action site facility, which is currently undergoing a cleanup program under the DTSC. The facility can generate 100 kilograms (kg) or less of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time. Nonetheless, the facility is considered a small quantity hazardous waste generator/handler. When operational, the power plant provides up to 1,310 megawatts (MW) of electricity, which is enough power to light more than one million Southern California homes and businesses (AES California, 2013).

The Los Angeles Basin contains numerous natural oil and gas fields that have remained very productive. Though the fields are being depleted, it has been estimated that less than half of the recoverable oil in the Los Angeles Basin has been removed (CLUI, 2010). Modern techniques have centralized operations into smaller areas or moved offshore (Taylor, 2014). Of the thousands of wells known to exist, approximately 5,000 are still in use. The project vicinity and project site are located within the Torrance Oil Field; however, no active oil or gas wells are located within the project vicinity or project site (DOGGR, 2015). As previously identified, a total of 58 abandoned oil and gas production wells are located at the former Triton Oil Drilling Site, approximately 80 feet (0.02 mile) to the north of the project site, at the northwest corner of Harbor Drive and Portofino Way. These wells are inactive and have been plugged, capped and abandoned since the 1990s.

According to the California Department of Health Service's May 2010 Radon Program report, there are four locations (out of 81) located within 90277 zip code area, where the project site is located, that have indoor radon levels greater than or equal to 4 picocuries per liter (pCi/L), the U.S. Environmental Protection Agency (USEPA) action level. Radon is potentially elevated in areas with uranium-rich rocks, highly permeable soils, soils that are well-drained or dry most of the time and have deep cracks during dry times, sites that are located on a hill or slope, soils are thin and bedrock is close to the surface, underlying rocks are fractured, and/or the underlying rock contains limestone caverns (USGS, 2015). According to the California Geological Society, the project site and vicinity has a low potential for indoor radon levels above 4 pCi/L (CGS, 2005). The alluvial geology of the Redondo Beach area is not normally associated with elevated radon levels. The elevated radon levels at the four locations is likely attributed to other radon sources such as natural gas or numerous building products such as drywall, cinderblock, concrete floors, brick, or stone products. Based on the available information, therefore, elevated radon gas is not expected in the area of the project site.

3.7.3.2 Project Site

Storage Tanks

The project site is developed primarily with offices, restaurants, and retail stores. With the removal of the six USTs (as previously described) from the project site in 1989, there are no USTs located within the project site. In terms of aboveground storage tanks (ASTs), there are ASTs that store used kitchen grease located at several of the restaurants, including Ruby's Diner, R10 Social House, On the Rocks Sports Bar, Joe's Crab Shack, and Kincaid's (see Figure 3.7-1). The remaining restaurants within the project site use 55-gallon drums to store their used cooking grease. The used grease is removed from the various restaurants approximately one to two times a month.

In addition, two ASTs containing 1,000-gallons of sodium bisulfite and sodium hypochlorite are located in secondary containment within a fenced area with a locked gate along the western area of the Seaside Lagoon (details are provided below).

Hazardous Substances

Maintenance shops within the project site located in the Pier Parking Structure store hazardous materials and waste (e.g., thinners, grease, empty gasoline cans, and items for painting, welding, carpentry, and gardening). Several restaurants located within the project site also maintain small quantities of hazardous materials, such as household cleaning chemicals, canisters of carbon dioxide for beverages sold on-site, and five-gallon propane tanks for use in heaters located in outdoor seating areas. The project site is regularly inspected by the California Occupational Safety and Health Administration (Cal/OSHA), the RBF and Harbor Patrol to ensure that these hazardous materials do not impact the marina. In an inspection conducted by Cal/OSHA in January 2014, the hazardous material and waste within the project site were observed to be properly labeled and stored with no obvious indications of spills or leaks.

Three hydraulic elevators are within the project site. One hydraulic elevator is located at Pier Plaza and two hydraulic elevators are located in the Pier Parking Structure. The hydraulic elevators are serviced by Specialized Elevator and the elevators and vicinity appear to be in good condition.

Several SCE owned power transformers were observed on-site, including pad-mounted power transformers and a transformer vault. SCE transformers utilize mineral oil and do not utilize polychlorinated biphenyl(s) (PCBs) as the insulating/cooling fluid.

One of the tenants in the Pier Plaza (an orthodontist) uses an x-ray machine on-site. The x-ray machine appears to be in good condition and is fully contained within the building.

Basin 3

Basin 3 is the location of the water portion of the Redondo Beach Marina, which provides 53 vessel slips utilized for long term moorage by recreational, commercial, commercial fishing, tourism, and excursion vessels. There are also six liveaboards located within Redondo Beach Marina. The Phase I EA indicates that there have been reports of fuel leaks into the marina from existing marine vessels; however, no additional details or information was provided. No cases have been opened by regulatory agencies in response to the complaints about the fuel leaks. Sediment within the marina area may have been affected by past marina and industrial-related operations. Two boat hoists are located alongside Basin 3. The hoists are electric and

do not use any hydraulic fluids or other hazardous materials. There is no vessel fueling station in Basin 3, or elsewhere within the project site.

Seaside Lagoon

Seaside Lagoon is an enclosed seasonal, sandy-bottom pool on the southwest corner of Harbor Drive and Portofino Way in King Harbor. Water in the lagoon is supplied by cooling water that used to cool the nearby AES power plant. The AES power plant pumps water from outside the breakwater through intake pipes to the power plant where it is used to cool the turbines. A portion of the heated water is then piped from the AES power plant to Seaside Lagoon where it is chlorinated on entry. The water is then de-chlorinated and returned back into the Santa Monica Bay at a rate of approximately 200,000 gallons per hour (Bradley, 2011).

The existing treatment system consists of adding sodium hypochlorite solution to the water as it enters the lagoon to maintain a residual chlorine level of approximately 1.0 parts per million in the lagoon. The chlorination system consists of one 1,000-gallon AST, which holds 17 percent sodium hypochlorite, dual chemical feed pumps with manual controls, and related piping. Upon leaving the lagoon, the water is then de-chlorinated with sodium bisulfite to reduce the residual chlorine below 10 parts per billion. The de-chlorination system consists of one 1,000-gallon AST, which holds 38 percent sodium bisulfate, dual chemical feed pumps with manual controls, and related piping. The de-chlorination piping terminates at the overflow structures at which point the bisulfite solution is added to the effluent. Bisulfite is added at all three overflow structures. The two ASTs are located in secondary containment within a fenced area with a locked gate along the western area of the Seaside Lagoon.

For additional information on existing conditions at Seaside Lagoon, see Section 3.8 Hydrology and Water Quality.

3.7.3.3 Government Lists of Environmental Records On-site and in the Vicinity of the Project Site

Computerized government records searches were performed to identify potential areas of groundwater and/or soil contamination on-site, or within up to one mile from the center of the project site.

