Los Angeles County
Metropolitan Transportation Authority

Appendix I Hazards and Hazardous Materials Impacts Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 2022

Appendix I

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Prepared for:
Los Angeles County Metropolitan Transportation Authority
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Acronyms

2020 RTP/SCS	Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
ACE	Advanced Conceptual Engineering
ACMs	asbestos-containing materials
ADL	aerially-deposited lead
APN	assessor's parcel number
bgs	below ground surface
BMPs	best management practices
CalGEM	California Geologic Energy Management Division
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
Cortese List	Hazardous Waste and Substances Sites
CUPA	Certified Unified Program Agency
DDT	dichlorodiphenyltrichloroethane
DSA	detailed study area
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
GSA	general study area
HASPs	health and safety plans

HMBP	Hazardous Materials Business Plan
I	Interstate
IOS	Initial Operating Segment
ISA	Initial Site Assessment
k-12	kindergarten through 12th grade
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paints
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRVs	light rail vehicles
LUST	Leaking Underground Storage Tank
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MUTCD	Manual of Uniform Traffic Control Devices
NPDES	National Pollutant Discharge Elimination System
OCS	overhead catenary system
OCPs	organochlorine pesticides
Omega	Omega Chemical Corporation
OSHA	Occupational Safety and Health Administration
OU2	Operable Unit 2
PHMSA	Pipeline and Hazardous Materials Safety Administration
Project	Eastside Transit Corridor Phase 2 Project
PCBs	polychlorinated biphenyls
PCE	tetrachloroethylene

PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RMP	Risk Management Plan
ROW	right-of-way
RSA	resource study area
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLIC	Spills, Leaks, Investigations, and Cleanups
SR	State Route
SVE	soil vapor extraction
SWPPP	Stormwater Pollution Prevention Plan
TBM	tunnel boring machine
TCE	trichloroethene
TPSS	traction power substations
TSCA	Toxic Substances Control Act
TWW	Treated Wood Waste
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USTs	Underground Storage Tanks
VOC	Volatile Organic Compound

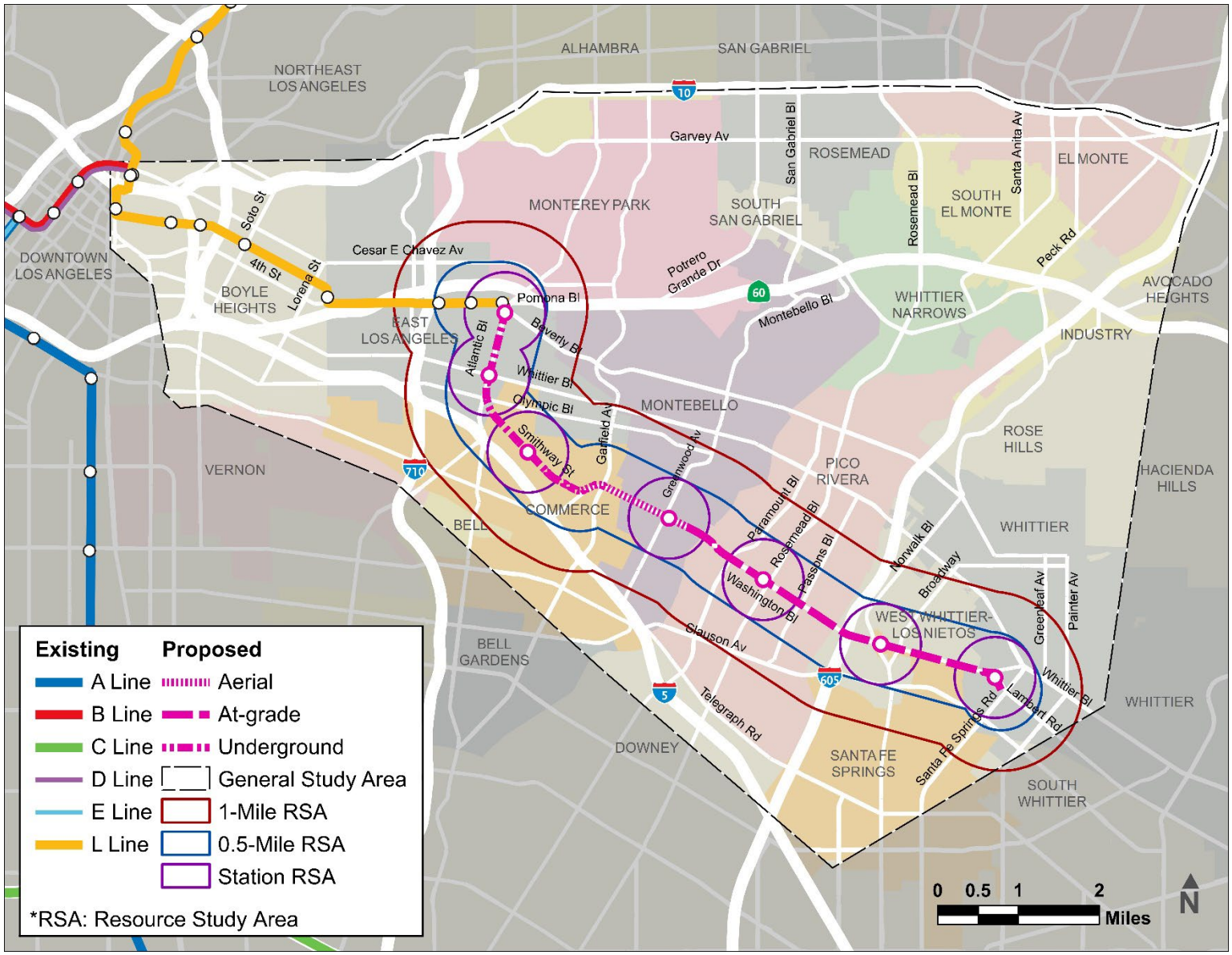
1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to hazards and hazardous materials. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. This study was conducted in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 et seq.

