3.8 Hazards and Hazardous Materials

3.8.1 Introduction

This section discusses the Project setting in relation to hazards and hazardous materials. It describes existing conditions, current applicable regulatory setting, and potential impacts from construction and operation of the Build Alternatives, including design options and MSF site options.

The hazards and hazardous materials specialized study area, known as the resource study area (RSA), for each of the Build Alternatives is the area within a one-mile buffer of the LRT guideway and includes a half-mile buffer of the stations, TPSSs, and MSF site option footprints. The RSA for each of the Build Alternatives is described further in **Section 3.8.3**. Information in this section is based on the Eastside Transit Corridor Phase 2 Hazards and Hazardous Materials Impacts Report (Appendix I).

3.8.2 Regulatory Framework

3.8.2.1 Federal

Hazards and Hazardous Materials in the RSAs are protected by federal laws, including laws administered by the United States Environmental Protection Agency (USEPA), which is the lead federal agency responsible for enforcing federal regulations regarding hazardous materials. The primary legislation governing hazardous materials includes the Resource Conservation and Recovery Act (RCRA) (42 U.S.C. § 6901 et seq.), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. §9601 et seq.), the Superfund Amendments and Reauthorization Act (SARA), and the Toxic Substances Control Act (TSCA) (15 U.S.C. §2601 et seq.).

The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by USEPA. Under the RCRA, USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques to dispose of various hazardous substances. In California, the USEPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

CERCLA, also known as the "Superfund Act," provides a federal fund to identify, characterize, and remediate hazardous material sites. Through the Superfund Act, the USEPA was granted the authority to identify and obtain the cooperation of parties responsible for hazardous material incidents and conditions.

TSCA establishes the mechanisms by which USEPA tracks, screens, and tests industrial chemicals currently produced or imported into the United States that may pose an environmental or human health hazard. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paints (LBP).

Additionally, the United States Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration regulates oil pipeline design, construction, testing, operation, and maintenance. The Occupational Safety and Health Administration (OSHA) administers the Federal

Occupational Safety and Health Act which requires training handlers of hazardous materials, notifying employees who work in the vicinity of hazardous materials, acquiring material safety data sheets which describe the proper use of hazardous materials, and training employees to remediate any hazardous material accidental releases. OSHA regulates lead and asbestos as it relates to employee safety through a set of notification and corrective action requirements, warning signs and labels, controlled access, use of protective equipment, demolition/renovation procedures, housekeeping controls, training and certification, and in certain cases, air monitoring and medical surveillance to reduce potential exposure.

3.8.2.2 State

The DTSC is the state agency primarily responsible for the regulation of hazardous materials in California. DTSC is responsible for the management of hazardous substances and oversees the investigation and remediation of contaminated sites. The State Water Resources Control Board (SWRCB) is primarily responsible for the protection of groundwater and surface water resources from hazardous materials in California.

The California Hazardous Waste Control Act is implemented by DTSC in accordance with regulations contained in Title 26 of the CCR that describe requirements for the proper management of hazardous wastes. The Hazardous Materials Release Response Plans and Inventory Act (Section 25500 et seq. of the California Health and Safety Code), also known as the Business Plan Act, defines hazardous materials as raw or unused materials that are part of a process or manufacturing step.

The California Occupational Safety and Health Administration (Cal/OSHA) regulates worker safety similar to federal OSHA but also requires preparation of an Injury and Illness Prevention Program, an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. In addition, Cal/OSHA regulations indirectly protect the general public by requiring construction managers to post warning signs, limit public access to construction areas, and obtain permits for work considered to present a significant risk of injury, such as excavations greater than five feet.

The California Highway Patrol (CHP), the California Department of Transportation (Caltrans), and DTSC have the responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Regulations governing hazardous materials transport are included in the California Vehicle Code (Title 13 of the California Code of Regulations, the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations.

The Hazardous Waste and Substances Sites (Cortese List) is a planning document used by the State of California, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The DTSC and other state and local government agencies are required to contribute information for the list.

The La Follette Bill requires preparation of a Risk Management Plan (RMP) for commercial operations which use hazardous materials at defined thresholds. The RMP includes management, engineering, and safety studies, and plans for physical improvements to minimize accidental hazardous materials

releases. It is implemented via fire inspections, plan checking, Business Emergency Plan/Hazardous Materials Business Plan (HMBP) disclosure requirements and filing of the RMP.

Screening levels related to protection of human health in the case of routine, long term exposure by direct pathways commonly include USEPA Regional Screening Levels (RSLs) and DTSC Screening Levels (DTSC-SLs). RSLs and DTSC-SLs include inorganic constituent concentrations that are based on the protection of public health. The RSLs and DTSC-SLs are considered conservative. Under most circumstances, the presence of a chemical in site media at concentrations less than the corresponding RSL and DTSC-SL can be assumed not to pose a significant, long-term (chronic) threat to human health or the environment. Inorganic constituent concentrations may also be compared to local background levels.

Asbestos abatement efforts must be completed in compliance with 7 CCR Section 5208, 8 CCR Section 1529, and 8 CCR Sections 341.6 through 341.14. The regulations in 7 CCR Section 5208 implement worker exposure limits, require exposure monitoring, implement compliance programs, require employee protection and hazard communication, and require employee medical surveillance and reporting. Regulation of lead and lead-based paint is described in 29 CFR 1926.62 and 8 CCR Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material.

3.8.2.3 Regional

The Unified Program is the consolidation of six State environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by California EPA to implement these programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994.

The South Coast Air Quality Management District (SCAQMD) regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. Rule 1403 regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures and handling and cleanup procedures. SCAQMD also regulates Volatile Organic Compound (VOC) emissions from contaminated soil through Rule 1166, VOC Emissions from Decontamination of Soil.

The Project is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which is one of nine Regional Water Quality Control Boards that are responsible for regional water quality decisions and regulating surface and groundwaters, including setting standards, issuing waste discharge requirements, determining compliance with those requirements, and taking appropriate enforcement actions.

3.8.2.4 Local

Los Angeles County and the cities within the Build Alternative RSAs have local regulations pertaining to hazards and hazardous materials. The Los Angeles County Operational Area Emergency Response Plan establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within incorporated and unincorporated areas of the county. Other local regulations and policies include general plan policies, ordinances, and municipal codes of Los Angeles County, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. More information about these laws and policies is available in Appendix I.

The Los Angeles County Operational Area Emergency Response Plan applies to the cities within Los Angeles County and the unincorporated portions of Los Angeles County. The plan outlines procedures during emergencies, such as earthquakes, floods, fires, and other natural disasters; hazardous materials spills; transportation emergencies; civil disturbance; and terrorism. The plan also identifies the location of critical emergency response facilities, such as emergency dispatch and operations centers, government structures, and hospitals or other major medical facilities.

3.8.3 Methodology

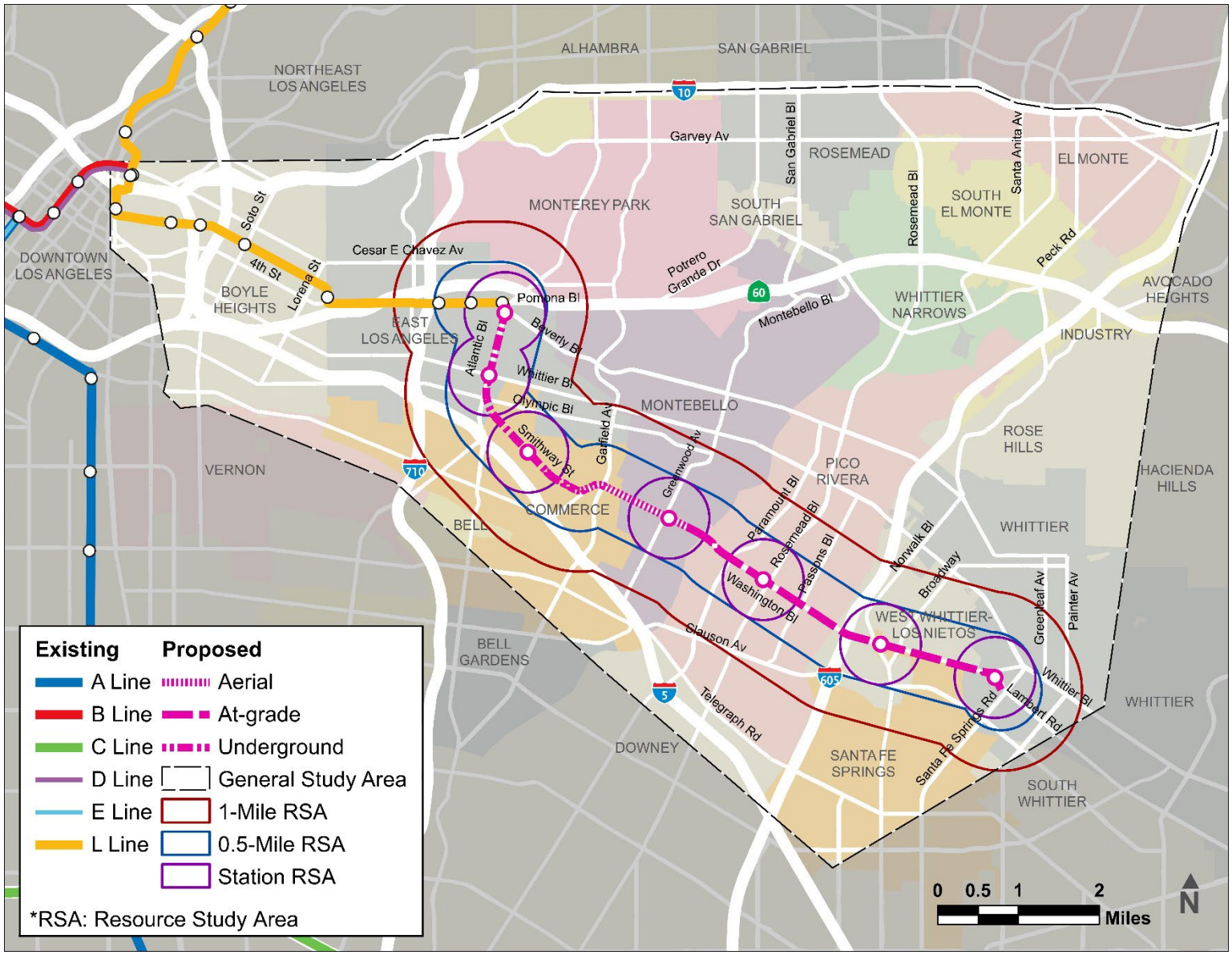
The methodology used to evaluate potential impacts on hazards and hazardous materials considers the range and nature of foreseeable hazardous materials transportation, use, storage, and disposal resulting from implementation of the Project and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

The RSA study area for hazards and hazardous materials resources encompasses one-mile of the proposed alignment and design options, as well as the half-mile footprints of the stations and other facilities for each of the Build Alternatives (**Figure 3.8.1**). Haul routes were identified by reviewing designated truck routes in local plans within the RSA. Information related to known hazardous materials releases within the RSA was obtained from the *Draft Final Initial Site Assessment (ISA) Report* (Kleinfelder 2021).[1] Information gathered, and activities performed for the ISA are consistent with those required to address the Caltrans ISA Checklist for Hazardous Waste (Appendix DD, Hazardous Waste, Project Development Procedures Manual, July 1, 1999).

The ISA includes a review of standard historical sources including aerial photographs, topographic maps, and Sanborn Fire Insurance Maps to supplement regulatory agency database records. Visual surveys of the RSA were performed on April 8, 2019, May 8, 2019, and May 15, 2019, to assess and photograph present conditions in the DSA. A subsequent visual survey of the Montebello MSF site option was performed on February 20, 2021.

Publicly available databases maintained under Public Resources Code (PRC) Section 65962.5 (i.e., the Cortese List) were searched to determine whether any known hazardous materials are present in the DSA. The Hazardous Waste and Substances Site List (the EnviroStor database [DTSC 2021]) is maintained by DTSC as part of the requirements of PRC Section 65962.5. The SWRCB maintains the GeoTracker database, an information management system for tracking Leaking Underground Storage Tank (LUST) cleanup sites, permitted underground storage tanks (UST), Cleanup Program Sites, Military Cleanup sites, Land Disposal sites, Waste Discharge Requirement sites, and Oil and Gas Monitoring sites (SWRCB 2021).[2]

1 The ISA addresses hazardous materials associated with Alternative 1; however, Alternatives 2 and 3 are encompassed in Alternative 1. Therefore, information presented in the Draft Final ISA report for Alternative 1 is applicable to Alternatives 2 and 3 (see Section 2.0, "Proposed Project and Alternatives").
2 Cleanup Program Sites (CP), also known as Site Cleanups (SC), are formerly known as Spills, Leaks, Investigations, and Cleanups (SLIC) sites.



Source: Metro; CDM Smith/AECOM JV 2021.

Figure 3.8.1. Resource Study Area for Hazards and Hazardous Materials

In addition, a review of the USDOT National Pipeline Mapping System online database and the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Well Finder online database was conducted during preparation of the ISA. The information obtained from these sources was reviewed and summarized to establish existing conditions and to evaluate the significance of potential environmental effects.

In determining the level of significance, this analysis assumes that development in the DSA would comply with relevant federal, State, regional, and local ordinances and regulations. Where a significant impact would be anticipated, proposed mitigation measures to address these potential effects were developed.

3.8.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to Hazards and Hazardous Materials if it would:

Impact HAZ-1: Create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials.

Impact HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Impact HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment.

Impact HAZ-5: Create a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip.

Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact HAZ-7: Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.8.5 Existing Setting

The DSA is located in the Gateway Cities areas. The Project traverses the physiographic features known as the Montebello Plain, the Rio Hondo, and the San Gabriel River. Topography along the Project alignment consists of gentle slopes along the side of the San Gabriel Valley. A review of the United States Geological Survey (USGS) topographic maps of the Los Angeles, El Monte, South Gate, and Whittier Quadrangles indicate that elevation ranges from approximately 150 to 260 feet above mean sea level as shown in **Figure 3.8.2**. (See Appendix G for further discussion.)