The records search included a search of numerous government databases (e.g., various federal, state, tribal, and local databases) including those of registered USTs, operators who are hazardous waste generators, former landfills and sites with known hazardous materials release performed by Environmental Data Resources Inc. (EDR), completed on September 2014; a search of the SWRCB GeoTracker which tracks and archives compliance data from authorized or unauthorized discharges or unauthorized releases of hazardous substances from underground storage tanks; and the EPA's Envirofacts database that contains information about facilities that are required to report activity to a state or federal system, including hazardous waste, toxic and air releases, Superfund sites, and water discharge permits.

Table 3.7-2 provides a summary of regulatory database search results within the project vicinity and project site, followed by discussion of the records for addresses within the project and within 0.25 mile of the project site.

Listed sites beyond 0.25 mile of the project site are not anticipated to any notable potential influence on existing conditions at the project site; thus, are not discussed further.

Table 3.7-2: Governmental Database Search Results

Facility Name	Address	Direction	Distance	List
Redondo Beach Marina	181 N. Harbor Dr.	-	0.0 mile	LUST; CA FID UST; SWEEPS UST; HIST Cortese, CHMRIS
Redondo Anchorage Inc	161/181 N. Harbor Dr.	-	0.0 mile	HIST UST; SWEEPS UST
On The Rocks Sports Bar	239 North Harbor Dr.	-	0.0 mile	CHMRIS
Seaside Lagoon	200 Portofino Way	-	0.0 mile	CWA NPDES
Triton Oil & Gas	101 Portofino Way	North	0.01 mile	CA FID UST; SWEEPS UST
Coury & Son Cleaners	219 Diamond	East	0.01 mile	EDR US Hist Cleaner
Del Mar Sanitex Cleaners	120 N. Pacific Ave.	East	0.02 mile	EDR US Hist Cleaner
Van Ornum Bud Union Service	265 Pacific Ave.	East	0.02 mile	EDR US Hist Auto Stat
Insurance Collusion Center, Inc.	250 N. Harbor Dr.	East	0.03 mile	EDR US Hist Auto Stat
Payner's Mobil Service	321 N. Harbor Dr.	Northwest	0.003 mile	EDR US Hist Auto Stat
Portofino Inn; West Group Construction	260 Portofino Way	Northwest	0.04 mile	LUST; CA FID UST; HIST UST; SWEEPS UST; HIST Cortese
"not reported"	107 W. Torrance Blvd.	Southeast	0.05 mile	EDR US Hist Auto Stat
Broadway Automotive Service	120 Torrance Blvd.	Southeast	0.05 mile	EDR US Hist Auto Stat
Hogue Cleaners & Dryers	316 S. Catalina Ave.	Southeast	0.08 mile	EDR US Hist Cleaner
AES Redondo Beach, LLC; So Cal Edison Redondo Generating Station, Redondo G.S.	1100 Harbor Dr.	Northeast	0.09 mile	EnviroStor; SLIC; Toxic Pit; Notify 65; HWP
"not reported"	323 S. Broadway	Southeast	0.11 mile	EDR US Hist Cleaner
Beach Cleaners	306 S. Catalina	Southeast	0.12 mile	RCRA-SQG
Scotty's Flying A Service	401 S. Catalina Ave.	Southeast	0.12 mile	EDR US Hist Auto Stat
Microtronics Inc	116 S. Catalina Ave.	East	0.13 mile	CERCLIS NFRAP; EnviroStor; RCRA NonGen/NLR

Table 3.7-2: Governmental Database Search Results

Facility Name	Address	Direction	Distance	List
South Bay Cleaners & Dryers	215 Torrance Blvd.	East	0.13 mile	EDR US Hist Cleaner
Wardrobe Cleaners	126 N. Catalina Ave.	East	0.15 mile	RCRA-SQG; EDR US Hist Cleaner
Joe Eggert DBA	124 N. Catalina Ave.	East	0.15 mile	Drycleaner; EDR US Hist Cleaner
"not reported"	247 S. Pacific Coast Hwy	East	0.15 mile	EDR US Hist Auto Stat
Kellar's Ed Union Oil Service	265 S. Pacific Coast Hwy	East	0.16 mile	EDR US Hist Auto Stat
The Strip Joint Inc	163 N. Catalina Ave.	East	0.16 mile	RCRA-SQG
Portofino Union Marine Fuel	310 Portofino Way	Northwest	0.16 mile	UST; CA FID UST; HIST UST; SWEEPS UST
LA Co. Beaches Warehouse	516 N. Broadway	Northeast	0.18 mile	UST; HIST UST
Holtman's Randy Chevron Service	318 Diamond Ave.	East	0.18 mile	EDR US Hist Auto Stat
MG's Cleaners; Pacific Plaza; ENk Cleaner Inc DBA	234 S. Pacific Coast Hwy	East	0.18 mile	RCRA-SQG; SWEEPS UST; Drycleaner; EDR US Hist Cleaner
Mobil Oil Corp S/S #18-L72	246 S. Pacific Coast Hwy	East	0.18 mile	LUST; UST; EDR US Hist Auto Stat
CVS Pharmacy No. 6705	316 Pacific Coast Hwy	Southeast	0.19 mile	RCRA NonGen/NLR
"not reported"	730 N. Catalina Ave.	Northeast	0.19 mile	EDR US Hist Auto Stat
"not reported"	509 N. Elena Ave.	Southeast	0.21 mile	EDR US Hist Cleaner
Redondo Beach Exxon; Exxon #7-3630; Redondo Beach Arco	300 Torrance Blvd	East	0.27 mile	LUST; SLIC; HIST Cortese
Redondo Central Off	102 Pacific Coast Hwy	North	0.27 mile	Notify 65
"not reported"	819 N. Harbor Dr.	North	0.28 mile	EDR US Hist Auto Stat
Tosco S.S. #2947; Unocal Corp SS 2947; Circle K Stores #5623; Select Gas Lube Express	247 N. Pacific Coast Hwy	East	0.29 mile	LUST; UST; CA FID UST; HIST UST; SWEEPS UST; RCRA NonGen/NLR
Triton Oil & Gas	612 N. Francisca Ave.	Northeast	0.31 mile	SLIC
King Harbor Maintenance Dredge	King Harbor	Northwest	0.32 mile	WDR
Sweetser Property	507 Gertruda Ave. N.	Northeast	0.35 mile	LUST; HIST Cortese