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative.

The Project area of analysis includes a general study area (GSA) that is regional in scope and scale and a detailed study area (DSA) that encompasses an approximately two-mile- area from the project alignment in eastern Los Angeles County. Additionally, specialized study areas were developed, where applicable, for certain environmental impact categories where the potential impacts would occur within an area that varies from the GSA or DSA. All specialized study areas are contained within the GSA. The resource study area (RSA) 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 Project alternatives (**Figure 1.1**).

A diverse mix of land uses are located within the GSA and DSA, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 1.1. Resource Study Area for Hazards and Hazardous Materials

2.0 PROPOSED PROJECT AND ALTERNATIVES

2.1 Project Setting and Description

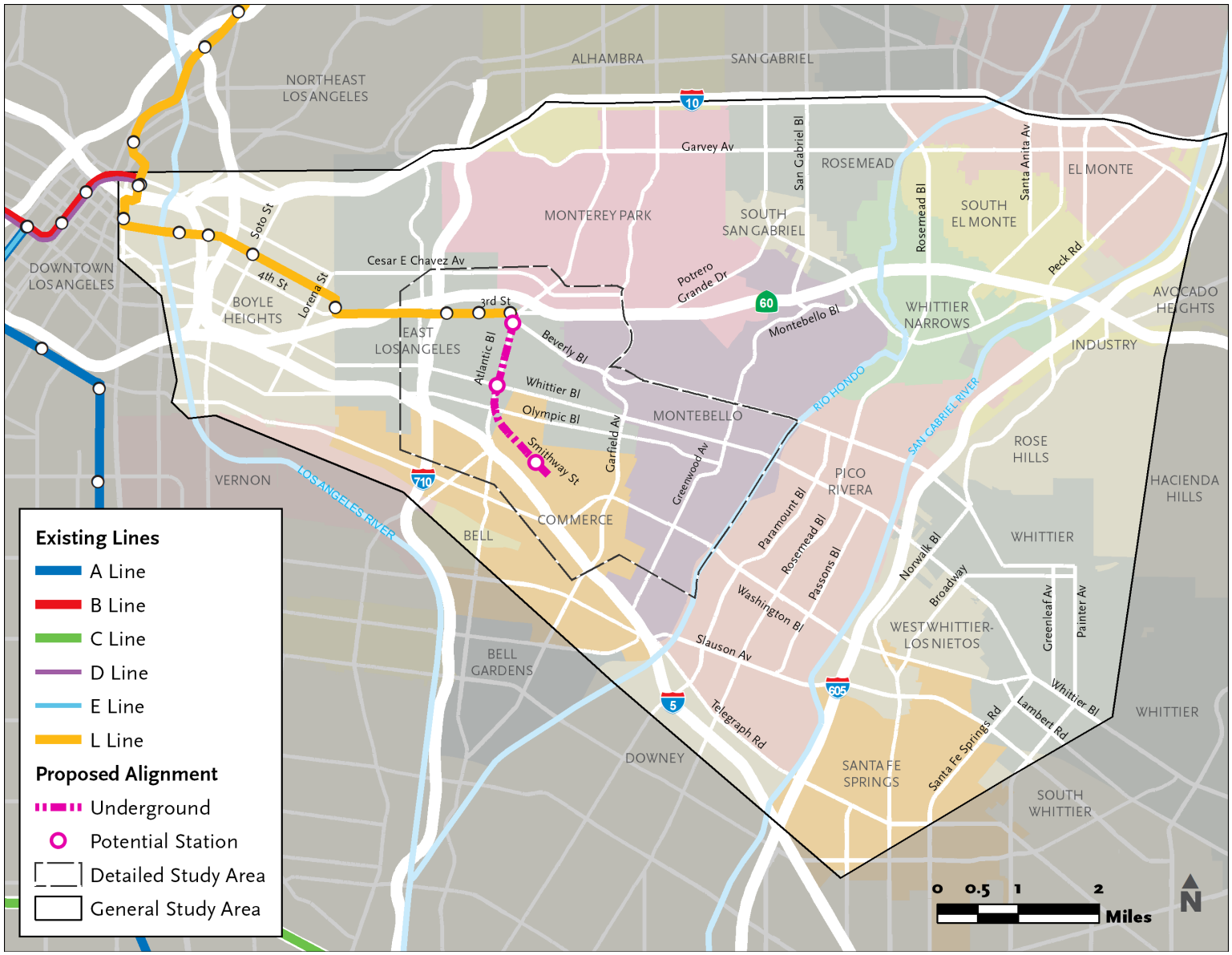
This impacts report evaluates potential environmental impacts of three Build Alternatives and a No Project Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3).

For purposes of describing the Project, two study areas have been defined. The GSA is regional in scope and scale, whereas the DSA encompasses an approximately two-mile area from the Project alignment's centerline. The GSA is the same for all three of the Build Alternatives. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, or employment. The GSA consists of several jurisdictions within Los Angeles County including the cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley. It is generally bounded by Interstate (I) 10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. **Figure 2.1**, **Figure 2.2**, and **Figure 2.3** present the boundaries of the GSA for each of the three Build Alternatives.