3.8.5.1 Definition of Terms

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that ... is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

> *Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

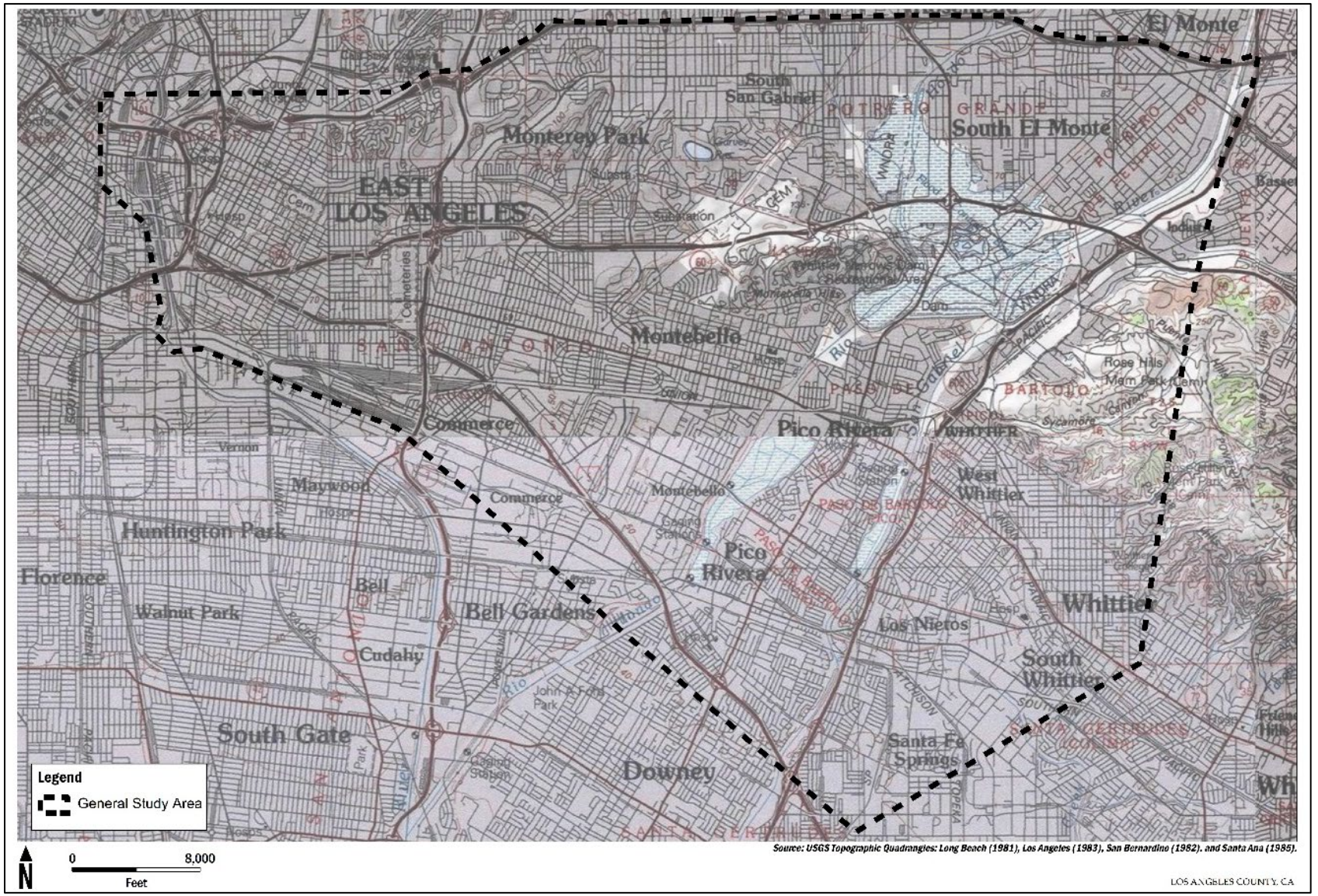
Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

> *...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.*

3.8.5.2 Affected Properties with Documented Releases

The May 2021 Draft Final ISA identified 30 affected properties that have documented releases (Kleinfelder 2021) in the RSA. The list of affected properties was compiled using the March 2, 2020, Advanced Conceptual Engineering (ACE) Draft Final Right of Way Plans prepared for the Project.

Table 3.8-1 provides a summary of the identified affected properties including business addresses, assessor parcel numbers, Project construction purpose of each property, and proximity of the property to the Project alignment as well as a summary of the status of each property. The site numbers identified for each property in **Table 3.8-1** correspond with the numbers that appear on **Figure 3.8.3**. In addition to these affected properties with documented releases, 98 additional properties were identified that may have potential subsurface contamination from undocumented releases associated with current and/or historical uses of the properties (e.g., former railroad corridors, former gas stations, former dry cleaners, or former industrial properties). The location of these 98 additional properties is provided in Attachment A of Appendix I.



Source: Metro; CDM Smith/AECOM JV 2021.

Figure 3.8.2. U.S Geological Survey Topographic Map

Table 3.8-1. Affected Properties with Documented Releases

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
1	Mobil Gas Station 301/323 South Atlantic Boulevard	5248-004-040 5248-004-043	1/2/3	Construction staging (Atlantic station)	Closed LUST case. This property has been occupied by a gas service station since at least 1969. Mobil Oil was the subject of a closed LUST case for a release of gasoline that affected soil and groundwater; the case was closed by the RWQCB in 2015. Residual contamination may be present.	Southwest corner of Beverly Boulevard and Atlantic Boulevard
2	Shell Gas Station 300 South Atlantic Boulevard	6341-001-038	1/2/3	Optional construction staging (Atlantic station)	Closed LUST case (former Unocal). Unocal was the subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by the RWQCB in 1998. Residual soil contamination may be present.	Southeast corner of Beverly Boulevard and Atlantic Boulevard
3	Shell Gas Station 318 South Atlantic Boulevard	6341-001-017	1/2/3	Optional construction staging (Atlantic station)	Closed LUST case (former Unocal). Unocal was the subject of a closed LUST case for a release with impacts to soil; the case was closed by the RWQCB in 1998. Residual contamination may be present.	Southeast corner of Beverly Boulevard and Atlantic Boulevard.
4	Discount Club; Brotman Boulevard Hand Car Wash 377 South Atlantic Boulevard	5248-008-046	1/2/3	Construction staging (Atlantic station)	Closed LUST case (former UZETA AMC). UZETA AMC was the subject of a closed LUST case for a release of aviation fuel to soil and groundwater; the case was closed by the county in 1993. Residual contamination may be present.	West side of Atlantic Boulevard between Via Corona Street and Repetto Street
5	76 Station 5200 Whittier Boulevard	6340-001-001	1/2/3	Construction staging (Atlantic/ Whittier station)	Closed LUST case (former ARCO). ARCO was the subject of two closed LUST cases associated with petroleum hydrocarbon contaminated soil and groundwater; the cases were closed by the RWQCB in 1996 and 2010. Remedial activities included soil excavation and soil vapor extraction (SVE). No groundwater remediation was performed/required. Groundwater was reported to be 127 to 130 feet bgs with a flow toward the southwest. Residual contamination may be present.	Southeast corner of Atlantic Boulevard and Whittier Boulevard

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
6	76 Station 5218 Whittier Boulevard	6340-001-002	1/2/3	Construction staging (Atlantic/ Whittier station)	Closed LUST case (see 5300 Whittier Boulevard). Potential for residual contamination to be present.	Southeast corner of Atlantic Boulevard and Whittier Boulevard
7	MGM Transformer Co. 5701 Smithway Street	6336-021-013	1/2/3	Construction easement	Closed DTSC evaluation site. Former transformer manufacturer and metals plating facility. VOC contamination (including chlorinated solvents) in soil from past activities; the case was closed by the DTSC in 2011. VOC and chlorinated solvent contamination may have contributed to groundwater contamination.	North of Smithway Street and The Citadel Outlet Center
8	Dreyer's Grand Ice Cream 5743 Smithway Street	6336-021-015	1/2/3	Construction easement	Closed LUST case. Dreyer's was the subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by the RWQCB in 1996. Potential for residual contamination to be present.	North of Smithway Street and The Citadel Outlet Center
9	Cornerstone Apparel, Inc. 5801 Smithway Street	6336-024-016	1/2/3	Option construction staging (Commerce/ Citadel station)	Open Cleanup Program Site (CPS)-Spills, Leaks, Investigations, and Cleanups (SLIC) case. Pacific Tube Company is subject of an open CPS-SLIC case associated with VOC contamination in soil and groundwater from past activities, which may have migrated beneath the RSA (GeoTracker SLT34678676; Los Angeles RWQCB case number 19340719). The SLIC case was referred to the DTSC which has an open Voluntary Cleanup case associated with the property. The case remains open and active.	North of Smithway Street and The Citadel Outlet Center

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
10	Citadel Shopping Center 5600 Flotilla Street (also 5675 Telegraph Road and 5710 Smithway Street)	6336-019-031	1/2/3	Commerce/ Citadel station	Closed LUST case (Uniroyal Facility [5675 Telegraph Road]). Soil contamination (total petroleum hydrocarbons; TPH) and groundwater contamination (VOCs and metals) from former tire manufacturing activities (GeoTracker T0603702655, Los Angeles RWQCB case number I-00031). The property was redeveloped in 1990 for retail, office, and hotel use (Citadel). During construction, approximately 658 tons of petroleum hydrocarbon-impacted soil encountered during grading (up to 20 feet bgs) was disposed off-site. SVE was used to remediate remaining contaminated soil between 1989 and 1998. The Los Angeles County Fire Department and Los Angeles County Department of Public Works issued closure letters for non-UST related issues. Soil cleanup associated with USTs was overseen and deemed completed by the RWQCB as of December 18, 1996. VOC and metal contamination in groundwater was found to be the result of activities at an upgradient source (former Pacific Tube facility, discussed above). RWQCB indicated that no further action/remediation was required at the Citadel property. However, the RWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources.	Southern Corner of Smithway Street and Hoefner Avenue

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
11	Zero Ten Corp. 2230-2250 Tubeway Avenue	6336-016-014	1/2/3	Below grade/tunnel	DTSC Evaluation case (JP Original Corp. Hsueh Trust). Referred to Los Angeles County in 2004 and listed as Los Angeles Co. Site Mitigation case, but no specific details (GeoTracker 19000024). Potential for contamination.	Southeast of Tubeway Avenue, approximately 250 feet south of Smithway Street
12	Samuel Son & Co. 6415 Corvette Street	6336-012-021	1/2/3	Commerce MSF	Open, inactive CPS-SLIC case (Advanced Process Supply Company). Advanced Process Supply Company is the subject of an open, inactive CPS-SLIC case for a release of acetone/toluene that affected soil; case is listed as open and inactive as of 2014 (GeoTracker SLT3401806, Los Angeles RWQCB case number 0340). Potential for contamination.	Eastern Corner of Saybrook Avenue and Corvette Boulevard
13	Unknown 6489 Corvette Street	6336-012-024	1/2/3	Commerce MSF	Closed LUST case (former Johnson Property). Former Johnson Property was subject of a closed LUST case for a release of "aviation" fuel that affected soil; the case was closed by the county in 1990. Potential for residual contamination.	Eastern Corner of Saybrook Avenue and Corvette Avenue
14	Allied Feather & Down 6905 West Acco Street	6336-002-033	1/3	Montebello MSF	Closed CPS-SLIC case. Release of VOCs; the case was closed in 2000. Coronet Carpets was listed as having had USTs, but detailed information was not provided. The facility status with the Los Angeles County is listed as removed. Potential for residual contamination.	Approximately 500 feet northeast of Washington Boulevard, just west of Vail Avenue

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
15	Gardner Trucking 2100 Yates Avenue (includes 8 Vail Avenue)	6336-002-018; 6336-002-019	1/3	Montebello MSF	Former Land Disposal Site (Vail Avenue Land Reclamation Project). The larger property was a land disposal site referred to as the "Vail Avenue Disposal Site" and "Vail Avenue Pit". The southern and northwestern portions were formerly used as a disposal sump for waste mud and water from Richfield Oil Company's well drilling operations (GeoTracker T110000004258, Los Angeles RWQCB case number: 60-052). The dumping operations were terminated and approximately 800,000 cubic yards of soil were removed. Dumping of furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps were approved to be disposed in the pit in 1958. Dumping of refuse began in 1962, and between 1968 and 1979, the City of Montebello used the site for dumping broken concrete, asphalt, and dirt. Filling of the pit continued until street level was reached. Concrete tilt-up structures were constructed on the property in the 1980s. Potential for encountering subsurface debris associated with past dumping activities.	Approximately 1,000 feet north-northeast of Washington Boulevard, east of Vail Avenue
16	Bella + Canvas 825 Vail Avenue	6336-002-020	1/3	Montebello MSF	Former Closed Landfill Disposal Site (Vail Avenue Land Reclamation Project associated with the main address of 2100 Yates Avenue). The eastern half of this facility is now 825 South Vail Avenue. Solid inert material (e.g., furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps, asphalt, dirt, and refuse) were disposed in a former pit until the pit was filled to street level beginning in 1985 until 1988 (GeoTracker T110000004258, Los Angeles RWQCB case number: 60-052). Potential exists for encountering subsurface debris associated with these past dumping/filling activities.	Approximately 1,000 feet north-northeast of Washington Boulevard, east of Vail Avenue