Table 3.7-2: Governmental Database Search Results

Facility Name	Address	Direction	Distance	List
City of Redondo Beach	545 Gertruda Ave. N.	Northeast	0.36 mile	LUST
US Postal Service	1201 N. Catalina Ave.	Northeast	0.44 mile	LUST
1609-11 Ripley Lane	1609-11 Ripley Ln.	Northeast	0.91 mile	EnviroStor
<p>CA FID UST: California Facility Inventory Database contains a historical listing of active and inactive UST locations.</p> <p>CERCLIS-NFRAP: The USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) No Further Remedial Action Planned (NFRAP) database contains sites designated as "No Further Remedial Action Planned" which were removed from the CERCLIS database list as of February 1995.</p> <p>CHMRIS: California Hazardous Material Incident Reporting System (CHMIRS) is a mandatory post-incident reporting system that collects statistical data on hazardous material incidents in California. This data includes a description of the disaster, the location, the time and date, the state and local agencies responding, the actions taken by the agencies, and the agency which and primary authority of responding to the disaster.</p> <p>CWA NPDES: The Clean Water Act's (CWAs) National Pollutant Discharge Elimination System (NPDES) Program regulates point sources that discharge pollutants into waters of the United States.</p> <p>DRYCLEANERS: California Environmental Protection Agency's (CalEPA's) Cleaner Facilities database lists drycleaner-related facilities that have USEPA identification numbers.</p> <p>EDR US Hist Auto Stat: Gas station/filling station/service station sites classified under EDR as "High Risk Historical Records."</p> <p>EDR US Hist Cleaner: Dry cleaners classified under EDR as "High Risk Historical Records."</p> <p>ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further.</p> <p>HIST CORTESE: Hazardous Waste & Substance Site List includes sites that are designated by the SWRCB's LUST list and the California Integrated Waste Management Board's (CIWMB) Solid Waste Facility/Landfill Sites (SWF/LS), and DTSC.</p> <p>HIST UST: Hazardous Substance Storage Container Database is a historical listing of UST sites.</p> <p>HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanup") tracked in EnviroStor.</p> <p>LUST: Leaking Underground Storage Tank (LUST) information system contain an inventory of reported leading underground storage tank incidents.</p> <p>Notify 65: listings of all Proposition 65 incidents reported to counties by the SWRCB and the Regional Water Resources Control Board (RWQCB).</p> <p>RCRA NonGen/NLR: The database includes selective information on sites, which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.</p> <p>RCRA SQG: The RCRA - Small Quantity Generator contain an inventory of facilities that generate between 100 kg and 1,000 kg of hazardous waste per month or meet other applicable requirements of RCRA.</p> <p>SLIC: Spills, Leaks, Investigations, and Cleanups (SLIC) database lists non-UST sites where soil or groundwater contamination has occurred. Many of these sites are former industrial facilities and dry cleaners, where chlorinated solvents were spilled, or have leaked into the soil or groundwater.</p> <p>SWEEPS UST: Statewide Environmental Evaluation and Planning System (SWEEPS) UST database is no longer updated or maintained. It was last updated and maintained by a SWRCB-related company in the early 1990s.</p> <p>Toxic Pit: The Toxic Pits Cleanup Act Sites database identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.</p> <p>UST: Underground Storage Tank information system includes a list of active USTs gathered from local regulatory agencies.</p> <p>WDR: The Waste Discharge Requirements (WDR) Program regulates point discharges that are exempt pursuant to state regulations pertaining to the treatment, storage, processing, or disposal of solid waste, and not subject to the Federal Water Pollution Control Act. The scope of the WDR Program also includes the discharge of wastes classified as inert.</p> <p>Source: SCS Engineers, 2015 (based on Appendix H of this Draft EIR); SWRCB GeoTracker, 2015a; USEPA Envirofacts, 2015</p>				

Known or suspected contaminated sites or sites of concern located in the vicinity of the project site are discussed below.

- Insurance Collision Center, Inc., 250 North Harbor Drive, approximately 0.03 mile to the east is identified in the database as an EDR US Historical Auto Station site in 2001 and 2002. There are no indications of leaks from this site in the database listings.
- Portofino Inn and West Group Construction, 260 Portofino Way, approximately 0.04 mile northwest of the project site, is identified as a CA FID UST, SWEEPS UST and HIST UST site for having two 1,000-gallon USTs containing gasoline. This site was also identified in the database as a LUST and HIST CORTESE site for leaking gasoline in February 7, 1990 that affected the soil only. Remediation was completed and the case was closed on February 7, 1990.
- AES Redondo Beach Generating Station (referred to below as the AES Power Plant; however, prior to 1998, the power plant was owned and operated by Southern California Edison), 1100 North Harbor Drive, is approximately 0.09 mile northeast of the project site. The AES power plant is identified in the database as a Notify 65 site for having a Proposition 65 (The Safe Drinking Water and Toxic Enforcement Act of 1986) incident reported. No additional information was available for this listing. The AES power plant is also identified as a NPDES site for having an active NPDES permit and identified as a SLIC, CHMIRS, ENF, and Los Angeles County Site Mitigation site for undergoing cleanup from an oil spill that was released into a storm drain in 1998. The AES power plant is also identified as an EnviroStor site for having chemicals historically used on-site including total chromium, PCBs, vanadium, and “compounds.” The AES power plant is listed as a Toxic Pits site for being a site suspected of containing hazardous substances where cleanup has not yet been completed. This site is currently undergoing corrective actions with DTSC oversight. A final hydro geological assessment review was completed for this site in 1988. No additional information was available for this listing. The AES power plant is identified in the database as a RCRA-SQG and FINDS site for being a small quantity generator of unreported wastes with past violations reported in the areas of “TSD IS –Ground Water Monitoring”, “Generators – General”, and “TSD – General.” The past violations have been corrected and the facility has been in compliance since February 1, 1995. The AES power plant was also identified in the database as a US AIRS and HWP site for having actual or potential emissions above the applicable major source thresholds. The current status for this site is listed as “In compliance – inspection.”
- Microtronics, Inc., 116 South Catalina Avenue, is approximately 0.13 mile east of the project site. This site is identified as a CERC-NFRAP site that did not qualify for the NPL as of September 1, 1984. This site is also identified as a RCRA NonGen/NLR and FINDS site for being a “non-generator” of wastes with no violations reported. This site is also identified as an EnviroStor site for having chemicals historically used on-site including halogenated solvents, unspecified solvent mixtures, and cyanide. In the 1960s and 1970s, discharges into the sewer system were noted. The site currently has no further action (NFA) status from the DTSC. Additionally, the site has been classified as “Historical.”
- Parisian Cleaners, 400 Diamond Street, is approximately 0.22 mile northeast of the project site. This site is identified as a CLEANERS and EDR US Historical Cleaners site from 1963 to 2002. This site was also identified in the database as a RCRA NonGen/NLR and FINDS site for being a “non-generator” of wastes with no violations reported. This site is also identified as a HIST CORTESE, Los Angeles County Site Mitigation, and HAZNET site for having contaminated soil abated in 2004. The site is also identified as an

EnviroStor site for operating as a dry cleaning facility that transported waste halogenated solvents off-site from at least 1963 to 2002. No additional information was available for this listing to indicate why it was added to the database.

- Redondo Beach Exxon #7-3630, 300 Torrance Boulevard, is approximately 0.27 mile southeast. This site is identified as a RCRA-SQG and FINDS site for being a small quantity generator of unreported wastes with no violations reported. This site is also identified as a LUST, HIST CORTESE, and SLIC site for leaking gasoline on June 14, 1990 that affected the soil only. Remediation was completed and the case was closed on March 31, 1994.
- Tosco S. S. #2947, 247 North Pacific Coast Highway, approximately 0.29 mile northeast. This site was identified in the database as a LUST site for leaking benzene on September 14, 1997 that affected the soil only. Remediation was completed and the case was closed on July 24, 2007.