The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Build Alternatives. The DSA for Alternative 1 Washington generally includes the area within a half-mile to two-mile distance from the guideway centerline, as shown in **Figure 2.1**. It encompasses five cities, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and communities of unincorporated East Los Angeles and Whittier-Los Nietos. The DSA for Alternative 2 Atlantic to Commerce/Citadel IOS and Alternative 3 Atlantic to Greenwood IOS, does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles.

Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.1. Alternative 1 Washington GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA

Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

2.2 Build Alternatives

This impacts report evaluates the potential environmental impacts of three Build Alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the "base Alternative" (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). The three Build Alternatives and the design options are described in greater detail below.

2.2.1 Alternative 1 Washington

Alternative 1 would extend the Metro L (Gold) Line LRT approximately 9.0 miles east from the current at-grade station at Atlantic Boulevard to an at-grade terminus at Washington Boulevard/Lambert Road in the city of Whittier. This alternative would include a relocated/reconfigured Atlantic station in an underground configuration and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial), Rosemead (at-grade), Norwalk (at-grade), and Lambert (at-grade). The base Alternative 1 alignment would transition from the existing at-grade alignment to an underground configuration and would transition to an aerial configuration in the city of Commerce before transitioning to at-grade at Montebello Boulevard. The alignment includes approximately 3.0 miles of tunnel, 1.5 miles of aerial, and 4.5 miles of at-grade alignment.