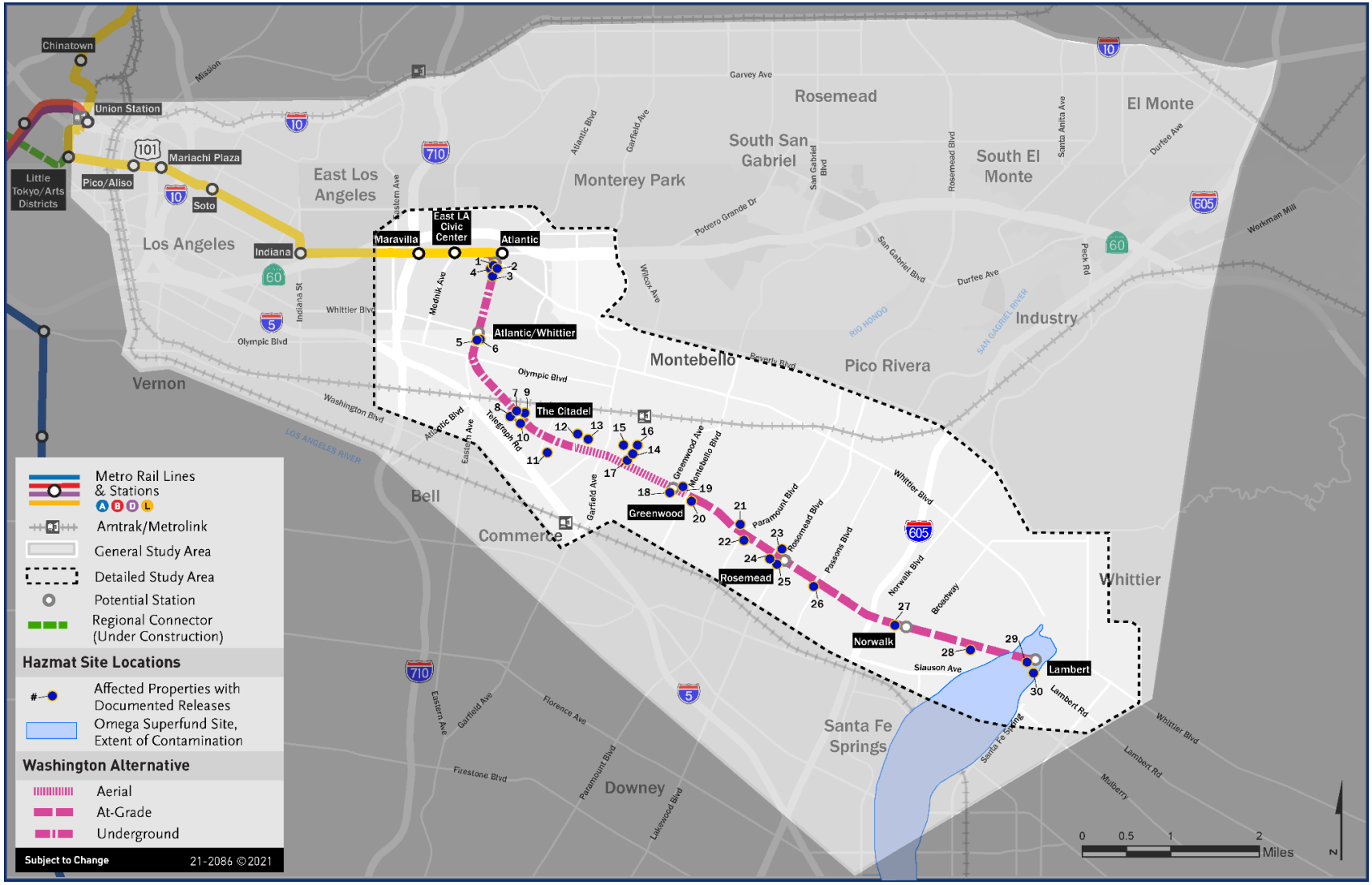
Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
17	Katzkin 6868 East Acco Street	6336-003-071; 6336-003-050	1/3	Montebello MSF	Closed LUST case (former John M. Fulmer Company). John M. Fulmer Company was subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by the county in 1992 (GeoTracker T0603704232, Los Angeles RWQCB case number I-14947). Potential for residual soil contamination.	Approximately 250 northeast of Washington Boulevard, and 400 feet northwest of Vail Avenue
18	Jack in the Box 851, 869 Washington Boulevard	6352-007-059 6352-007-060	1/3	Optional construction staging (Greenwood station)	Open LUST case (former California Target #100 gas station). California Target #100 is the subject of an open LUST case for a release of gasoline to soil and groundwater; the case is listed as open as of 2006 (GeoTracker T0603705207, Los Angeles RWQCB case number R-13860). The site being considered for closure under the Low Threat Closure Policy (LTCP). Potential for soil and groundwater contamination.	South of Washington Boulevard, approximately 200 feet southwest of Montebello Boulevard
19	Westrux International; Michelin 812 Washington Boulevard	6352-027-011	1/3	Construction easement	Closed SLIC case (Westrux International Trucks). Westrux International Trucks was subject of a closed CPS-SLIC case for a release discovered during removal of a clarifier; the case was closed by RWQCB in 1998. Potential for residual contamination.	North of Washington Boulevard, approximately 200 feet northwest of Montebello Boulevard
20	Cruizers Express Car Wash 740 Washington Boulevard	6348-026-027	1/3	Construction easement	Closed LUST case (Custom Car Wash). Custom Car Wash was subject to a closed LUST case for a release of gasoline that affected soil; the case was closed by the RWQCB in 2015. Potential for residual contamination.	Northeast corner of Washington Boulevard and Montebello Boulevard

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
21	ARCO Gas Station 8351 Washington Boulevard	6369-006-032	1/3	Construction easement	Closed LUST case (ARCO #5224). ARCO was subject to a closed LUST case for a release of gasoline that affected soil and groundwater; the case was closed by RWQCB in 2010. Potential for residual contamination.	North corner of Washington Boulevard and Paramount Boulevard
22	Shell Gas Station 8400 Washington Boulevard	6369-006-032	1	Construction easement	Closed CPS-SLIC case (former Northrop Grumman Corp.). Northrop Grumman Corp. was subject of a closed CPS-SLIC case at this location based on the removal of a 500-gallon concrete-filled vault (referred to as a UST) that was discovered during the construction of the Acacia Car Wash at this location (associated with the Shell Gas Station). Groundwater was indicated to be approximately 30 to 40 feet bgs with a flow toward the south (away from the RSA). The case was closed by the RWQCB in 2007. Potential for residual contamination.	South corner of Washington Boulevard and Paramount Boulevard
23	Wienerschnitzel Restaurant 6749 Rosemead Boulevard	6370-027-013	1	Construction easement	Closed LUST case (former 76 Product Station #2594). The former gas station was subject to a closed LUST case for a release of "other solvent or non-petroleum hydrocarbon" that affected soil; the case was closed by the county in 1997. Potential for residual soil contamination.	Northwest corner of Washington Boulevard and Rosemead Boulevard
24	Chili's Grill and Bar 8890 Washington Boulevard	6369-006-045	1	Optional construction staging (Rosemead station)	Closed LUST case (former Ford Motor Company/Northrop Corporation). Ford Motor Company/Northrop Corporation was subject to a closed LUST case for a release that affected soil and groundwater; the case was closed by the RWQCB in 1997. Potential for residual contamination.	Southwest corner of Washington Boulevard and Rosemead Boulevard

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
25	Walgreens 8900 and 8930 Washington Boulevard	6369-006-048	1	Construction staging (Rosemead station)	Closed LUST case (former Ford Motor Company/Northrup Grumman Corp.) and closed DTSC Evaluation case (Northrup Grumman). Former Ford Motor Company (1956-1980) maintained at least 35 USTs, and generated various wastes (solvents, paint residues and heavy metals). Contaminated soil removed under DTSC oversight and case closure granted in 2011. Soil and groundwater samples were collected in April 1991 and results showed methylene chloride and acetone in soil, and VOCs and heavy metals in groundwater. Closed LUST cleanup cases for releases of oil, diesel, and gasoline that affected groundwater; the case closed by the RWQCB in 1997. Property redeveloped for commercial purposes. Potential for residual soil and groundwater contamination.	Southwest corner of Washington Boulevard and Rosemead Boulevard
26	Buffalo Spot 9332 Washington Boulevard	6381-006-024	1	Construction easement	Closed LUST case (former Mobil #18-FDR). Former gas service station (at least 1975 through 1989) was subject to a closed LUST case for a release of waste oil that affected soil; the case was closed by the RWQCB in 2004. Potential exists for residual contamination.	Southwest corner of Washington Boulevard and Passons Boulevard
27	76 Gas Station/Mini Mart 11025 Washington Boulevard	8176-016-029	1	Construction easement	Closed LUST case (Tosco - 76 Station #6907). Former gas service station was subject to a closed LUST case for a release of gasoline that affected groundwater; the case was closed by the RWQCB in 2019. Potential exists for residual petroleum hydrocarbon contamination.	Northwest corner of Washington Boulevard and Broadway
28	Waba Grill 11808 Washington Boulevard	8169-003-043	1	Construction easement	Closed LUST case (former Unocal #5091). Former gas service station was subject to a closed LUST case for a release of gasoline that affected groundwater; the case was closed by the RWQCB in 1998. Potential exists for residual contamination.	Southeast corner of Washington Boulevard and Sorensen Avenue

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
29	Verizon; Flame Broiler; Starbucks; Jimmy Johns 12376 Washington Boulevard	8168-018-052	1	Construction staging (Lambert station)	Closed LUST case (former Chevron #9-7441). Former gas service station was subject to a closed LUST case for a release of gasoline that affected groundwater; the case was closed by the RWQCB in 1996. Potential exists for residual soil and groundwater contamination.	Southwest corner of Washington Boulevard and Lambert Road.
30	Unknow Occupant 12508 Lambert Road	8168-019-025	1	Construction staging (Lambert station)	Closed LUST case (American Medical Enterprises, Inc.). American Medical Enterprises was subject to a closed LUST case for a release of waste oil that affected groundwater; the case was closed by the RWQCB in 2016. Potential exists for residual soil and groundwater contamination.	West of Lambert Road, approximately 750 feet south of Washington Boulevard

Sources: Kleinfelder 2021; GeoTracker database; data compiled by AECOM 2021.



Source: AECOM/CDM Smith, 2021.

Figure 3.8.3. Affected Properties with Documented Releases

3.8.5.3 Omega Superfund Site

The eastern portion of the Project (from approximately Sorensen Avenue to Lambert Road/Santa Fe Springs Road) is situated within OU2 of the Omega Superfund Site (**Figure 3.8.3**). Omega Chemical Corporation (Omega) formerly operated a refrigerant and solvent recycling, reformulation and treatment facility in Whittier from 1976 to 1991. Former operations resulted in impacts to soil, gases found in the air space between soil particles (i.e., soil gas), and groundwater from VOCs, including tetrachloroethylene (PCE), trichloroethene (TCE), and Freon.

The plume of contaminated groundwater that comprises OU2 extends from the Omega property for approximately 4.5 miles in a south-southwesterly direction and beneath portions of the Project. The width of the contaminated groundwater plume varies from approximately 0.5 to one mile, and the area covered by the plume is approximately 3.3 square miles in size. In 2001, USEPA started investigations to define the extent of groundwater contamination at OU2 and installed 30 well clusters for monitoring groundwater contamination originating from the Omega property. In the vicinity of the alignment, two groundwater monitoring wells are south of Washington Boulevard near Rivera Road, one groundwater monitoring well is near Byron Road, and one groundwater monitoring well is north of the Washington Boulevard and Lambert Road intersection (USEPA 2011). Contaminated groundwater at OU2 has been measured at depths of approximately 40 to 100 feet below ground surface (bgs) and extends to depths of about 200 feet bgs in some areas.

As part of the OU2 remedial investigation, the USEPA conducted a baseline human health risk assessment for OU2 that identified the contaminants and exposure pathways (e.g., dermal exposure, ingestion) that required remedial action (USEPA, 2011). USEPA's human health risk assessment concluded that OU2 contaminated groundwater does not pose a current or immediate risk to human health but could pose a potential future risk through domestic use of contaminated groundwater without wellhead treatment. Furthermore, the USEPA performed a screening level risk assessment for soil gas vapor intrusion into indoor air, which found that the potential health risk for inhalation exposure to contaminants in soil gas that are present in indoor air as a result of vapor intrusion is low (USEPA 2011).[3]

3.8.5.4 Hazardous Materials from Roadway Corridors

Yellow-thermoplastic and yellow-painted traffic stripe and pavement marking that was applied to roadways before 1997 contained as much as 2.6 percent lead (Caltrans 2019). Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by the USEPA and OSHA to be an adverse human health risk. Residue produced from the removal of this yellow-thermoplastic and yellow-painted traffic stripe and pavement marking contains heavy metals such as lead chromate in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the CCR Division 4.5 (Caltrans 2019).

3 The risk evaluation was based on conditions at the Whispering Fountains Apartments at 12251 Washington Boulevard, which are located in an area of OU2 where contaminant of concern (COC) concentrations in groundwater are relatively high and the depth to groundwater is relatively low. These conditions are believed to present the greatest potential within the OU2 area for the migration of volatile COCs from groundwater up through the overlying soil and into buildings. The estimate of risk was done by using soil gas data from this location to predict the levels of soil gas COCs that could be present in indoor air as a result of vapor intrusion. Cancer risks and non-cancer health hazards were estimated for an adult receptor. The estimated potential cancer risk for an adult was determined to range from 3x10-8 to 3x10-7. These risk levels are not considered to be significant by the USEPA (USEPA 2011).

Wood utility poles may be treated with preserving chemicals resulting in treated wood waste (TWW) if removal is necessary. TWW contains hazardous chemicals, such as arsenic, chromium, and copper, that are known to be toxic or carcinogenic and pose a risk to human health and the environment. Harmful exposure to these chemicals may result from dermal contact with TWW, or from inhalation or ingestion of TWW particulate (DTSC 2008). Aerially-deposited lead (ADL) can be present along major roadway corridors, such as Washington Boulevard and Atlantic Boulevard, from historical use of leaded gasoline (DTSC 2004). DTSC regulations specify the levels at which lead in soil is considered to be a risk. Soils with a total lead concentration of 80 mg/kg or less are usually considered acceptable for reuse without restriction for residential, or unrestricted, land use. Soils with a total lead concentration of 320 mg/kg or less are usually considered acceptable for use at commercial/industrial properties with prior written approval from DTSC, but land use restrictions are required to prevent unacceptable risk by limiting the use of the property (DTSC 2007). In areas where road construction would occur, Caltrans has found levels of lead that are higher than DTSC's specifications. The lead is found within 30 feet of the edge of the pavement and within the top 6 inches of the soil. In some cases, lead has been found as deep as 2 to 3 feet below the surface. Therefore, soils in major roadway corridors have the potential to be contaminated with ADL from car emissions that occurred prior to the elimination of lead in gasoline (DTSC 2016).

3.8.5.5 Hazardous Building Materials

Existing structures within the Commerce MSF site option and Montebello MSF site option may have been constructed when asbestos-containing materials (ACMs), PCB-containing materials, and LBP were used (Kleinfelder 2021). The existing structures at both MSF site options would be demolished to accommodate construction of the MSF.

Asbestos is designated as a hazardous substance when the fibers have potential to come in contact with air because the fibers are small enough to lodge in the lung tissue and cause health problems. The presence of ACMs in existing buildings as well as in natural gas and cementitious water pipelines poses an inhalation threat only if the ACMs are found to be in a friable state. If the ACMs are not friable, there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of the Federal Clean Air Act.