As shown in Table 3.7-2, the project site appears on several regulatory databases as discussed below.

- The Redondo Anchorage, Inc., identified in the EDR at both 161 and 181 North Harbor Drive, is listed under the SWEEP UST, CA FID UST, HIST UST, and Los Angeles County HMS databases for having six USTs. In 1990, the project site was granted closure by LACDPW with regards to the UST removal and the soil excavation.
- The Redondo Beach Marina is listed as a LUST and HIST CORTESE site for leaking gasoline on February 27, 1990 that affected the soil only. Remediation was completed and the case was closed on June 19, 1990. The Redondo Beach Marina is also listed under the Emergency Response Notification System (ERNS) and CHMRIS listings due to a complaint made to the RBFd in 2010 of a leak from a fishing boat that was leaking fuel into the marina. A sheen on the water, approximately 600 feet by 60 feet, was reported.
- 239 North Harbor Drive, currently On the Rocks Sports Bar, is listed under the CHMRIS due to an incident in 1990 associated with a freightliner. No additional information is included in the listing.
- Seaside Lagoon, located 200 Portofino Way, is listed under the CWA NPDES Program due to its permitted discharges of several chemical/substances into the Pacific Ocean. The current NPDES individual permit expires September 2015.

3.7.3.4 Hazardous Material Sites Compiled Pursuant To Government Code Section 65962.5

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). Because this statute was enacted over twenty years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases; the information to be included in the Cortese List does not exist. While Government Code Section 65962.5 refers to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now largely available on the Internet sites of the responsible organizations (CalEPA, 2015a). CalEPA has identified the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements (CalEPA, 2015b).

- List of Hazardous Waste and Substances sites from the DTSC EnviroStor database;
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from the SWRCB GeoTracker database;
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Order (CAO) from SWRCB; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Each of the lists identified above were reviewed to determine if the project site is listed on a list compiled pursuant to Government Code Section 65962.5. As described below, the project site is listed on as a LUST site on the SWRCB GeoTracker database.

- Information was downloaded from the DTSC EnviroStor website (DTSC, 2015), and reviewed. The project site is not listed as a Hazardous Waste and Substance Site.
- Information was downloaded from the SWRCB GeoTracker database and reviewed. As shown in Table 3.7-2, one LUST site, the Redondo Beach Marina, was identified within the project site. Remediation was completed and the case was closed on June 19, 1990 (SWRCB, 2015a).
- The list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit was reviewed, and the project site was not contained in the list (CalEPA, 2015c).
- The list of "active" CDOs and CAOs from the SWRCB was downloaded and reviewed. The project site was not included in the list of "active" CDO and CAO (SWRCB, 2015b).
- The DTSC list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (CalEPA, 2015d) contains only two facilities, and the project site is not included in this list.

3.7.3.5 Emergency Response

The State of California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES), which coordinates the responses of other agencies, including CalEPA, California Highway Patrol (CHP), California Department of Fish and Wildlife (CDFW), and the RBF. In addition to fire response, the RBF cross-trains its staff to provide special services such as emergency medical care, hazardous materials emergencies and management, and special rescue operations. The RBF is equipped with three fire stations strategically located within the City boundaries. Fire Station No. 3 is the closest to the project site and serves as headquarters for the Harbor Patrol unit providing services to all boaters within the marina. The capabilities of the RBF are further described in Section 3.12 Public Services.

The City of Redondo Beach adopted a Hazard Mitigation Action Plan in 2004, as required under the Disaster Mitigation Act of 2000 (DMA 2000), which increased hazard mitigation planning requirements. The Hazard Mitigation Action Plan includes a risk assessment, review

of past mitigation actions, future goals, and mitigation strategies, with an overall goal of reducing or eliminating the long-term risk of loss of life and property damage from the full range of disasters. The Hazard Mitigation Action Plan identifies six specific hazards that may affect the City (earthquakes, storms, fire, terrorism, landslides, and tsunamis) and includes a mitigation plan for each (City of Redondo Beach, 2004).

The City has a mapped evacuation route in the event of a tsunami (City of Redondo Beach, 2011). As shown on Figure 3.7-1, within the project vicinity, the evacuation route extends eastward from the coast along Beryl Street and Torrance Boulevard. As further described on the RBF D Emergency Preparedness website, residents and visitors headed eastbound on Beryl Street should proceed to 190th Street, and residents and visitors headed eastbound on Torrance Boulevard should proceed to Pacific Coast Highway southbound. The goal would be to get to higher ground and away from the ocean. However, based on the frequency of historical tsunami, the probability of occurrence of a tsunami in any time-period in the City is rare (City of Redondo Beach, 2015). For further discussion on risks associated with tsunamis, see Section 3.8 Hydrology and Water Quality.

3.7.4 Regulatory Framework

Hazardous materials and wastes are subject to numerous laws and regulations at all levels of government, the major objective of which is to protect public health and the environment. In general, these regulations provide definitions of hazardous substances; establish reporting requirements; set guidelines for the handling, storage, transport, remediation, and disposal of hazardous material and waste;² and require health and safety provisions for workers and the public.

3.7.4.1 Federal

Resource Conservation and Recovery Act

The goal of the RCRA of 1976 (42 USC Sections 6901–6987; Title 40 of the CFR) is the protection of human health and the environment, the reduction of waste, the conservation of energy and natural resources, and the elimination of the generation of hazardous waste as expeditiously as possible. The Hazardous and Solid Waste Amendments of 1984 significantly expanded the scope of RCRA by adding new corrective action requirements, land disposal restrictions, and technical requirements. The corresponding regulations in 40 CFR Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste. Under RCRA regulations, hazardous wastes must be tracked from the time of generation to the point of disposal. At a minimum, each generator of hazardous waste must register and obtain a hazardous waste activity identification number. If hazardous wastes are stored for more than 90 days or treated or disposed at a facility, any treatment, storage, or disposal unit must be permitted under RCRA. Additionally, all hazardous waste transporters are required to be permitted and must have an identification number. RCRA allows individual states to develop

² The use and storage of hazardous materials and wastes are governed by various regulatory agencies whose jurisdictions and responsibilities may sometimes overlap.

their own program for the regulation of hazardous waste as long as it is at least as stringent as RCRA.

Emergency Planning and Community Right-to-Know Act

Also known as Title III of the Superfund Amendments and Reauthorization Act, the Emergency Planning and Community Right-to-Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. To implement this act, Congress required each state to appoint a State Emergency Response Commission (SERC). These commissions are required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district. The act provides requirements for emergency release notification, chemical inventory reporting, and toxic release inventories for facilities that handle chemicals.