The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway.

An MSF and other ancillary facilities would also be constructed as part of the Project, including overhead catenary system (OCS), cross passages, ventilation structures, traction power substation (TPSS) sites, crossovers, emergency generators, radio tower poles and equipment shelters, and other supporting facilities along the alignment.

Two design options for Alternative 1 are described below.

2.2.1.1 Guideway Alignment

Under Alternative 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center median of Washington Boulevard at Gayhart Street (Montebello MSF site option). The alignment would maintain an aerial configuration then transition to an at-grade configuration east of Carob Way and would remain at-grade in the center of Washington Boulevard. The at-grade alignment would terminate at Lambert station in the city of Whittier.

2.2.1.1.1 Design Options

The following design options are being considered for Alternative 1:

Atlantic/Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy (**Figure 2.4**). This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation.

This option would also impact the guideway alignment and location of the tunnel boring machine (TBM) extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The alignment would connect with the base Alternative 2 alignment just north of the proposed Atlantic/Whittier station. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street. Limits for the excavation would occur between the TBM extraction pit and the intersection of Pomona Boulevard and Beverly Boulevard.

Montebello At-Grade Option – This design option consists of approximately one mile of at-grade guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until terminating near Lambert Road in the city of Whittier. This design option includes an at-grade Greenwood station located west of Greenwood Avenue. The lead tracks to the MSF site option would also be at-grade. Alternative 1 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 5.5 miles of at-grade alignment.

Source: Metro; CDM Smith/AECOM JV, 2021

Figure 2.4. Atlantic/Pomona Station Option

2.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Alternative 2 would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with lead tracks connecting to the Commerce MSF site option. Alternative 2 would include a relocated/reconfigured Atlantic station and two new stations: Atlantic/Whittier (underground), and Commerce/Citadel (underground). The base Alternative 2 alignment includes approximately 3.0 miles of underground, 0.1 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

2.2.2.1 Guideway Alignment

Under Alternative 2, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. The alignment would terminate at the Commerce/Citadel station with non-revenue lead tracks connecting to the Commerce MSF site option.

2.2.2.1.1 Design Option

One design option, the Atlantic/Pomona Station Option described in **Section 2.2.1.1.1** and shown on **Figure 2.4** is being considered for Alternative 2.

2.2.3 Alternative 3 Atlantic to Greenwood IOS

Alternative 3 would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial terminal station at the Greenwood station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

Two design options for Alternative 3 are described below.

2.2.3.1 Guideway Alignment

Under Alternative 3, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center media of Washington Boulevard at Gayhart Street (Montebello MSF site option). The aerial guideway would terminate at the Greenwood station in the city of Montebello.

2.2.3.1.1 Design Option

Two design options described in **Section 2.2.1.1.1**, the Atlantic/Pomona Station Option and the Montebello At-Grade Option are being considered for Alternative 3. Alternative 3 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

2.3 Maintenance and Storage Facilities

The Project has two MSF site options: the Commerce MSF site option and the Montebello MSF site option. One MSF site option would be constructed. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Commerce MSF site option is located in the city of Commerce, and the Montebello MSF site option is located in the city of Montebello. The Commerce MSF site option is located where it could support any of the three Build Alternatives. The Montebello MSF site option is located where it could support either Alternative 1 or Alternative 3.