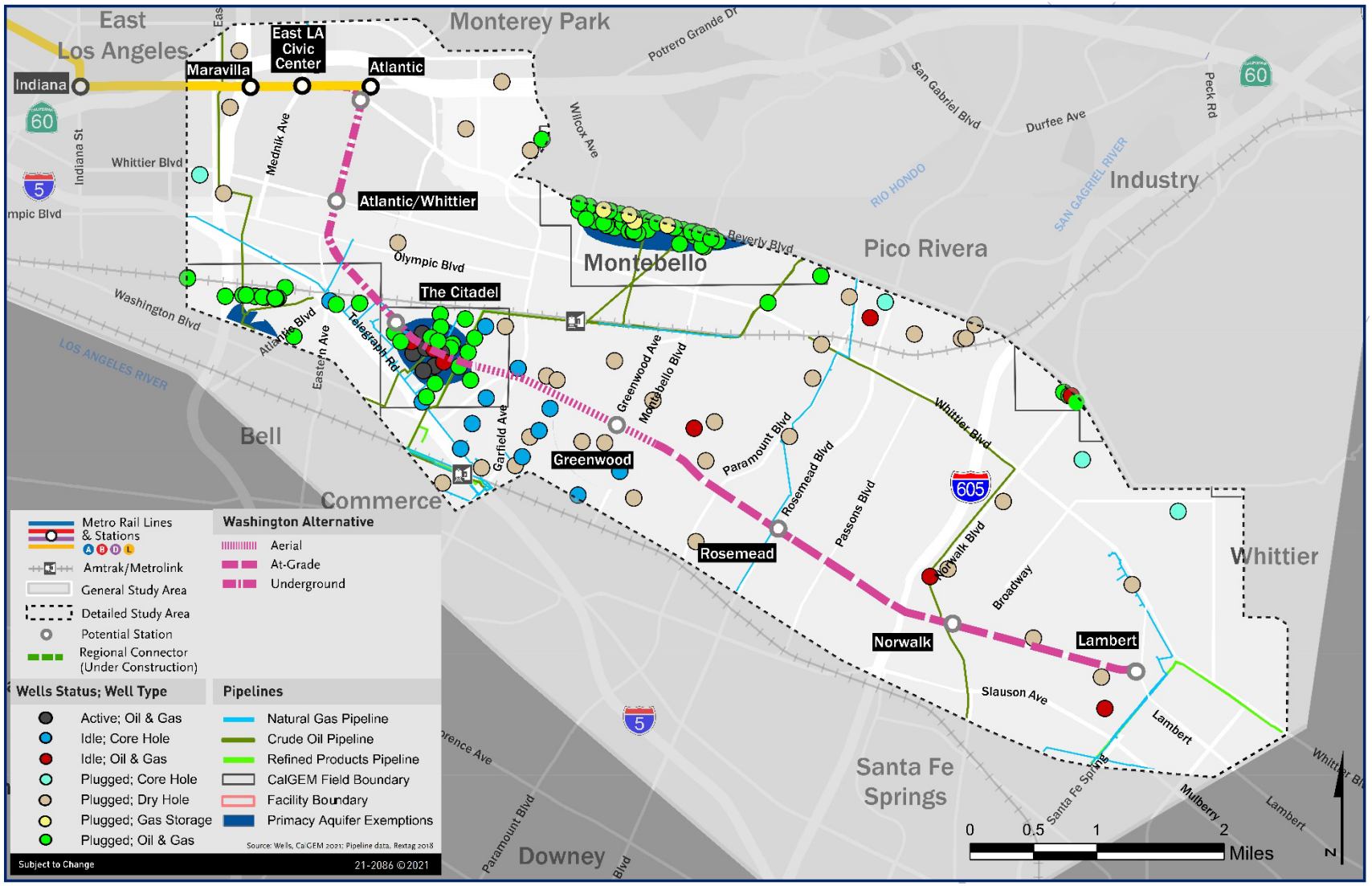
As discussed above, lead is a highly toxic metal that has been determined by USEPA and OSHA to be an adverse health risk, particularly to young children. Primary sources of lead exposure are deteriorating lead-based paint, including painted curbs, poles, protective bollards, and fire hydrants along the ROW and existing buildings within the Commerce MSF site option and Montebello MSF site option; lead-contaminated dust; and lead-contaminated soil. PCBs are considered hazardous materials because of their toxicity; they have been shown to cause cancer in animals, along with effects on the immune, reproductive, nervous, and endocrine systems, and studies have shown evidence of similar effects in humans (USEPA 2013).

3.8.5.6 Subsurface Gas Conditions and Oil and Gas Wells

Methane and hydrogen sulfide are considered hazardous because of their explosive properties. Also, hydrogen sulfide is highly toxic when inhaled, and can be smelled at lower, non-toxic, levels. These gases can seep into existing buildings and into open excavations, such as tunnels, from the surrounding soil and through open fractures or faults in deep bedrock. The Los Angeles County Public Works Department does not identify methane gas buffer zones within the Alternative 1 alignment (Los Angeles County 2022). The May 2021 Final Draft ISA Report did not identify subsurface methane or hydrogen sulfide gases. However, the May 2021 Final Draft ISA Report notes that methane, hydrogen sulfide, and other oil-filed related gases could be present in the vicinity of oil and gas wells.

In general, the DSA from approximately Union Pacific Avenue to Garfield Avenue passes through the Bandini Oil Field and Los Angeles East Oil Field. Oil or gas wells that are either idle, active, or abandoned/plugged located in the DSA are shown in **Figure 3.8.4** and in Figures 4A through 4C **i**n Attachment A of Appendix I. The May 2021 Final Draft ISA Report did not identify idle, active, or abandoned/plugged wells within the Alternative 1 alignment, station sites, or within the Commerce MSF site option. Active oil/gas wells, plugged dry oil/gas wells, and idle oil/gas wells are located in the vicinity of the alignment west of South Tubeway Avenue, and two plugged dry oil/gas wells are located under the Citadel Outlets parking lot southwest of Smithway Street. Additional plugged dry oil/gas wells and idle oil/gas wells are located south and west of the Commerce MSF site option boundaries.

The May 2021 Final Draft ISA Report identified plugged dry holes within the Montebello MSF site option (Attachment A of Appendix I, Figure 4B).



Source: Wells, CalGEM 2021, Pipeline data, Rextag 2018.

Figure 3.8.4. Oil and Gas Wells and Pipeline Locations

3.8.5.7 Petroleum and Natural Gas Pipelines

The following petroleum and natural gas pipelines were identified in close proximity to or passing through the DSA as shown in **Figure 3.8.4** and Attachment A of Appendix I (Figures 4A through 4C).

- Matrix Oil Corporation (Operator ID 39497) operates a crude oil pipeline (ID 4IN East Los Angeles Oil) as part of the 4" East Los Angeles – Oil Sales Line system. As of February 1, 2018, the pipeline was reported active and filled. The pipeline is depicted along Leo Avenue near its intersection with Triumph Street in the City of Commerce and continues southwesterly beyond I-5. An accidental release was reported (Report No. 20120207) from this pipeline due to corrosion in 2012 at the intersection of Leo Avenue and Triumph Street approximately 0.5 mile west of the Commerce MSF site option. The Alternative 1 alignment would intersect the oil pipeline where the pipeline crosses near the Smithway Street/Leo Avenue intersection. The alignment would be underground at this location.

- Crimson Pipeline L.P. (Operator ID 32103) operates a crude oil pipeline (ID 46) associated with its Northam System, and Montebello Terminal to Compton Junction Sub-System. As of August 10, 2017, the pipeline was indicated to be active and filled. The pipeline follows a northeast/southwest trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Alternative 1 alignment where the alignment intersects the railroad corridor south of South Tubeway Avenue. The alignment would be underground at this location.

- Chevron Pipeline Company (Operator ID 2731) operates a gasoline, diesel and/or jet fuel pipeline (ID CAL0319) as part of its "CUSA P/LS-Co. Calif. Products" System and "El Segundo-Montebello Product Pipeline" Subsystem. As of June 12, 2018, this pipeline was indicated to be active and filled. The pipeline follows a northeast-southwest trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Alternative 1 alignment where the alignment intersects the railroad corridor south of South Tubeway Avenue. The alignment would be underground at this location.

- Chevron Pipeline Company operates a natural gas pipeline (ID CAL0326) as part of its "CUSA Pipeline-So. Calif. Gas" System and "Los Angeles River JCT-Montebello Gas Pipeline" Subsystem. As of October 25, 2018, this pipeline was indicated to be active and filled. The pipeline follows a northeast-southwest trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Alternative 1 alignment where the alignment intersects the railroad corridor south of South Tubeway Avenue. The alignment would be underground at this location.

- Southern California Gas Company operates a natural gas transmission pipeline (ID 118), which crosses the Alternative 1 alignment at Rosemead Boulevard, then continues north within Washington Boulevard for approximately 0.7 mile, where it the turns and travels in a west/northwesterly direction within Coffman and Pico Road. The alignment would be at-grade at this location. As of March 14, 2018, this pipeline was indicated to be active and filled.

- Crimson Pipeline L.P. (Operator ID 32103) operates a crude oil pipeline (ID 1070) associated with its Montebello System and Subsystem. The pipeline crosses the Alternative 1 alignment at Norwalk Boulevard, then continues east within Washington Boulevard to Allport Avenue, where it turns in a southerly direction. The alignment would be at-grade at this location. As of August 10, 2017, the pipeline was indicated to be active, but unfilled.

- An empty liquid crude oil pipeline (ID 5222), operator not listed, associated with a Santa Fe Springs Crude System, M-2 Idle Santa Fe Springs STA-4 Subsystem, crosses the Alternative 1 alignment at Norwalk Boulevard. The alignment would be at-grade at this location. As of December 31, 2017, the pipeline was indicated to be permanently abandoned.

3.8.5.8 Agricultural Chemicals

Chemicals potentially used in agricultural activities could result in residual concentrations of persistent pesticides in the soil. Persistent pesticides leave residues that remain in the environment without breaking down, such as organochlorine pesticides (OCPs) (e.g., dichlorodiphenyl-trichloroethane [DDT], Toxaphene, and Dieldrin). Previous historical research revealed that the DSA was historically used for agricultural purposes generally between the 1920s and 1950s (Kleinfelder 2021). The DSA was redeveloped in the 1950s as residential, commercial, and industrial uses. However, residual pesticides and herbicides may be present in shallow soil along the Project alignment and on affected parcels. In addition, railroad tracks have been present in the DSA since the late 1920s between Atlantic Boulevard and Garfield Avenue in the City of Commerce which is an industrial area of the Alternative 1 alignment (Kleinfelder 2021). The potential exists for persistent pesticides to be present in shallow soil along railroad tracks, or in former railroad corridors.

3.8.5.9 Proximity to Schools

The following schools are located within one-quarter mile from the Alternative 1 alignment:

- George Washington Elementary School, 7804 S. Thornlake Avenue, Whittier
- Pioneer High School located at 10800 Benavon Street, Whittier
- Ada S. Nelson Elementary School, 8140 South Vicki Drive, Whittier
- Rivera Middle School located at 7200 Citronell Avenue, Pico Rivera
- El Rancho High School located at 6501 Passons Boulevard, Pico Rivera
- Greenwood Elementary School located at 900 South Greenwood Avenue, Montebello
- Calvary Chapel Christian Academy, 931 South Maple Avenue, Montebello

- KIPP Promesa Prep located at 5156 Whittier Boulevard, Los Angeles
- KIPP Raices Academy located at 668 South Atlantic Boulevard, East Los Angeles
- 4th Street Elementary located at 420 Amalia Avenue, Los Angeles
- Garfield High School located at 5101 East 6th Street, Los Angeles
- Monterey Senior High School, 466 South Fraser Street, Los Angeles
- St. Alphonsus School, 552 South Amalia Avenue, Los Angeles
- Griffith STEAM Magnet Middle School, 4765 East Fourth Street, Los Angeles
- Arts in Action Community Charter Elementary School, 5115 Via Corona Street, Los Angeles

3.8.5.10 Proximity to Airports

The nearest public airport or airstrip to the Build Alternatives is Whittier Air Strip, which at the nearest point is over four miles to the north.

3.8.5.11 Wildfire Hazards

The DSA is located in a Local Responsibility Area (as opposed to a State Responsibility Area (SRA)), and there are no fire hazard severity zones or wildland urban interfaces[4] as designated by the California Department of Forestry and Fire Protection(CAL FIRE 2015) (CAL FIRE 2021).[5] The nearest very high fire hazard severity zone approximately 1.5 miles to the east of the DSA within city of Whittier. The DSA is primarily located in a highly developed and urbanized area comprised of high-density residential, commercial, office, and industrial land uses. Limited portions of the DSA, which includes the Rio Hondo Spreading Grounds, are undeveloped and more susceptible to the ignition and spread of wildfire due and the presence of dry vegetation and shrubs (i.e. vegetative fuel). However, CAL FIRE does not categorize the Rio Hondo Spreading Grounds as an SRA, a very high fire hazard severity zone, and it is not delineated within a wildland urban interface.

3.8.5.12 Emergency Response

Metro is the primary source of mass transportation equipment used by the Los Angeles County Operation Area. Both busses and mass transit trains may be available for use in evacuations, transportation of equipment and supplies, transportation of emergency response workers, and establishment of temporary bus/train lines for the transportation of citizens to relief locations such as mass shelters (Los Angeles County 2012). I-605 freeway is identified as a primary disaster route and Washington Boulevard is identified as a secondary disaster route for the Los Angeles County Operational Area and both are designated as emergency evacuation routes for the cities within the

4 CAL FIRE defines the wildland urban interface as the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetation fuels.
5 California Public Resources Code (PRC) Sections 4125–4127 define a State Responsibility Area as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California. A Local Responsibility Area are areas under the jurisdiction of local entities (e.g., cities and counties).

DSA (i.e., cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier) (Los Angeles County 2012).[6]

3.8.6 Impact Evaluation

3.8.6.1 Impact HAZ-1: Transport, Storage, Use, or Disposal of Hazardous Materials

Impact HAZ-1: Would a Build Alternative create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials?

3.8.6.1.1 Alternative 1 Washington

Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 1. Operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous.[7] As set forth in PM HAZ-1 in **Section 3.8.7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. As discussed below, maintenance of LRT trains, vehicles, and equipment would occur at the Commerce MSF site option or Montebello MSF site option. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of Alternative 1 would have a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 in **Section 3.8.7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact.

6 Disaster routes are freeway, highway, or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impacts to the environment. An evacuation route is used to move the affected population out of an impacted area.
7 Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option, including operation of an at-grade Greenwood station and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides, as would an aerial station and alignment at this location. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 in **Section 3.8.7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact.

Construction Impacts

Construction of Alternative 1 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities*.