Hazardous Materials Transportation Act

Hazardous materials that could be excavated from construction or activities in the project site may require off-site transportation for disposal and/or treatment. Transportation and disposal of hazardous waste would be subject to the Hazardous Materials Transportation Act of 1975 (Title 49 CFR 171 Subchapter C and Title 13 California Code of Regulations [CCR]). It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Vehicles transporting certain types or quantities of hazardous materials must display placards (warning) signs. Carriers are required to report accidental releases of hazardous materials to USDOT at the earliest practical moment. Other incident that must be reported include deaths, injuries requiring hospitalization, and property damage exceeding \$50,000.

The CHP and the California Department of Transportation (Caltrans) are the state agencies with primary responsibility for enforcing federal and state regulations related to transportation within California. These agencies respond to hazardous materials transportation emergencies. Together, these agencies determine container types to be used and grant licenses to hazardous waste haulers for hazardous waste transportation on public roads.

Occupational Safety and Health Act

Occupational safety standards have been established in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The Occupational Safety and Health Act of 1970 (Title 8 CCR) is implemented by the Cal/OSHA, which has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California. For example, under Title 8 CCR 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that may be encountered. Compliance with Injury Illness Prevention Program (IIPP) requirements (Title 8 CCR 3203) would ensure that workers are properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to such hazards. This would be relevant if previously unidentified contamination or buried hazards are encountered. If additional investigation or remediation is determined to be necessary, compliance with Cal/OSHA standards for hazardous waste operations (Title 8 CCR 5192) would be required for those individuals involved in the investigation or cleanup work. A Site Health and Safety Plan must be prepared prior to commencing any work at a contaminated site or involving disturbance of building materials containing hazardous substances, to protect workers from exposure to potential hazards.

3.7.4.2 State

California Fire Code

The California Fire Code (Title 24, California Code of Regulations, Part 9) regulates the types, configuration, and quantities of hazardous materials that can be stored within structures. The California Fire Code also regulates the storage of hazardous materials (e.g., storage tanks) in outdoor areas. These regulations are implemented through regular inspections of on-site operations and through issuance of notices of violation in cases where storage facilities do not meet code requirements.

Hazardous Waste Control Law

The CalEPA and DTSC regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. The CalEPA has authorized DTSC to enforce the Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5, Article 2), which implements the federal RCRA cradle-to-grave waste management system in California. It establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management of hazardous waste; establishes permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identifies hazardous wastes that cannot be disposed of in landfills. California hazardous waste regulations can be found in Title 22, Division 4.5, "Environmental Health Standards for the Management of Hazardous Wastes." The program is administered by the LACFD.

Hazardous Material Release Response Plans and Inventory Law

Businesses in California that handle hazardous materials are required to comply with the Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act, also known as the Waters Bill) (Assembly Bill 2185; California Health and Safety Code, Chapter 6.6). Basic requirements of hazardous materials planning include the development of detailed hazardous materials inventories used and stored on-site, a program of employee training for hazardous materials release response, and the identification of emergency contacts and response procedures. The reporting thresholds for hazardous materials are 55 gallons of a liquid; 500 pounds of a solid; and 200 cubic feet of a compressed gas measured at standard temperature and pressure.

The law aims to ensure that the hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or reduce injury to health and the environment. This law is also designed to reduce the occurrence and severity of hazardous materials releases. However, an exemption exists for facilities (retail stores) handling hazardous materials contained solely in a consumer product and pre-packaged for direct distribution to, and use by, the general public.

Any facility that meets the minimum threshold for any of the categories listed above must comply with the reporting requirements and file a business emergency plan with the Certified Unified Program Agency (CUPA). For the project site, the CUPA is the LACFD. In 1997, Health Hazardous Materials Division (HHMD) within the LACFD became a CUPA to administer the following programs within Los Angeles County: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program, and the Underground Storage Tank Program. The state has integrated the

federal EPCRA reporting requirements into this law; once a facility is in compliance with the local administering agency requirements, submittals to other agencies are not required.

California Porter Cologne Water Quality Control Act

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease and Desist Orders and cleanup and abatement procedures.

California State Division of Oil, Gas and Geothermal Resources

In compliance with Section 3229, Division 3 of the California Public Resources Code, before commencing any work to abandon any well, the owner or operator shall file with the California State Division of Oil, Gas and Geothermal Resources (DOGGR) a written notice of intention to abandon the well (DOGGR form OG108). Abandonment shall not proceed until approval is given by the DOGGR. If a written response to the notice of intention is not received from the DOGGR within ten working days, the proposed abandonment shall be deemed to have been approved. If abandonment operations have not commenced within one year of receipt of the notice of intention, the notice of intention shall be deemed canceled.

3.7.4.3 Local

Redondo Beach Municipal Code

Title 3, Chapter 2 of the Redondo Beach Municipal Code (RBMC), entitled “Emergency Organization and Functions,” is intended to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency and the coordination of the emergency functions of the City with all other public agencies, corporations, and affected private persons (RBMC Section 3-2.01). It also established the Redondo Beach Disaster Council, which is empowered to develop and recommend for adoption by the City Council emergency and mutual aid plans and agreements. In addition, RBMC Section 3-2.08 specifies that the Redondo Beach Disaster Council is responsible for the development of an emergency plan, which provides for the effective mobilization of all of the resources of the City, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency and which plan shall provide for the organization, powers and duties, services, and staff of the emergency organization.

South Coast Air Quality Management District Rules 1166 and 1403

SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil), requires that an approved mitigation plan be obtained from SCAQMD prior to commencing any of the following activities:

- The excavation of an underground storage tank or piping which has stored volatile organic compounds (VOCs).
- The excavation or grading of soil containing VOC material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and/or any other material containing VOC.
- The handling or storage of VOC contaminated soil (soil which registers >50 ppm or greater using an organic vapor analyzer calibrated with hexane).

Rule 1166 also includes plans designed to deal with the handling/transportation of VOC-contaminated soils. Therefore, excavation of VOC-impacted soil, or soil suspected of being impacted by VOCs based on historical site use, will require obtaining and complying with a SCAQMD Rule 1166 permit.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practices to limit asbestos emissions from building demolition and renovation activities including the removal and disturbance of asbestos-containing material (ACM) (SCAQMD, 2015). This rule is generally designed to protect uses surrounding demolition or renovation activities from exposure to asbestos emissions. Rule 1403 requires of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements. Approved procedures for ACM removal to protect surrounding uses identified in Rule 1403 include HEPA filtration, the glovebag method, wetting, and some methods of dry removal.