2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown in a dashed line on **Figure 2.5**, the guideway alignment with the Commerce MSF site option would daylight from an underground to aerial configuration west of the intersection of Gayhart Street

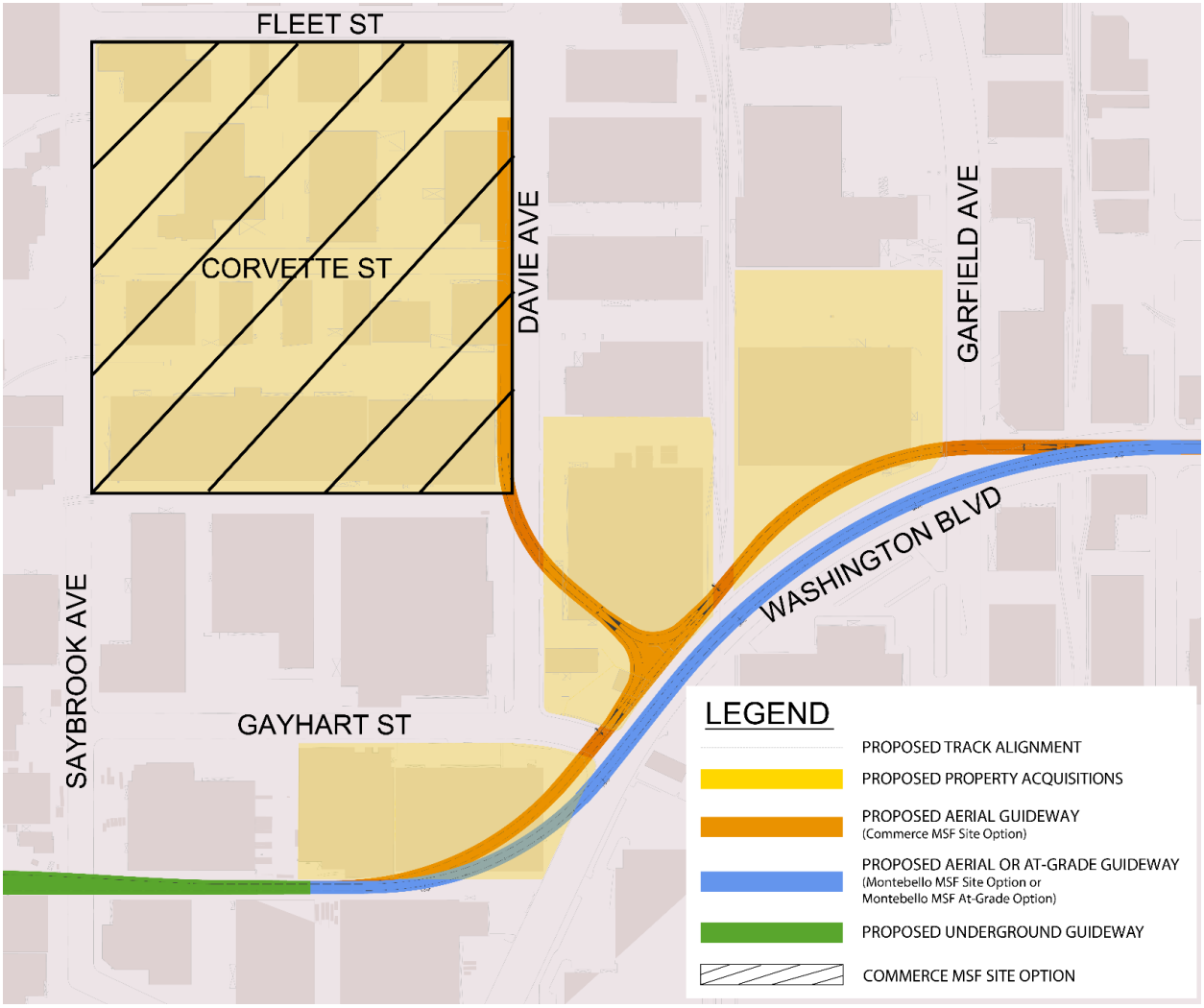
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition to at-grade within the MSF after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street would be permanently closed between Saybrook Avenue and Davie Avenue. Corvette Street is an undivided two-lane road and is functionally classified as a local street under the California Road System. The facility would accommodate storage for approximately 100 LRVs.