As described throughout **Section 3.8.2**, "Regulatory Framework," there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as USEPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. In accordance with SWRCB regulations and set forth in PM HAZ-2 (**Section 3.8.7.1**), Metro would obtain and comply with a National Pollutant Discharge Elimination System (NPDES) permit, specifically the SWRCB Construction General Permit. As part of the Construction General Permit, the contractor would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) which would include best management practices (BMPs), including the following and/or similar measure to minimize the risk of accidental spills of hazardous materials during construction:

- Hazardous Spill Prevention. Vehicles and equipment would be maintained in proper working condition to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Service/maintenance vehicles would carry materials to absorb leaks or spills. Servicing, refueling, and staging of construction equipment would take place only at designated areas where a spill would not flow to drainages. Equipment washing, if needed, would occur only in designated locations where water would not flow into drainage channels.

- Drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens, would be implemented. Spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) would be kept at the work site when handling materials.

- Hazardous spills would be reported to the designated CUPA (i.e., Los Angeles County Fire Department Health Hazardous Materials Division or Santa Fe Springs Department of Fire-Rescue) and would be cleaned up immediately and contaminated soil would be properly disposed of at a licensed facility. A properly designed, centralized storage areas that would keep hazardous materials fully contained would be specified.

As discussed in Section 3.9.7.1 of Section 3.9, Hydrology and Water Quality, a qualified SWPPP Practitioner is responsible for implementing BMPs under the SWPPP and ensuring compliance with the permit. Site supervisors would conduct regular meetings to discuss pollution prevention as established in the SWPPP. The SWPPP would also specify a monitoring program to be implemented that includes both dry and wet weather inspections. City personnel from each applicable jurisdiction would also conduct regular inspections to ensure compliance with the SWPPP. By implementing the SWPPP and associated BMPs as required by the SWRCB Construction General Permit and set forth in PM HAZ-2, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, bridge demolition debris), would occur along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling hazardous materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. Transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 3.8-2** lists the largest active and regulatory permitted solid waste facilities that are serving Los Angeles County with the permitted capacity, anticipated closure date, and accepted hazardous waste. Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the landfills listed in **Table 3.8-2**.

Table 3.8-2. Hazardous Waste Disposal Landfills

Landfill Site Name and Address	Max. Permit Capacity	Remaining Capacity	Remaining Capacity Date	Closure Date	Hazardous Waste Accepted
	Cubic Yards				
Antelope Valley Public, 1200 W. City Ranch Road, Palmdale	30,200,000	17,911,225	10/31/2017	4/1/2044	Contaminated soil, asbestos
Azusa Land Reclamation Co., 1211 West Gladstone Street, Azusa	58,900,00	9,900,000	4/7/2011	4/1/2030	Contaminated soil, asbestos
Clean Harbors Buttonwillow, 2500 West Lokern Road, Buttonwillow	13,250,000	NA	NA	1/1/2040	Acutely hazardous materials, contaminated soil, PCBs, asbestos, RCRA waste with heavy metals
Lancaster Landfill and Recycling Center, 600 East Avenue 'F' in Lancaster	27,700,000	14,514,648	8/25/2012	3/1/2044	Contaminated soil, asbestos

Source: CalRecycle 2022.
Note:
Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.
Key:
PCB = polychlorinated biphenyls RCRA = Resource Conservation and Recovery Act

Compliance with the regulations discussed above and set forth in PM HAZ-2, would ensure that all motor carrier transporters of hazardous materials have a Hazardous Materials Transportation license issued by the California Highway Patrol, requiring the transport of hazardous materials via routes with the least overall travel time, prohibiting the transportation of hazardous materials through residential neighborhoods, and requiring transporters to take immediate action to protect human health and the environment in the event of spill, release, or mishap.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated quicker response to emergencies. With incorporation of existing regulations, construction of Alternative 1 would have a less than significant impact related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

Design Options

Atlantic/Pomona Station Option

Under Alternative 1 with the Atlantic/Pomona Station, as required by law and set forth in PM HAZ-2 in **Section 3.8.7.1**, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be

managed through appropriate material handling and BMPs. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes would be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

Montebello At-Grade Option

Under Alternative 1 with the Montebello At-Grade Option, as required by law and set forth in PM HAZ-2 in **Section 3.8.7.1**, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes would be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

3.8.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. Operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 in **Section 3.8.7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Maintenance of LRT trains, vehicles, and equipment would occur at the Commerce MSF site option or Montebello MSF site option. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial quantities of hazardous materials would be

stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities*. As required by law and PM HAZ-2 (**Section 3.8.7.1**), Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW), would occur along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Cooperation with corridor cities would occur throughout the construction process. Restrictions on haul routes would be incorporated into construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impacts related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

3.8.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option. Operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 in **Section 3.8.7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Maintenance of LRT trains, vehicles, and equipment would occur at the Commerce MSF site option or Montebello MSF site option. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial

quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities*. As required by law and set forth in PM HAZ-2 (**Section 3.8.7.1**), Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW), would occur along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Cooperation with corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

3.8.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would involve maintenance of LRT trains, vehicles, and equipment and require the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and pesticides. None of these substances would be acutely hazardous. The types and amounts of hazardous materials used at the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not pose any greater risk than the existing uses at other similar development elsewhere in the in the vicinity of the MSF site options. Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[8] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, which is also as set forth in PM HAZ-3 in **Section 3.8.7.1**. Compliance with existing regulations, including those described in PM HAZ-1, would ensure proper transportation, use, and storage of hazardous materials, and operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would a have less than significant impact.

8 The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would require use of typical construction equipment and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial quantities of hazardous materials would be stored during construction. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs as mandated by the SWRCB Construction General Permit and set forth in PM HAZ-2 (**Section 3.8.7.1**). Cooperation with corridor cities would occur throughout the construction process. Restrictions on haul routes would be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

3.8.6.2 Impact HAZ-2: Release of Hazardous Materials

Impact HAZ-2: Would a Build Alternative create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

3.8.6.2.1 Alternative 1 Washington

Operational Impacts

As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. As specified in PM HAZ-1 in **Section 3.8.7.1**, storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, operation of Alternative 1 would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As specified in PM HAZ-1 in **Section 3.8.7.1**, storage and disposal of hazardous materials and waste would be conducted in

accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides similar to an aerial station and guideway at this location. None of these substances would be acutely hazardous. As specified in PM HAZ-1 in **Section 3.8.7.1**, storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Construction Impacts

There are several ways in which construction activities required for Alternative 1 could result in the release of hazardous materials. Construction would require grading activities, which would potentially expose construction workers and the public to hazardous conditions through disturbance contaminated soils and/or groundwater. For the underground segment of the alignment, if tunneling advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Parcels within one-quarter mile of the Alternative 1 alignment have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals (**Table 3.8-1**). In addition, other potentially affected parcels within one-quarter mile of the Alternative 1 alignment may have subsurface contamination from undocumented releases associated with current and/or historical uses of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (Attachment A of Appendix I, Figures 3A to 3H). Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. Demolition of the existing bridges over Rio Hondo and the San Gabriel River could generate debris contaminated with lead-based paint, ADL, and asbestos. Further, there is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. In addition, utility relocation could result in TWW that requires disposal. There are no methane gas buffer zones within the Alternative 1 alignment (Los Angeles County 2022).

As discussed in **Section 3.8.5.3**, the eastern portion of Alternative 1, from approximately Sorensen Avenue to Lambert Road/Santa Fe Springs Road, is within OU2 of the Omega Superfund Site (**Figure 3.8.3**). Contaminated groundwater is known to be present at depths of approximately 40 to 100 feet bgs and extends to approximately 200 feet bgs in some areas (USEPA 2011). Construction of the at-grade Lambert station and the at-grade alignment within OU2 would entail excavation of a maximum of 20 feet deep, which is approximately 20 feet higher than the highest depth of the known contaminated groundwater present. Therefore, the potential to encounter contaminated groundwater that results in human health and environmental hazards is low. As further discussed in **Section 3.8.5.3**,

additional screening level risk evaluations conducted by the USEPA and investigations conducted the RWQCB and DTSC concluded that exposure to soil gas posed a low health risk (USEPA 2011).

The May 2021 Draft Final ISA Report (Attachment A)identified the following environmental concerns applicable to Alternative 1:

- The Alternative 1 alignment from approximately Union Pacific Avenue to Garfield Avenue passes through the Bandini Oil Field and Los Angeles East Oil Field. Methane, hydrogen sulfide, and other oil-field-related gases may be present in the subsurface and may be encountered during ground-disturbing activities. Natural oil seeps in oil-bearing sediments may also be encountered.

- The underground alignment of Alternative 1 would transect the following active and filled pipelines in the vicinity of South Tubeway Avenue: the Matrix Oil Corporation crude oil pipeline; Crimson crude oil pipeline; Chevron Pipeline Company gasoline diesel and/or jet fuel pipeline; Chevron Pipeline Company natural gas pipeline. The at-grade portion of the Alternative 1 alignment would cross the active and filled Southern California Gas Company natural gas transmission pipeline at the intersection of Washington Boulevard and Rosemead Boulevard. Unmapped pipelines may also be present. These pipelines, and the potential for soil and groundwater contamination from undocumented releases, may be encountered during ground-disturbing activities.

- Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. ADL may be present in shallow soil along these roadways, especially along Atlantic Boulevard and Washington Boulevard.

- The DSA was historically used for agricultural purposes generally between the 1920s and 1950s. Residual pesticides and herbicides may be present in shallow soil along the alignment and on affected parcels.

- Railroad tracks have been present in the DSA since the late 1920s in the industrial area between Atlantic Boulevard and Garfield Avenue in the city of Commerce. In addition, various railroad spurs branched onto private properties are associated with several of the industrial facilities in the DSA. Shallow soil along the railroad tracks or in former railroad corridors may be affected by petroleum hydrocarbons, metals, and pesticides.

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the documented or undocumented hazardous materials and conditions discussed above. As indicated, effects could include: potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater.

Therefore, construction of Alternative 1 would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact.

Thus, MM HAZ-1 through MM HAZ-5, as discussed in **Section 3.8.7**, would be implemented. MM HAZ-1 requires a Phase II Environmental Site Investigation to be conducted before ground disturbing

activities occur to determine the potential presence of petroleum hydrocarbons, metals, and VOCs in soil and/or groundwater. MM HAZ-2 requires the preparation of a Soil and Groundwater Management Plan in consultation with LARWQCB that identifies and delineates contaminated areas; provides procedures for handling, excavating, and managing excavated soils and dewatering effluent and for notifying appropriate agencies; and provides requirements for site-specific health and safety plans. MM HAZ-3 requires contractors to inspect soil and groundwater for signs of contamination, and if contaminated soil or groundwater is found, stop work within and cordon of the area, notify and coordinate with appropriate agencies, and develop an investigation and site-specific management plan. MM HAZ-4 requires the contractor to prepare site-specific worker health and safety plans that identify human health risks from hazardous materials and appropriate protocols to ensure worker safety. MM HAZ-5 requires Metro to retain a Cal/OSHA certified contractor prior to demolition activities to determine the presence or absence of building materials or equipment that contains hazardous materials, and if such substances are found to be present, requires the contractor to prepare and submit a workplan to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and disposing of hazardous materials; thus, impacts would be reduced to less than significant.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would require grading activities, which would potentially expose construction workers and the public to hazardous conditions through disturbance contaminated soils and/or groundwater. Parcels within one-quarter mile of the Atlantic/Pomona Station Option have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals. In addition, other potentially affected parcels within one-quarter mile of the Atlantic/Pomona Station Option may have subsurface contamination from undocumented releases associated with historical use of the property (e.g., former gas stations, former dry cleaners) (Attachment A of Appendix I, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which would be a significant impact.

Construction workers and the public could come in contact with and be exposed to the hazardous materials listed above during construction. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed above and in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials; thus, impacts would be reduced to less than significant.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would require grading activities, which would potentially expose construction workers and the public to hazardous conditions through disturbance contaminated soils and/or groundwater. Parcels within one-quarter mile of the Montebello At-Grade Option alignment have confirmed releases of hazardous

materials, including petroleum hydrocarbons, VOCs, and metals. In addition, other potentially affected parcels within one-quarter mile of the Montebello At-Grade Option may have subsurface contamination from undocumented releases associated with historical use of the property (e.g., former railroad corridors, former gas stations, former dry cleaners, or former industrial properties) (Attachment A of Appendix I, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which would be a significant impact.

Construction workers and the public could come in contact with and be exposed to the hazardous materials listed above during construction. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed above and in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated pursuant to existing regulatory requirements, including those summarized in PM HAZ-1 in **Section 3.8.7.1**. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Construction Impacts

Base Alternative and Design Option

As discussed in Impact HAZ-1, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would require grading activities, which would potentially expose construction workers and the public to hazardous conditions through disturbance contaminated soils and/or groundwater. For the underground segment of the alignment, if tunneling advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Parcels have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals, within one-quarter mile of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. In addition, other potentially affected parcels within one-quarter mile of the base Alternative 2 or Alternative 2 with the

Atlantic/Pomona Station Option may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (Attachment A of Appendix I, Figures 3A to 3C). Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. There is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which would be a significant impact.

The May 2021 Draft Final ISA Report (Attachment A of Appendix I) identified the following environmental concerns applicable to the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option:

- The Project alignment from approximately Union Pacific Avenue to the proposed Commerce/Citadel Station passes through the Bandini Oil Field and Los Angeles East Oil Field. Methane, hydrogen sulfide and other oil-field-related gases could be present in the subsurface and may be encountered during ground-disturbing activities. Natural oil seeps in oil-bearing sediments may also be encountered.

- ADL may be present in shallow soil along these roadways, especially along Atlantic Boulevard and Washington Boulevard.

- Residual pesticides and herbicides from historic agricultural use may be present in shallow soil along the alignment and on affected parcels.

- Shallow soil in the RSA along railroad tracks or spurs in former railroad corridors could be affected by petroleum hydrocarbons, metals, and pesticides.

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the hazardous materials listed above. As indicated, effects could include: potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact.

MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would require grading activities, which would potentially expose construction workers and the public to hazardous conditions through disturbance contaminated soils and/or groundwater. For the underground segment of the alignment, if tunneling advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Parcels within one-quarter mile of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option alignments have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals. In addition, other potentially affected parcels within one-quarter mile of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option alignment may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (Attachment A of Appendix I, Figures 3A to 3E). Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. There is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. In addition, utility relocation could result in TWW that requires disposal. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which would be a significant impact.