California Construction Safety Orders for Lead

Title 8, Section 1532.1 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition or salvage, removal or encapsulation, new construction, and cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ($\mu\text{g}/\text{cm}^3$) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50 $\mu\text{g}/\text{cm}^3$ over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

3.7.5 Impacts and Mitigation Measures

3.7.5.1 Methodology

The analysis of the potential impacts regarding hazards and hazardous materials was determined by a thorough review of the existing conditions, particularly the presence of hazardous materials and hazardous wastes that were released to the environment throughout the development history at the project site. The evaluation of impacts is focused on the proposed project's potential to adversely affect physical hazards or health risks associated with identified hazardous materials. A Phase I EA was prepared by SCS Engineers to assist in identifying recognized environmental conditions in connection with the project site. The Phase I EA, provided in Appendix H, included a review of available environmental regulatory databases as required by Public Resources Code Section 21092 to determine if regulatory agencies have identified sites within and near the project site as having been contaminated by hazardous materials or substances releases, and an evaluation of the historic uses in the project vicinity and project site which include information from historic USGS topographic maps; historical aerial photographs; Sanborn Fire Insurance maps; City Directory view reports; and building permit information City Clerk's Office. In addition, regulatory databases – GeoTracker, EnviroStor and Envirofacts – were reviewed for additional information. Based on the results of the review of databases, the likelihood of encountering soil or groundwater

contamination from past activities at or near the site during excavation is evaluated, and the resulting potential to create a significant hazard to the public or the environment is evaluated.

The potential for the proposed project to physically interfere with emergency access or to impair implementation of an adopted emergency response plan or emergency evacuation plan during project construction or operation was evaluated by assessing proposed changes in site access, including the Pacific Avenue Reconnection.

3.7.5.2 Thresholds of Significance

The proposed project would result in significant impacts associated with hazards and hazardous materials if it would:

- HAZ-1** 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 during construction;
- HAZ-2** 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; or
- HAZ-3** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

3.7.5.3 Impacts and Mitigation

3.7.5.3.1 Proposed Project

The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition of the existing Pier Parking Structure, demolition and possible reconstruction in kind of the Sportfishing Pier, and construction of up to approximately 511,460 square feet to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, resulting in approximately 304,058 square feet of net new development. The proposed project also includes proposed public recreation facilities including a new small craft boat launch ramp, the opening of Seaside Lagoon to King Harbor as a protected beach (currently the lagoon is not directly connected to the ocean and uses a dechlorination system to treat lagoon water prior to discharge), new and expanded pedestrian and bicycle pathways, as well as enhanced open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the Horseshoe Pier to Seaside Lagoon, and the Pacific Avenue Reconnection.

For the purposes of the hazards and hazardous materials analysis, this analysis assumes that there would be no boat hoist at the project site (consistent with the project description). In its place, the proposed small craft boat launch ramp would require construction of a rubble-mound breakwater (which would be an approximate 420-foot long permanent structure within the turning basin). This analysis also assumes that limited dredging would be required to modify the Seaside Lagoon's existing configuration to be open to King Harbor, rather than enclosed; thus, there would be no need for chlorination and dechlorination treatment facilities and storage facilities at the Seaside Lagoon. The marina within Basin 3 would be

reconstructed and the bulkhead repaired/improved. In addition, the Pacific Avenue Reconnection, the new main street parallel to Harbor Drive (through the center of the northern portion of the site), and improvements in pedestrian and bicycle connectivity would result in beneficial effects in terms of improved access for emergency response vehicles and evacuation routes.

3.7.5.3.2 Impact Determination

Impact HAZ-1: The proposed 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 during construction.

Construction activities associated with the proposed project include the demolition of existing structures, hardscape and landscape, removal of debris, excavation, fill replacement and grading of the project site for foundation and utilities, dredging, and construction of proposed structures and installation of new hardscape and landscaping. These construction activities would involve the use of certain hazardous materials associated with use of construction equipment on-site, including vehicle fuels (both gasoline and diesel), oils, solvents, and transmission fluids. The types and amounts of hazardous materials would vary according to the nature of the activity. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials must comply with the regulations described in Section 3.7.4.

Inadvertent releases of hazardous materials on construction sites are typically localized and would be cleaned up in a timely manner. Further, potential releases of hazardous substances during construction would be addressed through the EPCRA, which is administered in California by the SERC, the Hazardous Material Release Response Plans and Inventory Law, and the California Hazardous Waste Control Law, which would govern proper containment, spill control, and disposal of hazardous waste generated during construction.

Additionally, as discussed in Section 3.8, Hydrology and Water Quality, and Section 3.5, Geology and Soils, the use of construction best management practices (BMPs) implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES) General Construction Permit would minimize the potential adverse effects to the general public and environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include, but are not limited to:

- Establish a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;
- Avoid overtopping construction equipment fuel gas tanks;
- During routine maintenance of construction equipment, properly contain and remove grease and oils.

- Properly dispose of discarded containers of fuels and other chemicals.

Compliance with regulations, including implementation of BMPs, would limit both the frequency and severity of potential releases of hazardous materials. Therefore, impacts related to use of hazardous materials during construction would be less than significant.

Construction of the proposed project involves substantial grading, excavation, and limited dredging activities. As previously described, in 1990, the former six USTs were removed and the site was granted closure by LACDPW; therefore, the area of the former USTs has received risk-based regulatory closure and no further remediation is required. Soil samples were collected from beneath both ends of the diesel and gasoline USTs and beneath the center of the waste oil UST. The soil samples were analyzed for TRPH, purgeable aromatics, BTEX, and TPH-g. Elevated concentrations of TRPH, TPH-g and BTEX were detected in the soil on the eastern portion of the excavation. Approximately 289 tons of impacted soils were excavated and transported off-site. Confirmation wall samples and soil borings were collected and analyzed for TRPH, BTEX, and TPH-g, which were not detected. Toluene was detected at low concentrations, up to 61 ug/kg, in two confirmation samples; consequently, there may be low concentrations of soil contamination associated with the former six USTs removed from the vicinity of 161 North Harbor Drive. The concentration of toluene (61 ug/kg) is far too low to be considered a vapor intrusion risk and the USEPA Regional Screening Level for residential soils is 4,900 ug/kg, which is based on human health for a child (which is the most conservative screening level); therefore, the detected toluene concentration is well below a level of concern.

Although the soils associated with the former USTs were not tested for the gasoline additive MTBE following remediation, the excavation associated with remediation was 12 feet in depth and the area backfilled with crushed rock from off-site. With the exception of piles for the new foundation, which could require placement 30 to 60 feet deep, the proposed excavation in the area of the former USTs would not disturb soils 12 feet in depth or come in contact with native soils. Therefore, it is not anticipated that any potential residual or unknown MTBE contamination would be encountered. Although piles associated with the new foundations on-site are anticipated to go deeper than 12 feet (at certain locations throughout the project site there may be piles that go as deep as 30 to 60 feet), no open excavation would occur associated with the foundation piles. If piles for deep foundation systems were necessary, they would be placed using a driven piling method; therefore, no soil would be generated. Conventional drilled shafts and alternative systems (e.g., auger cast piles or micropiles) to place piles for a deep foundation system would generate a limited amount of off-site disposal of spoils would be expected. Compliance with regulations, including implementation of BMPs, would limit both the frequency and severity of potential releases of hazardous materials. Therefore, placement of piles for foundations under the project site is not expected to 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 during construction and this impact is considered less than significant.

There are no other suspected areas of soil contamination on-site.