2.3.2 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown on in a solid line on **Figure 2.5**, as with the Commerce MSF site option, the guideway alignment with the Montebello MSF site option would daylight from an underground to an aerial configuration west of intersection of Gayhart Street and Washington Boulevard. The alignment would be located further east than the alignment with the Commerce MSF site option. The aerial guideway for the Montebello MSF site option would transition to the median of Washington Boulevard at Gayhart Street. Columns that would provide structural support for the aerial guideway would be installed in the median of Washington Boulevard and would require roadway reconfiguration and striping on Washington Boulevard.

The lead tracks would be in an aerial configuration from Washington Boulevard, parallel S. Vail Avenue, and then transition to at-grade as it approaches the MSF. The facility would accommodate storage for approximately 120 LRVs.

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF. This design option would be necessary if the Montebello At-Grade Option is selected under Alternative 1 or Alternative 3. In this design option, the lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF site option. For this design option, through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.



Source: Metro; ACE Team, June 2022.

Figure 2.5. Montebello MSF S-Curve Alignment

2.4 Ancillary Facilities

The Build Alternatives would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and an MSF. Alternatives 1, 2, and 3 would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The alignment for Alternative 1 and Alternative 3 would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

2.5 Proposed Stations

The following stations would be constructed under Alternative 1:

- Atlantic (Relocated/Reconfigured) – The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
    - Atlantic Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station.
- Greenwood – This station would be aerial with a side platform located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.
    - Under the Montebello At-Grade Option, Greenwood station would be an at-grade station located west of the intersection at Greenwood and Washington Boulevard.
- Rosemead – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards.
- Norwalk – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards.
- Lambert – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard.

Alternative 2 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations as described above.

Alternative 3 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations as described above.

Station amenities would include items in the Metro Systemwide Station Standards Policy (Metro 2018) such as station pin signs, security cameras, bus shelters, benches, emergency/information telephones, stairs, map cases, fare collection, pedestrian and street lighting, hand railing, station landscaping, trash receptacles, bike racks and lockers, emergency generators, power boxes, fire hydrants, and artwork. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be ADA-compliant and also have bicycle and pedestrian connections. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase.

2.6 Description of Construction

Construction of the Project would include a combination of elements dependent upon the locally preferred alternative. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; an MSF; and construction of other ancillary facilities. Alternative 1 would include construction of bridge replacements over the San Gabriel and Rio Hondo Rivers.

In addition to adhering to regulatory compliance, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction of the Project is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF site options. Construction staging areas would be used to store building materials, construction equipment, assemble the TBM, temporary storage of excavated materials, and serve as temporary field offices for the contractor.

2.7 Description of Operations

The operating hours and schedules for Alternatives 1, 2, and 3 would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro L (Gold) Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2.8 No Project Alternative

The No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS). The No Project Alternative includes existing projects from the regional base year (2019) and planned regional projects in operation in the horizon year (2042).

3.0 REGULATORY FRAMEWORK

The following sections present brief discussions of the regulatory framework applicable to the jurisdictions located within the RSA.

3.1 Federal

The United States Environmental Protection Agency (USEPA) 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.).

3.1.1 Resource Conservation and Recovery Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the USEPA, under the authority of the RCRA of 1976. 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. The USEPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

3.1.2 Comprehensive Environmental Response, Compensation, and Liability Act

The CERCLA of 1980, 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.

3.1.3 Superfund Amendments and Reauthorization Act

The SARA, Title III of 1986 is the Emergency Planning and Community Right-to-Know Act. Facilities are required to report the following items on USEPA Form R, the Toxic Chemical Release Inventory Reporting Form: facility identification, off-site locations where toxic chemicals are transferred in wastes, chemical-specific information, and supplemental information.

3.1.4 Toxic Substances Control Act

TSCA established 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).

3.1.5 Pipeline and Hazardous Materials Safety Administration

The United States Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) regulates oil pipeline design, construction, testing, operation, and maintenance are regulated under Title 49 Code of Federal Regulations (CFR) CFR Part 195 entitled, "Transportation of Hazardous Liquids by Pipeline," authorized by the Pipeline Safety Act of 2011.