The May 2021 Draft Final ISA Report (Attachment A of Appendix I) identified the following environmental concerns that would be applicable to base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option:

- The Project alignment from approximately Union Pacific Avenue to Garfield Avenue passes through the Bandini Oil Field and Los Angeles East Oil Field. Active The potential exists for methane, hydrogen sulfide, and other oil-field-related gases to be present in the subsurface, which may be encountered during ground-disturbing activities. In addition, the potential exists for natural oil seeps to be encountered in oil-bearing sediments.

- The underground alignment of Alternative 3 would transect the following active and filled pipelines in the vicinity of South Tubeway Avenue: the Matrix Oil Corporation crude oil pipeline; Crimson crude oil pipeline; Chevron Pipeline Company gasoline diesel and/or jet fuel pipeline; Chevron Pipeline Company natural gas pipeline. Additionally, unmapped pipelines may be present (e.g., pipelines associated with oil field related activities). These pipelines, and the potential for soil and groundwater contamination from undocumented releases, may be encountered during ground-disturbing activities.

- ADL may be present in shallow soil along these roadways, especially along Atlantic Boulevard and Washington Boulevard.

- Residual pesticides and herbicides from historic agricultural use may be present in shallow soil along the alignment and on affected parcels.

- Shallow soil along the railroad tracks or spurs in former railroad corridors in the RSA could be affected by petroleum hydrocarbons, metals, and pesticides.

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the hazardous materials listed above. As indicated, effects could include: potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater. Therefore, construction of base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.2.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

As discussed in HAZ-1, operation the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would involve maintenance of LRT trains, vehicles, and equipment and require the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and pesticides. None of these substances would be acutely hazardous. The types and amounts of

hazardous materials used at the MSF site options would not pose any greater risk than the existing uses at other similar development elsewhere in the in the vicinity of the MSF site option. Operation of the MSF site options would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds. If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as further set forth in PM HAZ-3 (**Section 3.8.7.1**). Therefore, operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello At-Grade Option would have a less than significant impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Construction Impacts

Commerce MSF Site Option

Construction of the Commerce MSF site option would require site grading activities, which would potentially expose construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater. Two of the parcels within the Commerce MSF site option have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater. These parcels are identified as Sites 12 and 13 on **Table 3.8-1** and on **Figure 3.8.3** and correspond to assessor's parcel number (APN) 6336-012-021 and APN 6336-012-024, respectively.

Site 13 (APN 6336-012-024) is a LUST Cleanup site associated with the release of aviation fuel that affected soil. Although the site is listed as "Case Closed" which indicates that a closure letter or other formal closure decision document has been issued for the site, there is the potential for residual soil contamination to remain that could include metals, petroleum hydrocarbons, and/or VOCs.

Site 12 (APN 6336-012-021) is an active Cleanup Program site. Specifically, the site is the subject of an open, inactive Spills, Leaks, Investigations, and Cleanups (SLIC) case for a release of acetone/toluene that affected soil. The case is listed as open but inactive since 2014. Therefore, there is the potential for residual VOC contamination in soil.

In addition, there are other potentially affected parcels located within the Commerce MSF site option and/or within one-quarter mile of site that may have subsurface contamination from undocumented releases associated with current and/or historical uses of the property(ies) (Attachment A of Appendix I, Figure 3D).

Furthermore, the May 2021 Final Draft ISA Report (Attachment A of Appendix I) identified the following environmental concerns applicable to the Commerce MSF site option:

- Plugged wells are located along the western boundary of the Commerce MSF site option (Attachment A of Appendix I, Figure 4B). Methane, hydrogen sulfide, and other oil-field-related gases may be present in the subsurface and may be encountered during ground-disturbing activities.

- Several pipelines are located west of the Commerce MSF site option (Attachment A of Appendix I, Figure 4B). There are no pipelines within the Commerce MSF site option and no releases have been reported for pipelines in the close vicinity of the Commerce MSF site option.

- Railroad tracks are located to the west and north of the Commerce MSF site option. Shallow soils may be affected along the railroad tracks or in former railroad corridors.

Construction of the Commerce MSF site option would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and set forth in PM HAZ-4 (**Section 3.8.7.1**). PCBs were commonly used in the small capacitor within fluorescent light ballasts. Ballasts manufactured through 1979 may contain PCBs. On-site fluorescent light features and electrical transformers that were manufactured prior to and throughout 1979, or reasonably suspected to have been manufactured before or throughout 1979, shall be assumed to contain PCBs. PCB-containing fluorescent light fixtures would be of concern if they are leaking as they may expose workers handling the fixtures to a variety of adverse health effects. As set forth in PM HAZ-4, identification and remediation of PCB-containing transformers would be the responsibility of the utility owner.

Construction workers and the public could come in contact with and be exposed to the hazardous materials listed above. Therefore, construction of the Commerce MSF site option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities; thus, impacts would be reduced to less than significant.

Montebello MSF Site Option and Design Option

Five of the parcels within the Montebello MSF site option and the Montebello MSF At-Grade Option have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater and are identified on lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese list). These parcels are identified as Site 15 (APNs 6336-002-018 and 6336-002-019), Site 16 (APN 6336-002-020), and Site 17 (APN 6336-003-071 and 6336-003-050) listed on **Table 3.8-1** and shown on **Figure 3.8.3**.

Two parcels that comprise Site 17 (APNs 6336-003-071 and 6336-003-050) are listed as Closed LUST Cleanup sites. The contamination was the result of a release of gasoline that affected soil. Although these sites are listed as "Case Closed," there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination.

Three parcels that comprise Site 15 (APNs 6336-002-018 and 6336-002-019) and Site 16 (6336-002-020) are identified as a closed Land Disposal Site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill. Site 15 is referred to as the "Vail Avenue Disposal Site" and "Vail Avenue Pit." The Richfield Oil Company used portions of the site as a disposal sump for waste mud and water and the City of Montebello used the site for dumping broken concrete, asphalt and dirt. The dumping operations were terminated, approximately 800,000 cubic yards of soil were removed, and the pit was filled. However, there is still the potential for encountering subsurface debris associated with past dumping activities. Site 16 is listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill. Solid inert material (e.g., furnace slag, refractory waste, concrete segments, dirt, and refuse) were disposed in a former pit until the pit was filled to street level. Thus, subsurface debris associated with these past dumping/filling activities may be encountered during grading and excavation.

Other potentially affected parcels within the Montebello MSF site option or Montebello MSF At-Grade Option and within one-quarter mile of site may have subsurface contamination from undocumented releases associated with current and/or historical uses of the property(ies) (Attachment A of Appendix I, Figure 3E). The Final Draft ISA Report also identified plugged dry oil/gas wells within the Montebello MSF site option or Montebello MSF At-Grade Option (Attachment A of Appendix I, Figure 4B). These wells may require re-abandonment during construction.

Construction of the Montebello MSF site option or Montebello MSF At-Grade Option would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4 (**Section 3.8.7.1**). PCBs were commonly used in the small capacitor within fluorescent light ballasts. Ballasts manufactured through 1979 may contain PCBs. On-site fluorescent light features and electrical transformers that were manufactured prior to and throughout 1979, or reasonably suspected to have been manufactured before or throughout 1979, shall be assumed to contain PCBs. PCB-containing florescent light bulbs would be of concern if they are leaking as they may expose workers handling the fixtures to a variety of adverse health effects. As set forth in PM HAZ-4, identification and remediation of PCB-containing transformers would be the responsibility of the utility owner.

Construction workers and the public could come in contact with and be exposed to the hazardous materials listed above. Thus, construction of the Montebello MSF site option or the Montebello MSF At-Grade Option would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities; thus, impacts would be reduced to less than significant.

3.8.6.3 Impact HAZ-3: Hazardous Materials Within One-Quarter Mile of A School

Impact HAZ-3: Would a Build Alternative emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

3.8.6.3.1 Alternative 1 Washington

Operational Impacts

As identified in **Section 3.8.5.9**, 15 K-12 schools are located within one-quarter mile from Alternative 1. As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 (**Section 3.8.7.1**), cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, operation of Alternative 1 would have less than significant impacts associated with the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Design Options

Atlantic/Pomona Station Option

The Arts in Action Community Charter Elementary School is located within one-quarter mile of the Atlantic/Pomona Station Option. As with operation of the base Alternative 1, operation of Alternative 1 with the Atlantic/Pomona Station Option would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. As set forth in PM HAZ-1 (**Section 3.8.7.1**), cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact associated with the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Montebello At-Grade Option

Greenwood Elementary School (900 South Greenwood Avenue) is within one-quarter mile of the Montebello At-Grade Option. As discussed in Impact HAZ-1, the Montebello At-Grade Option would operate at-grade, as opposed to aerial, and would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As set forth in PM HAZ-1 (**Section 3.8.7.1**), cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in

accordance with label directions. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact associated with the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Construction Impacts

Construction of Alternative 1 would involve handling of hazardous materials. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools. As identified in **Section 3.8.5.9**, 15 K-12 schools are located within one-quarter mile from the Alternative 1 alignment.

As discussed in Impact HAZ-1, construction of Alternative 1 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [Site 18]), KIPP Promesa Prep and KIPP Raices Academy (APN 6340-001-001 [Site 5] and APN 6340-001-002 [Site 6]), and 4th Street Elementary and Arts in Action Community Charter Elementary School (APNs 5248-004-040 and 5248-004-043 [Site 1], APN 6341-001-038 [Site 2], APN 6341-001-017 [Site 3], and APN 5248-008-046 [Site 4]) as shown in **Table 3.8-1**. These parcels are associated with closed LUST cases that resulted in contaminated soils and groundwater. These sites underlie paved parking lots that would be used as staging areas or construction easements during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils or groundwater.

As also discussed in Impact HAZ-1, transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2.

By implementing the SWPPP and associated BMPs as mandated by the SWRCB Construction General Permit and set forth in HAZ-2 (**Section 3.8.7.1**), construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. With compliance with existing regulations, construction of Alternative 1 would have less than significant impacts related to the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Design Options

Atlantic/Pomona Station Option

The Arts in Action Community Charter Elementary School is within one-quarter mile of the Atlantic/Pomona Station Option. Construction of Alternative 1 with the Atlantic/Pomona Station Option, if not appropriately managed, could result in hazardous emissions that would potentially

affect nearby schools. By implementing the SWPPP and associated BMPs as mandated by the SWRCB Construction General Permit and as described in PM HAZ-2, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated quicker response to emergencies. With incorporation of existing regulations, construction of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact related to the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Montebello At-Grade Option

Greenwood Elementary School (900 South Greenwood Avenue) is within one-quarter mile of the Montebello At-Grade Option. As discussed in **Section 3.8.6.1**, construction of the Montebello At-Grade Option would use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [Site 18]) as shown in **Table 3.8-1**. These parcels are associated with closed LUST cases that resulted in contaminated soils and groundwater. These sites underlie paved parking lots that would be used as staging areas or construction easements during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils or groundwater.

By implementing the SWPPP and associated BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 3.8.7.1**), construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. With incorporation of existing regulations, construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact related to the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

3.8.6.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The following six K-12 schools are located within one-quarter mile from the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option alignment:

- 4th Street Elementary located at 420 Amalia Avenue, Los Angeles
- Garfield High School located at 5101 East 6th Street, Los Angeles

- Monterey Senior High School, 466 South Fraser Street, Los Angeles
- St. Alphonsus School, 552 South Amalia Avenue, Los Angeles
- Griffith STEAM Magnet Middle School, 4765 East Fourth Street, Los Angeles
- Arts in Action Community Charter Elementary School, 5115 Via Corona Street, Los Angeles

As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As described in PM HAZ-1 (**Section 3.8.7.1**), cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would involve handling of hazardous materials. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools. Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of 4th Street Elementary School and Arts in Action Community Charter Elementary School (APNs 5248-004-040 and 5248-004-043 [Site 1], APN 6341-001-038 [Site 2], APN 6341-001-017 [Site 3], and APN 5248-008-046 [Site 4]) as shown in **Table 3.8-1**. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 3.8.7.1**). In addition, transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

3.8.6.3.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

The following ten K-12 schools are located within one-quarter mile from the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option alignment:

- Greenwood Elementary School located at 900 South Greenwood Avenue, Montebello
- Calvary Chapel Christian Academy, 931 South Maple Avenue, Montebello
- KIPP Promesa Prep located at 5156 Whittier Boulevard, Los Angeles
- KIPP Raices Academy located at 668 South Atlantic Boulevard, East Los Angeles
- 4th Street Elementary located at 420 Amalia Avenue, Los Angeles
- Garfield High School located at 5101 East 6th Street, Los Angeles
- Monterey Senior High School, 466 South Fraser Street, Los Angeles
- St. Alphonsus School, 552 South Amalia Avenue, Los Angeles
- Griffith STEAM Magnet Middle School, 4765 East Fourth Street, Los Angeles
- Arts in Action Community Charter Elementary School, 5115 Via Corona Street, Los Angeles

As discussed in Impact HAZ-1, operation of new and relocated/reconfigured stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. As described in PM HAZ-1 (**Section 3.8.7.1**), cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have less than significant impacts associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would involve handling of hazardous materials. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby

schools. As discussed in Impact HAZ-1, construction would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [Site 18]), KIPP Promesa Prep and KIPP Raices Academy (APN 6340-001-001 [Site 5] and APN 6340-001-002 [Site 6]), and 4th Street Elementary and Arts in Action Community Charter Elementary School (APNs 5248-004-040 and 5248-004-043 [Site 1], APN 6341-001-038 [Site 2], APN 6341-001-017 [Site 3], and APN 5248-008-046 [Site 4]) as shown in **Table 3.8-1**. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 3.8.7.1**). In addition, transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2. With incorporation of existing regulations, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

3.8.6.3.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not impact hazardous emissions within a quarter mile of a school because there are no K-12 schools located within one-quarter mile of the MSF site options.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not impact hazardous emissions within a quarter mile of a school because there are no K-12 schools located within one-quarter mile of the MSF site options.

3.8.6.4 Impact HAZ-4: Hazardous Materials Sites (Government Code Section 65962.5)

Impact HAZ-4: Would a Build Alternative be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

3.8.6.4.1 Alternative 1 Washington

Operational Impacts

The eastern portion of Alternative 1, from approximately Sorensen Avenue to Lambert Road/Santa Fe Springs Road, is situated within OU2 of the Omega Superfund Site, which is a Superfund Site and on the Cortese list (19280436). Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operation that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of Alternative 1 would have no impact related to Cortese-listed hazardous materials sites.

Design Options

Atlantic/Pomona Station Option

No parcels proposed for the Atlantic/Pomona Station Option are located on hazardous materials sites included on the Cortese list. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites. However, the eastern portion of Alternative 1 is situated within OU2 of the Omega Superfund Site. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have no impact related to Cortese-listed hazardous materials sites.