During grading activities for a development site to the north of the project site (Shade Hotel), large boulders, rubble (i.e., old breakwater) and debris used as fill material were encountered. The potential exists that similar materials were used as fill at the project site. While boulders, rubble and other debris were previously encountered during the nearby Shade Hotel grading, no hazardous materials were discovered. Although buried debris has the potential to include

hazardous materials, which could pose a hazard during construction, in the unlikely event that contaminated soils are encountered, the soils would be excavated, transported, and treated (or disposed of) in accordance with applicable regulatory agencies, which could include Rbfd, LACFD, LARWQCB, and/or DTSC. Therefore, exposure to potentially contaminated soils during construction is less than significant.

While the proposed project would not create a significant hazard to the public (including construction workers) or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction, as part of the Conditional Use Permit process, the City would require the following Condition of Approval:

Condition of Approval:

COA HAZ-1: Contamination Contingency Plan

If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the Rbfd, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

The project site is located in the Torrance Oil Field. There are no known oil and gas wells on-site. However, should an oil and gas well be unexpectedly encountered, the subject well(s) would be properly closed and abandoned in accordance with existing DOGGR requirements. Therefore, no significant impacts related to oil and gas wells are anticipated.

There have been reports of fuel leaks by vessels into the marinas of King Harbor, including Basin 3. Seawater and sediments within the seafloor of the Basin 3 and turning basin may be affected by the vessels using the marina area and by past industrial operations (such as those associated with the lumber trade back in late 1890s). There is no dredging associated with the proposed improvements to Redondo Beach Marina (water portion)/Basin 3. Seaside Lagoon is listed under the CWA NPDES Program due to its permitted discharges of several chemical/substances into the Pacific Ocean. Limited dredging would be required to modify the Seaside Lagoon's existing configuration to be open to King Harbor, rather than enclosed. Refer to Section 3.8 Hydrology and Water Quality for the impact analysis associated with the potential to encounter contaminated sediments.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-2: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment.

The proposed project includes a site that was identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (LUST site at the Redondo Beach Marina). Additionally the Portofino Inn and West Group Construction site (to the northwest of the project site), Redondo Beach Exxon #7-3630 (to the east of the project site) and Tosco Service Station #2947 (to the east of the project site) are listed as LUST sites. There were no other Government Code Section 65962.5 listed hazardous materials sites within approximately 0.25 mile of the project site.

Further, as identified in Table 3.7-2, a review of other regulatory databases identified several sites of past known or suspected contamination located approximately 0.25 mile of the project site, as well as within the project site. Following are the sites within approximately 0.25 mile of the project site:

- There are no reports or other indications of leaks associated with Insurance Collision Center, a historic auto station. Based on the status of the site and distance, no impacts are anticipated to the project site.
- The Portofino Inn and West Group Construction, is listed as a LUST. This LUST case was closed in 1990. Based on the regulatory status and distance, no impacts are anticipated to the project site.
- As identified in Section 3.7.3.3, the AES power plant is identified in various government databases, including for past incidents such as an oil spill and violations associated with use of hazardous substances. The AES power plant is currently undergoing corrective actions associated with chemicals historically used on-site with DTSC oversight. Based on current regulatory oversight and distance from the project site, no impacts are anticipated to the project site.
- The Microtronics, Inc., has NFA status from DTSC and the site has been classified as being “Historical.” Based on the status of the site and distance, no impacts are anticipated to the project site.
- The Parisian Cleaners is a dry cleaning facility. There is no information in the EnviroStor listing to indicate why it was added to the database. Due to the distance and cross-gradient location of the site, no impacts are anticipated to the project site.
- The Redondo Beach Exxon #7-3630 is identified as a LUST, HIST CORTESE, and SLIC site for leaking gasoline in 1990. Remediation was completed and the case was closed in 1994. Based on the status of the site and distance, no impacts are anticipated to the project site.

As described above, none of these sites located within approximately 0.25 mile of the project site are anticipated to significantly impact the project site during construction and operation based on the regulatory status and oversight and distance from the project site.

As identified in Table 3.7-2, a review of other regulatory database information identified four sites of past known or suspected contamination located within the project site. The property at 161 and 181 North Harbor Drive within project site is listed in the HIST UST, HIST CORTESE, LUST, CA FID UST, an SWEEP UST databases for previous hydrocarbon releases from five diesel and gasoline USTs and one waste oil UST. As described under Impact HAZ-1, this property was granted closure by the LACDPW in 1990. However, low concentrations of toluene (61 ug/kg) remained even after remediation, and soils were not tested for the gasoline additive MTBE. The concentration of toluene (61 ug/kg) is far too low to be considered a vapor intrusion risk and the USEPA Regional Screening Level for residential soils is 4,900 ug/kg, which is based on human health for a child (which is the most conservative screening level); therefore, the detected toluene concentration is well below a level of concern. With the exception of piles for the new foundation, which could require placement 30 to 60 feet deep, the proposed excavation in the area of the former USTs would not disturb soils 12 feet in depth or come in contact with native soils. Therefore, it is not anticipated that any potential residual or unknown MTBE contamination would be encountered. Although piles associated with the new foundations on-site are anticipated to go deeper than 12 feet (at certain locations throughout the project site there may be piles that go as deep as 30 to 60 feet), no open excavation would occur associated with the foundation piles. If piles for deep foundation systems were necessary, they would be placed using a driven piling method; therefore, no soil would be generated. This property within the project site has received risk-based regulatory closure where no further remediation being required.

The property at 239 North Harbor Drive is listed for an incident in 1990 involving a freightliner (commercial truck). No additional information is available on the incident or the status, and there is no information that indicates it is a contamination source. The other listings within the project site are at Seaside Lagoon and the Redondo Beach Marina/Basin 3. Refer to Section 3.8 Hydrology and Water Quality, for the impact analysis regarding the potential for encountering contaminated sediments.

Although the proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, in the event that contaminated soils are encountered, the soils would be excavated, transported, and treated (or disposed of) in accordance with applicable regulatory agencies, which could include the Rbfd, LACFD, LARWQCB, and/or DTSC. Therefore, implementation of the proposed project is not expected to create a significant hazard to the public (including construction workers) or the environment during construction and exposure to potentially hazardous materials is less than significant.

While the implementation of the proposed project would not create a significant hazard during construction, as part of the Conditional Use Permit process, the City is proposing a Condition of Approval (COA HAZ-1: Contamination Contingency Plan), as described under Impact HAZ-1, which would address if soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated.