Montebello At-Grade Option

Under Alternative 1 with the Montebello At-Grade Option, no parcels proposed for the at-grade guideway or Greenwood station are on hazardous materials sites included on the Cortese list. However, the eastern portion of Alternative 1 is situated within OU2 of the Omega Superfund Site. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have no impact related to Cortese-listed hazardous materials sites.

Construction Impacts

The former Omega site is a Superfund site and, therefore, is identified on the Cortese list (19280436). As discussed in **Section 3.8.6.2**, contaminated groundwater is known to be present at depths from approximately 40 to 100 feet bgs and extends to approximately 200 feet bgs in some areas. Construction of the Lambert station and the alignment would entail excavation to a maximum of 20 feet deep. Therefore, the potential to encounter contaminated groundwater that results in human health and environmental hazards is low. Additional screening level risk evaluations conducted by the USEPA and investigations conducted the RWQCB and DTSC concluded that exposure to soil gas from the Omega site posed a low health risk.

The Commerce/Citadel station site (APN 6336-019-031) identified as Site 10 on **Table 3.8-1** and on **Figure 3.8.3** would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed LUST Cleanup site. The contamination was the result of tire manufacturing activities that affected soil and groundwater. Soil cleanup associated with USTs was overseen and deemed completed by the RWQCB as of December 18, 1996. The RWQCB indicated that no further action/remediation was required at the Citadel property. However, as set forth in PM HAZ-5 (**Section 3.8.7.1**), the RWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources.

In addition, the following parcels proposed for possible construction staging and construction easements would occur on hazardous materials sites included on the Cortese list as identified on **Table 3.8-1** and shown on **Figure 3.8.3**:

- APNs 5248-004-040 and 5248-004-043 (Site 1)
- APN 5248-008-046 (Site 4)
- APN 6340-001-001 (Site 5)
- APN 6340-001-002 (Site 6)
- APN 6336-021-015 (Site 8)
- APN 6352-027-011 (Site 19)
- APN 6348-026-027 (Site 20)
- APN 6369-006-032 (Site 21)
- APN 6369-006-032 (Site 22)
- APN 6370-027-013 (Site 23)
- APN 6369-006-048 (Site 25)
- APN 6381-006-024 (Site 26)
- APN 8176-016-029 (Site 27)
- APN 8169-003-043 (Site 28)
- APN 8168-018-052 (Site 29)
- APN 8168-019-025 (Site 30)

The following parcels identified as optional construction staging would occur on hazardous materials sites included on the Cortese list. It is assumed that if an optional construction staging site is needed, it would be in place of the primary construction staging sites.

- APN 6341-001-038 (Site 2)
- APNs 6352-007-059 and 6352-007-060 (Site 18)
- APN 6341-001-017 (Site 3)
- APN 6369-006-045 (Site 24)

These sites underlie paved parking lots that would be used as staging areas during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils or groundwater.

As discussed in **Section 3.8.6.2**, construction that disturbs existing soil or groundwater contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination and would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials; thus, impacts would be reduced to less than significant.

Design Options

Atlantic/Pomona Station Option

No parcels proposed for the Atlantic/Pomona Station Option are located on hazardous materials sites included on the Cortese list. Therefore, construction of the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites. However, as discussed in **Section 3.8.6.2**, construction of other portions of Alternative 1 would result in significant impacts relative to hazardous material sites, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials; thus, impacts would be reduced to less than significant.

Montebello At-Grade Option

No parcels proposed for the at-grade guideway and Greenwood Station are located on hazardous materials sites included on the Cortese list. Therefore, construction of the Montebello At-Grade Option would result in no impact related to Cortese-listed hazardous materials sites. However, as discussed in **Section 3.8.6.2**, construction of other portions of Alternative 1 would result in significant impacts relative to hazardous material sites, construction of Alternative 1 with the Montebello At-Grade Option would result in a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The hazardous site conditions for the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option related to Government Code Section 65962.5 (Cortese list) are associated with contaminated soils. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact related to Cortese-listed hazardous materials sites.

Construction Impacts

Base Alternative and Design Option

The Commerce/Citadel station site (APN 6336-019-031) identified as Site 10 on **Table 3.8-1** and on **Figure 3.8.3** would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed LUST Cleanup site. The contamination was the result of tire manufacturing activities that affected soil and groundwater. Soil cleanup associated with USTs was overseen and deemed completed by the RWQCB as of December 18, 1996. The RWQCB indicated that no further action/remediation was required at the Citadel property. However, as set forth in PM HAZ-5 (**Section 3.8.7.1**), the RWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources. No parcels proposed for the Atlantic/Pomona Station Option are located on hazardous materials sites included on the Cortese list.

The following parcels proposed for possible construction staging and construction easements are included on the Cortese list as identified on **Table 3.8-1** and shown on **Figure 3.8.3**:

- APNs 5248-004-040 and 5248-004-043 (Site 1)
- APN 5248-008-046 (Site 4)
- APN 6340-001-001 (Site 5)
- APN 6340-001-002 (Site 6)
- APN 6336-021-015 (Site 8)

The following parcels proposed for optional construction staging would occur on hazardous materials sites included on the Cortese list. It is assumed that if an optional construction staging site is needed it would be in place of the primary construction staging sites.

- APN 6341-001-038 (Site 2)
- APN 6341-001-017 (Site 3)

These parcels are associated with LUST cases that resulted in contaminated soils and/or groundwater and have been remediated and are classified as closed by the regulatory agency. These LUST sites underlie paved parking lots that would be used as staging areas during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils.

As discussed in **Section 3.8.6.2**, construction that disturbs existing soil or groundwater contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination during construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option, which would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.4.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

The hazardous site conditions for the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option related to Government Code Section 65962.5, commonly known as the Cortese list, are associated with contaminated soils. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in no impact related to Cortese-listed hazardous materials sites.

Construction Impacts

Base Alternative and Design Options

The Commerce/Citadel station site (APN 6336-019-031) identified as Site 10 on **Table 3.8-1** and on **Figure 3.8.3** would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed LUST Cleanup site. The contamination was the result of tire manufacturing activities

that affected soil and groundwater. Soil cleanup was overseen and deemed completed by the RWQCB as of December 18, 1996. The RWQCB indicated that no further action/remediation was required at the Citadel property. However, as specified in PM HAZ-5 (**Section 3.8.7.1**), the RWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources. The following parcels proposed for possible construction staging and construction easements are included on the Cortese list as identified on **Table 3.8-1** and shown on **Figure 3.8.3**:

- APNs 5248-004-040 and 5248-004-043 (Site 1)
- APN 5248-008-046 (Site 4)
- APN 6340-001-001 (Site 5)
- APN 6340-001-002 (Site 6)
- APN 6336-021-015 (Site 8)
- APN 6352-027-011 (Site 19)
- APN 6348-026-027 (Site 20)
- APN 6369-006-032 (Site 21)

The following parcels proposed for optional construction staging would occur on hazardous materials sites included on the Cortese list. It is assumed that if an optional construction staging site is needed it would be in place of the primary construction staging sites.

- APN 6341-001-038 (Site 2)
- APN 6341-001-017 (Site 3)
- APNs 6352-007-059 and 6352-007-060 (Site 18)

These parcels are associated with LUST cases that resulted in contaminated soils and/or groundwater and have been remediated and are classified as closed by the regulatory agency. These LUST sites underlie paved parking lots that would be used as staging areas during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils.

As discussed in **Section 3.8.6.2**, construction that disturbs existing soil contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination during construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and would be a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the

construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials; thus, impacts would be reduced to less than significant.

3.8.6.4.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The hazardous site conditions for the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option related to Government Code Section 65962.5 (Cortese list), are associated with contaminated soils. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operation that could result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact related to Cortese-listed hazardous materials sites.

Construction Impacts

MSF Site Options and Design Option

Two of the parcels within the Commerce MSF site option have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater as shown. on **Table 3.8-1** and on **Figure 3.8.3**. One parcel on the Commerce MSF site option identified as Site 13 on **Table 3.8-1** and on **Figure 3.8.3** (APN 6336-012-024) is located on a hazardous materials site included on the Cortese list as a Closed LUST Cleanup site. The second parcel on the Commerce MSF site option identified as Site 12 on **Table 3.8-1** and on **Figure 3.8.3** (APN 6336-012-021) is listed on the Cortese list as an active Cleanup Program site that is the subject of an open, inactive SLIC case for a release of acetone/toluene that affected soil. The case is listed as open but inactive since 2014. Therefore, there is the potential for residual VOC contamination in soil.

Two parcels on the Montebello MSF site option or Montebello MSF At-Grade Option identified as Site 17 on **Table 3.8-1** and on **Figure 3.8.3** (APNs 6336-003-071 and 6336-003-050) would be located on hazardous materials sites included on the Cortese list. The parcels are on the Cortese List as a Closed LUST Cleanup site. Three parcels on the Montebello MSF site option or Montebello MSF At-Grade Option listed as Site 15 (APNs 6336-002-018, 6336-002-019) and Site 16 (APN 6336-002-020) are identified on the Cortese list as a closed Land Disposal site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill.

As discussed in **Section 3.8.6.2**, construction that disturbs existing soil contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination, and thus, construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a significant impact. MM HAZ-1 through MM HAZ-5, as summarized in **Section 3.8.6.2.1** and discussed in **Section 3.8.7**, would be implemented. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers

have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities; thus, impacts would be reduced to less than significant.

3.8.6.5 Impact HAZ-5: Airport Land Use Plans

Impact HAZ-5: Would a Build Alternative create a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip?

3.8.6.5.1 Alternative 1 Washington

Operational and Construction Impacts

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. The nearest public airport or airstrip is Whittier Air Strip, which is over four miles to the north. Therefore, operation and construction of Alternative 1 would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Options

Atlantic/Pomona Station Option

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. Therefore, operation and construction of Alternative 1 with the Atlantic/Pomona Station Option would have no impact with respect to safety hazards for people residing or working in the RSA.

Montebello At-Grade Option

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. Therefore, operation and construction of Alternative 1 with the Montebello At-Grade Option would have no impact with respect to safety hazards for people residing or working in the RSA.

3.8.6.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational and Construction Impacts

Base Alternative and Design Option

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. Therefore, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact with respect to safety hazards for people residing or working in the RSA.

3.8.6.5.3 Alternative 3 Atlantic to Greenwood IOS

Operational and Construction Impacts

Base Alternative and Design Options

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. Therefore, operation and construction of the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact with respect to safety hazards for people residing or working in the RSA.

3.8.6.5.4 Maintenance and Storage Facilities

Operational and Construction Impacts

MSF Site Options and Design Option

The Commerce MSF site option, the Montebello MSF site option, and the Montebello MSF At-Grade Option are not within two miles of a public or public use airport, or a private airstrip and there are no applicable airport land use plans. Thus, operation and construction of any of the MSF site options would have no impact with respect to safety hazards for people residing or working in the RSA.

3.8.6.6 Impact HAZ-6: Emergency Response or Emergency Evacuation Plan

Impact HAZ-6: Would a Build Alternative impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

3.8.6.6.1 Alternative 1 Washington

Operational Impacts

Emergency vehicles traveling on streets that cross the tracks at the at-grade crossings could experience short delays at intersections if emergency vehicles arrive at a crossing at the same time as a passing train. Such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings.

The Project would not impede with an adopted emergency response plan or emergency evacuation plan (Los Angeles County Department of Public Works, 2008a – 2008d). Washington Boulevard is identified by the County of Los Angeles as emergency and disaster route. Operations would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. As standard practice, and as set forth in by PM HAZ-1 (**Section 3.8.7.1**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained under Alternative 1. In addition, all new LRT guideway, stations, and crossings would be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with applicable county and city design

criteria pertaining to emergency vehicle access, as well as the California Fire Code standards, would ensure that sufficient ingress and egress routes would be provided to new and relocated/reconfigured stations.

With implementation of the standard coordination and design practices identified above, operation of Alternative 1 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant. See Impact TRA-4, Inadequate Emergency Access, of Section 3.14, Transportation and Traffic, and the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report (Appendix N) for a discussion of access to fire and police protection facilities in the vicinity of the RSA and potential increases in fire and police response times.

Design Options

Atlantic/Pomona Station Option

Operational impacts would be similar to those described under the base Alternative 1 because like the base Alternative 1 and the Atlantic station (relocated/reconfigured), the Atlantic/Pomona Station Option station and alignment would be underground. With implementation of standard coordination and design practices identified above and in PM HAZ-1 (**Section 3.8.7.1**), operation of Alternative 1 with the Atlantic/Pomona Station Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Montebello At-Grade Option

Operational impacts would be similar to those described under the base Alternative 1. Although, the Montebello At-Grade Option would include more at-grade crossings compared to the aerial guideway and station configuration, between Yates Avenue and the Greenwood station along Washington Boulevard. While short delays would occur at at-grade intersections if emergency vehicles arrive at a crossing at the same time as a passing train, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. As standard practice, and as described in PM HAZ-1 (**Section 3.8.7.1**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained under Alternative 1 with the Montebello At-Grade Option. As set forth by PM HAZ-1, all new LRT guideway and crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. The Project would not impede with an adopted emergency response plan or emergency evacuation plan (Los Angeles County Department of Public Works, 2008a – 2008d). Washington Boulevard is identified by the County of Los Angeles as an emergency and disaster route. Operations would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. With implementation of the standard coordination and design practices identified above, operation of Alternative 1 with the Montebello At-Grade Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Construction Impacts

Construction of Alternative 1 could result in temporary lane and/or road closures, increased truck traffic, and other roadway effects that could slow emergency vehicles or require detours, temporarily increasing response times and impeding existing services. Construction activities would shift along the corridor over the course of construction so that overall construction activities should be of relatively short duration within each segment. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Additional specialized construction activities may require full street closures and therefore the development of detour routes, such as decking activities at Atlantic Boulevard for underground construction and the demolition of the existing San Gabriel River and Rio Hondo Bridges on Washington Boulevard. Traffic control during construction would follow local jurisdiction guidelines. As set forth in PM HAZ-2 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction including the development of detour routes to facilitate traffic movement (see MM TRA-1 in Section 3.14, Transportation and Traffic, and Appendix N for further discussion of traffic control plans). The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, construction of Alternative 1 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option could result in temporary lane and/or road closures, increased truck traffic, and other roadway effects that could slow emergency vehicles or require detours, temporarily increasing response times and impeding existing services. Traffic control during construction would follow local jurisdiction guidelines. As described in PM HAZ-2 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option could result in temporary lane and/or road closures, increased truck traffic, and other roadway effects that could slow emergency vehicles or require detours, temporarily increasing response times and impeding existing services. Traffic control during construction would follow local jurisdiction guidelines. As set forth in PM HAZ-2 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, construction of Alternative 1 with

the Montebello At-Grade Option would not impair implementation of or physically interfere any adopted emergency response or evacuation plans, and this impact would be less than significant.