If any contaminated soil is found during construction it would be removed and/or remediated prior to operation of the proposed project; therefore, although the proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to

Government Code Section 65962.5, site operation would not pose a risk to the public or environment, and risk of exposure to potentially hazardous materials is less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction of the proposed project would occur on-site and is not expected to interfere with emergency responses or evacuation plans. As discussed in greater detail in Section 3.13 Traffic and Transportation, although temporary lane and sidewalk closures of immediately adjacent roadways (e.g., Portofino Way and Harbor Drive) may be necessary at times during construction, adequate emergency vehicular access to the project site and adjacent properties would be provided and maintained during construction, as required by the Rbfd. As detailed in Section 3.11 Public Services, all construction projects within the City must follow the California Fire Code (Chapter 33, Fire Safety During Construction and Demolition), which includes requirements to provide adequate access for firefighting (Chapter 33, Section 3310) and approved temporary means of egress (Chapter 33, Section 3311). As part of project approvals process, the project plans would be reviewed by the City's Fire Department and Police Department for compliance with the regulations and policies, including the requirement that all contractors coordinate with the City's Fire and Police Departments prior to construction so that alternative route planning can occur and can be implemented if required. Furthermore, any encroachment into the rights of way associated with a State Highway (i.e., modifications to Pacific Coast Highway related to project-specific mitigation) would have to comply with Caltrans Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6], which includes provisions for coordination with local emergency services, training for flagman for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitates crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles (Caltrans, 2012). Therefore, emergency access in and out of the site, including evacuation routes for construction workers, would remain during the construction process.

The City's tsunami evacuation route includes roadways immediately to the north and south of the project site (Beryl Street and Torrance Boulevard respectively). As described above, adequate emergency vehicular access would be provided and maintained during construction, as required by the Rbfd. This includes access from surrounding properties to the tsunami evacuation routes on Beryl Street and Torrance Boulevard. Further, adequate egress from the construction site must be provided pursuant to the California Fire Code. Egress from the project site during construction would include routes that would allow construction workers to reach Beryl Street and Torrance Boulevard. Therefore, the proposed project would not conflict with the City's evacuation route during construction.

During the approximate 2.25 to 2.5 year construction period, the entire project site would be closed to the public (including the relocation of the six liveboards located within Redondo Beach Marina), with the exception of some limited access to facilities on, and near, the

Horseshoe Pier (i.e., access to Kincaid's restaurant at the northern segment of the Horseshoe Pier and the Monstad Pier). Access to these facilities is likely to be provided from Torrance Circle, which is immediately south and directly connected to the identified evacuation route along Torrance Boulevard north of the Catalina Boulevard.

The proposed project would be designed to provide adequate access for emergency responders and egress for visitors and employees. The Pacific Avenue Reconnection would improve the circulation of the street system by linking Harbor Drive/Pacific Avenue to Torrance Circle, which would ensure appropriate emergency access to and egress from all areas of the project site. The new main street that transects through the center of the northern portion of the site (approximately parallel to Harbor Drive), which would help circulation and emergency access through the northern portion of the project site once the proposed project is operational.

As described above, the proposed project would accommodate emergency response and evacuation during construction and with the proposed circulation improvements would improve evacuation and response capabilities by improving circulation and ingress/egress during project operation. Compliance with emergency access requirements would ensure the proposed project would not interfere with an existing emergency response or emergency evacuation plan. As such, impacts would be less than significant. For further discussion on emergency access, see Section 3.13 Traffic and Transportation.

As discussed above and in Section 3.13 Traffic and Transportation, emergency response and evacuation route access would be maintained during project construction and operation; as discussed in Section 3.5 Geology and Soils the proposed project construction would conform to current seismic code requirements thereby addressing earthquake safety; and as discussed in Section 3.8 Hydrology and Water Quality, the proposed project would include elements that would reduce the risks associated with tsunamis and flooding. As detailed in Section 3.8, as a mitigation measure (MM HWQ-2), the project would construct a four-foot high-recurred splash wall anchored at the seaward edge of the northern portion of the boardwalk adjacent to Horseshoe Beach (in the southern portion of the project site) to redirect the up-rushed water back toward the ocean. As such, the proposed project would not impair implementation of or physically interfere with the adopted Hazard Mitigation Action Plan and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.7.5.4 Cumulative Impacts

Risks associated with hazards and hazardous material occur largely in a site-specific and localized context as potential adverse impacts associated with a hazardous material release or spill diminish in magnitude with distance. Thus, future projects that could contribute to these cumulative impacts include those projects that transport hazardous materials in the vicinity of the project site.

Notwithstanding, the cumulative impact analysis provided herein considers the anticipated population growth within the City. Some of this growth may or may not occur on or around properties in the City known to contain hazardous or potentially hazardous conditions, such as hazardous waste generation or handling, or the presence of leaking underground storage tanks.

However, it is possible for the combined effects of the increased use, transportation, and disposal of hazardous materials to be influenced by cumulative population growth. Any health or safety effects of routine hazardous materials use would be limited to the specific individuals using the materials and anyone in the immediate vicinity of the use. Such hazardous materials would include, but not be limited to, cleaning agents, paints, pesticides, other materials used for landscaping, fuel, and other materials used in all motor vehicles. Regardless of population growth, it is expected that all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and handled in compliance with applicable standards and regulations. Adherence to existing regulatory requirements pertaining to hazards and hazardous materials is designed to minimize exposure and protect human health and the environment. Further, although the City's population is projected to increase and, in turn, the cumulative use and transportation of hazardous materials would increase, the risk of accident presented by the proposed project would not be a substantial change in the amount of hazardous materials handled on the project site. Cumulative impacts associated with hazards and hazardous materials would not cumulatively affect off-site areas.

The proposed project includes a site that was identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (LUST site at the Redondo Beach Marina). Other sites within the City could also be listed pursuant to Government Code Section 65962.5 (although no such sites were found within 0.25 mile of the project site). However, with compliance with applicable regulatory agencies (e.g., RBFD, LACFD, LARWQCB, and/or DTSC), excavation, transport, and treated (or disposed of) any encountered contaminated soils at the project site and other sites would be addressed and impacts would be less than significant. Therefore, although the proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, implementation of the proposed project is not expected to create a significant hazard to the public (including construction workers) or the environment during construction and exposure to potentially hazardous materials, and there would be no cumulatively considerable contribution from the project.

The proposed project would accommodate emergency response and evacuation during construction and with the proposed circulation improvements would improve evacuation and response capabilities by improving circulation and ingress/egress during project operation. Compliance with emergency access requirements would ensure the proposed project would not interfere with an existing emergency response or emergency evacuation plan. Other development within the City would also be required to comply with these requirements. As the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, there would be no cumulatively considerable contribution from the project.

Consequently, the proposed project would not result in cumulatively considerable contribution or significant cumulative impact related to the release of hazardous materials into the environment, or impacts from listed hazardous materials sites, or impacts to adopted emergency response or evacuation plans; therefore, the project's contribution to such impacts would not be cumulatively considerable and less than significant.

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.7.5.5 Summary of Impact Determinations

Table 3.7-3 below summarizes the impact determinations of the proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to hazards and hazardous materials, as described in the detailed discussion above.

Table 3.7-3: Summary Matrix of Potential Impacts and Mitigation Measures for Hazards and Hazardous Materials Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
HAZ-1: The proposed 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 during construction.	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)
HAZ-2: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment.	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)
HAZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)

3.7.5.6 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.7.6 Significant Unavoidable Impacts

No significant unavoidable impacts to hazards and hazardous materials would occur as a result of construction or operation of the proposed project.

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