3.8.6.6.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would operate primarily underground. As set forth in PM HAZ-1, all new LRT guideway, stations, and crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. As described in PM HAZ-1 (**Section 3.8.7.1**), compliance with applicable Los Angeles County and city requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards ensure that sufficient ingress and egress routes are maintained and provided to the new stations and the Atlantic station (relocated/reconfigured). Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option could result in temporary lane and/or road closures, increased truck traffic, and other roadway effects that could slow emergency vehicles or require detours, temporarily increasing response times and impeding existing services. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Additional specialized construction activities may require full street closures and therefore the development of detour routes, such as decking activities at Atlantic Boulevard for underground construction. Traffic control during construction would follow local jurisdiction guidelines. As described in PM HAZ-2 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction including the development of detour routes to facilitate traffic movement (see MM TRA-1). The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

3.8.6.6.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

The base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option alignment would be underground and aerial with no at-grade crossings. The Project would not impede with an adopted emergency response plan or emergency evacuation plan (Los Angeles County Department of Public Works, 2008a – 2008d). Washington Boulevard is identified by the County of Los Angeles as emergency and disaster route. Operations would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. As set forth in PM HAZ-1, all new LRT guideway, stations, and crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. Compliance with applicable Los Angeles County and city requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards would ensure that sufficient ingress and egress routes are maintained and provided to the new stations and the relocated/reconfigured Atlantic station.

Alternative 3 with the Montebello At-Grade Option would have four at-grade crossings at signalized intersections and one pedestrian only at-grade crossing at Greenwood station. Emergency vehicles traveling on streets that cross the tracks at the at-grade crossings would experience short delays at intersections if emergency vehicles arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings would reduce any delays. As standard practice, and as set forth in PM HAZ-1 (**Section 3.8.7.1**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained under Alternative 3 with the Montebello At-Grade Option.

With implementation of the standard coordination and design practices identified above, operation of the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option could result in temporary lane closures, increased truck traffic, and other roadway effects that could slow emergency vehicles, temporarily increasing response times and impeding existing services. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Additional specialized construction activities may require full street closures and therefore the development of detour routes, such as decking activities at Atlantic Boulevard for underground construction. Traffic control during construction would follow local jurisdiction guidelines. As described in PM HAZ-4 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and

approved in coordination with local fire and police departments prior to construction including the development of detour routes to facilitate traffic movement (see MM TRA-1). The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, construction of the base Alternative 3 or Alternative 3 the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

3.8.6.6.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option would include new or modified driveways and the closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue). The Montebello MSF site option or the Montebello MSF At-Grade Option would include new or modified driveways and the potential closure of a portion of Acco Street (immediately west of Vail Avenue). As described in PM HAZ-3 (**Section 3.8.7.1**), compliance with applicable city of Montebello design criteria pertaining to emergency vehicle access as well as the California Fire Code standards would ensure that sufficient ingress and egress routes are provided to the MSF site options. Therefore, operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option could result in temporary lane and/or road closures, increased truck traffic, and other roadway effects that could slow emergency vehicles or require detours, temporarily increasing response times and impeding existing services. Traffic control during construction would follow local jurisdiction guidelines. As set forth in PM HAZ-4 (**Section 3.8.7.1**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing (see MM TRA-1). Therefore, construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

3.8.6.7 Impact HAZ-7: Wildland Hazards

Impact HAZ-4: Would a Build Alternative be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

3.8.6.7.1 Alternative 1 Washington

Operational and Construction Impacts

The Project is primarily in a highly developed urbanized area that is not susceptible to wildland fires. The nearest very high fire hazard severity zone approximately 1.5 miles to the east of the DSA within city of Whittier. Limited portions of the DSA, which includes the Rio Hondo Spreading Grounds, are undeveloped and more susceptible to the ignition and spread of wildfire due and the presence of vegetative fuel. However, CAL FIRE does not categorize the Rio Hondo Spreading Grounds as an SRA, a very high fire hazard severity zone, and is not delineated within a wildland urban interface (CAL FIRE 2015). Therefore, operation and construction of Alternative 1 would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

Design Options

Atlantic/Pomona Station Option

Because the Project is in a highly urbanized area, operation and construction of Alternative 1 with the Atlantic/Pomona Station Option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

Montebello At-Grade Option

Because the Project is in a highly urbanized area, operation and construction of Alternative 1 with the Montebello At-Grade Option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

3.8.6.7.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational and Construction Impacts

Base Alternative and Design Option

Alternative 2 is in a highly developed urbanized area that is not susceptible to wildland fires; therefore, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

3.8.6.7.3 Alternative 3 Atlantic to Greenwood IOS

Operational and Construction Impacts

Base Alternative and Design Options

Alternative 3 is in a highly developed urbanized area that is not susceptible to wildland fires; therefore, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

3.8.6.7.4 Maintenance and Storage Facilities

Operational and Construction Impacts

MSF Site Options and Design Option

The Commerce MSF site option, the Montebello MSF site option, and the Montebello MSF At-Grade Option are in a highly developed urbanized area that is not susceptible to wildland fires; therefore, operation and construction of any of the MSF site options would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

3.8.7 Project Measures and Mitigation Measures

3.8.7.1 Project Measures

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

PM HAZ-1: Operational (post Project) BMPs for the Build Alternatives shall include but not be limited to:

- Cleaning and maintenance products shall be required to be labeled with appropriate cautions and instructions for handling, storage and disposal. Staff shall be required to use, store, and dispose of these materials properly in accordance with label directions.
- Storage and disposal of hazardous materials and waste shall be conducted in accordance with all applicable federal and state regulatory requirements, such as the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act, and if a spill does occur, it shall be remediated in accordance with all applicable federal and state regulatory requirements and in coordination with DTSC and/or LARWQCB.

- Metro shall coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained.
- All new LRT guideway, stations, and crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.
- Compliance with applicable Los Angeles County and city requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards shall ensure that sufficient ingress and egress routes are maintained and provided to the new stations.

PM HAZ-2: Construction BMPs for the Build Alternatives shall include but not be limited to:

- Metro's contractor shall be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases in accordance with USEPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD.
- Development of a stormwater pollution prevent plan (SWPPP) in accordance with the State Water Resources Control Board Construction Clean Water Act Section 402 General Permit conditions, and subject to regular inspections by applicable jurisdiction(s) to ensure compliance. The SWPPP shall include specifications for the following but not limited to:
    - Maintain proper working conditions for vehicles and equipment to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials.
    - Conduct servicing, refueling, and staging of construction equipment only at designated areas where a spill would not flow to drainages. Conduct equipment washing, if needed, only in designated locations where water would not flow into drainage channels.
    - Implement drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials.
    - Report hazardous spills to the designated CUPA (i.e., Los Angeles County Fire Department Health Hazardous Materials Division or Santa Fe Springs Department of Fire-Rescue) and implement clean up immediately and proper disposal of contaminated soil at a licensed facility.
    - Establish properly designed, centralized storage areas to keep hazardous materials fully contained.
    - Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials.

- Implement monitoring program by the construction site supervisor that includes both dry and wet weather inspections.

- Transportation of hazardous materials shall comply with State regulations governing hazardous materials transporting included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. This includes:
  - Require all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation license issued by the California Highway Patrol.
  - Require the transport of hazardous materials via routes with the least overall travel time.
  - Prohibit the transportation of hazardous materials through residential neighborhoods.
  - Require transporters to take immediate action to protect human health and the environment in the event of spill, release, or mishap.
  - Incorporate restrictions on haul routes into the construction specifications according to local permitting requirements.
- Contaminated soils and hazardous building materials and wastes shall be disposed of in accordance with federal, state, and local requirements at landfills serving Los Angeles County.
- Traffic control during construction shall follow local jurisdiction guidelines. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions.
- Metro standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved in coordination with local fire and police departments prior to construction.

PM HAZ-3: Operational (post construction) BMPs for the MSF Site Options shall include but shall not be limited to:

- If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds of 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance per Chapter 6.95 California Health and Safety Code, Metro shall prepare an HMBP in accordance with all related requirements of the California Health and Safety Code, chapter 6.95, Articles 1 and 2. The plan shall be reviewed and recertified every year and amended as required by the Health and Safety Code, Chapter 6.95, Articles 1 and 2.

- Compliance with applicable city of Commerce or city of Montebello design criteria (as applicable) pertaining to emergency vehicle access as well as the California Fire Code standards shall ensure that sufficient ingress and egress routes are provided to the MSF site options.

PM HAZ-4: Construction BMPs for the MSF Site Options shall include but shall not be limited to:

- Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, require appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403.
- PCB-containing fluorescent light fixtures and electrical transformers that are not labeled "No PCBs", shall be assumed to contains PCBs, and shall be removed prior to demolition activities and be disposed of by a licensed and certified PCB removal contractor, in accordance with local, State, and federal regulations. The removal and disposal of the electrical transformers shall be the responsibility of the utility owner.
- Metro standard practices shall be followed that include scheduling of lane and/or road closures and detours to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved in coordination with local fire and police departments prior to construction.

PM HAZ-5: Construction BMPs for the Commerce/Citadel station site may include but not be limited to:

- Metro's contractor shall sample soil suspected of contamination (obvious signs of contamination includes indicators such as odors, stains, or other suspect materials) for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known to be contaminated, Metro's contractor shall:
  - Segregate and stockpile the excavated material in a way that will facilitate measurement of the stockpile volume.
  - Spray the stockpile with water or an SCAQMD approved vapor suppressant and cover the stockpile with a heavy-duty plastic (i.e. Visqueen) to prevent soil volatilization in the atmosphere or exposure to nearby workers.
- Existing groundwater monitoring wells shall remain under ongoing groundwater investigations associated with off-site sources.

3.8.7.2 Mitigation Measures

As identified in **Section 3.8.6**, the Build Alternatives and Build Alternatives with the design option(s), and MSF site options would have significant impacts on hazards and hazardous materials under Impact HAZ-2 (Release of Hazardous Materials) and Impact HAZ-4 (Hazardous Materials Sites (Government Code Section 65962.5)). Mitigation measures to reduce the impacts are presented below. MM HAZ-1 through MM HAZ-4 apply to all Build Alternatives, the Build Alternatives with the

design option(s), and the MSF site options. MM HAZ-5 applies to both MSF site options. As identified in **Table 3.8-3**, implementation of MM HAZ-1 through MM HAZ-5 for Impact HAZ-2 (Release of Hazardous Materials) and Impact HAZ-4 (Hazardous Materials Sites (Government Code Section 65962.5) would reduce all impacts to less than significant for all Build Alternatives, the Build Alternatives with the design option(s), and the MSF site options.

MM HAZ-1: Phase II Environmental Site Investigation (ESI). Prior to the issuance of a grading permit and before any substantial ground disturbance occurs on or near the properties with documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II Environmental Site Investigation to determine the potential presence of petroleum hydrocarbons, metals, and VOCs in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment Report prepared for Alternative 1 (Washington Alternative) (Kleinfelder 2021).

The Phase II ESI shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II Environmental Site Investigation shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles RWQCB and/or DTSC. If the Phase II Environmental Site Investigation identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure HAZ-2. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.

MM HAZ-2: Soil and Groundwater Management Plan. Prior to the issuance of a grading permit, a site-specific soil and groundwater management plan shall be prepared by Metro or Metro's contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements, At a minimum, shall include the following:

- Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;
- Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods;

- Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies;
- Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area. Prior to the issuance of grading permits, the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker health and safety plans (HASPs) and training requirements, per MM HAZ-4.
- Metro's contractor shall sample groundwater suspected of contamination. If any groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify RWQCB. In coordination with the RWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.

MM HAZ-3 : Contractor Specifications. Metro shall include in its contractor specifications the following requirement relating to hazardous materials:

- During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding EPA Regional Screening Levels and/or DTSC Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be suspended, and the Los Angeles County Department of Public Health shall be notified, and the area secured. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under Mitigation Measure HAZ-2 above, shall be prepared and implemented.

MM HAZ-4: Worker Health and Safety Plan. The contractor shall prepare site-specific HASPs to protect the general public and workers in the construction area. The HASP shall be prepared in accordance with State and federal OSHA regulations. Copies of the HASP shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The HASP shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The HASP shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.

MM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a Cal/OSHA certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and PCB-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including SCAQMD Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed.

3.8.8 Significance After Mitigation

As identified in **Table 3.8-3**, with implementation of mitigation measures MM HAZ-1 through MM HAZ-5, impacts related to the release of hazardous materials (Impact HAZ-1) and Hazardous Materials Sites Government Code Section 65962.5 (Impact HAZ-4), **all impacts would be reduced to less than significant** for all alternatives and design options, with the MSF site option(s).

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Table 3.8-3. Summary of Mitigation Measures and Impacts After Mitigation

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1[1]		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2[2]	Alternative 2 + Atlantic/ Pomona Station Option	Base Alternative 3[3]		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
HAZ-1 Transport, Storage, Use, or Disposal of Hazardous Materials	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
HAZ-2 Release of Hazardous Materials	Applicable Mitigation	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
HAZ-3 Hazardous Materials Within One-Quarter Mile of A School	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
HAZ-4 Hazardous Materials Sites (Government Code Section 65962.5)	Applicable Mitigation	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5	MM HAZ-1 MM HAZ-2 MM HAZ-3 MM HAZ-4 MM HAZ-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
HAZ-5 Airport Land Use Plans	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1[1]		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2[2]	Alternative 2 + Atlantic/ Pomona Station Option	Base Alternative 3[3]		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
HAZ-6 Emergency Response or Emergency Evacuation Plan	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
HAZ-7 Wildland Hazards	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Source: CDM Smith/AECOM JV, 2022.
Notes:
The Base Alternatives are shaded in light yellow. Design options are not shaded.
1 The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
2 The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).
3 The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
4 See Section 3.9, Hydrology and Water Quality, and Appendix J, Hydrology and Water Quality Impacts Report.
Key:
NI = No Impact LTS = Less Than Significant SU = Significant and Unavoidable loo