Pipeline facilities are subject to regular inspection and maintenance activities required by the USDOT's PHMSA regulations and would include, but would not be restricted to, regular inspections of the terminal and pipeline route to inspect for visible leaks and to evaluate aboveground equipment including valve stations, pump and power stations; monthly inspections of to ensure the integrity of pipeline corrosion protection; excavation and repair of pipeline segments experiencing degradation; and repair of pipeline anomalies identified during internal inspection or at locations damaged by third parties.

3.1.6 Federal Occupational Safety and Health Act

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.

The Federal Occupational Safety and Health Act 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 in certain cases, air monitoring and medical surveillance to reduce potential exposure. This legislation also requires contractors conducting LBP and ACM surveys and removal to be certified by the California Occupational Safety and Health Administration (Cal/OSHA).

3.2 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) and nine Regional Water Quality Control Boards (RWQCBs) are primarily responsible for the protection of groundwater and surface water resources from hazardous materials in California. The Project is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB).

3.2.1 California Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the CCR that describe requirements for the proper management of hazardous wastes. This legislation created the state hazardous waste management program, which is similar to, but more stringent than the federal RCRA program.

The program includes hazardous waste criteria for:

- identification and classification
- generation and transportation
- design and permitting of recycling, treatment, storage, and disposal facilities
- treatment standards
- operation of facilities and staff training
- closure of facilities and liability requirements

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposal. Under these regulations, the generator of hazardous waste must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

3.2.2 State California Occupational Safety and Health Act

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.

3.2.3 Hazardous Materials Release Response Plans and Inventory Act of 1985

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. Although hazardous materials are not strictly defined as hazardous wastes, the health concerns involved are similar. In order to avoid public and environmental health risk, facility descriptions, materials inventories, and emergency response plans are generally required for operations involving hazardous materials and wastes.

3.2.4 Hazardous Materials Transport

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, Division 4.5, Chapter 13 of the California Code of Regulations.

3.2.4.1 California Vehicle Code

Title 13 of the California Code of Regulations establishes regulations for motor carrier transport of hazardous materials. All motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. The California Highway Patrol is authorized to designate and enforce route restrictions for the transportation of hazardous materials.

3.2.4.2 California Code of Regulations Title 22

Transport of hazardous materials can only be conducted under a registration issued by DTSC as outlined by Chapter 13, Division 4.5 of Title 22.[1] Identification (ID) numbers are issued by DTSC or USEPA for tracking hazardous waste transporters and treatment, storage, and disposal facilities for hazardous materials. The ID number is used to identify the hazardous waste handler and to track

[1] For additional detailed information regarding DTSC hazardous waste transporter requirements, including who to contact with waste transportation questions, see: https://dtsc.ca.gov/hazardous-waste-transporter-requirements-fact-sheet/.

waste from point of origin to final disposal. Transporters of hazardous wastes must register as a hazardous waste hauler with the DTSC. Each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

3.2.5 Hazardous Waste and Substances Sites List

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 is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

3.2.6 La Follette Bill of 1986 (Risk Management Plan)

Administered by the Certified Unified Program Agency (CUPA), 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 (updated every three years).

3.2.7 Hazardous Materials Screening Levels

Screening levels related to protection of human health in the case of routine, long term exposure by direct pathways (i.e., ingestion, inhalation and dermal contact) commonly include USEPA Regional Screening Levels (RSLs) and DTSC Screening Levels (DTSC-SLs).[2, 3] RSLs and DTSC-SLs include inorganic constituent concentrations that are based on the protection of public health. In California, DTSC-SLs are commonly used in lieu of RSLs when DTSC uses toxicity criteria that are different than the toxicity criteria used by USEPA. RSLs and DTSC-SLs can be used for:

[2] For additional information on USEPA RSLs, including generic tables, see: https://www.epa.gov/risk/regional-screening-levels-rsls.
[3] For additional information on DTSC SLs, including screen levels for soil, water, and air contaminants, see: https://dtsc.ca.gov/wp-content/uploads/sites/31/2019/04/HHRA-Note-3-June-2020-A.pdf.

- Prioritizing multiple sites or operable units or areas of concern within a facility or exposure units
- Setting risk-based detection limits for contaminants of potential concern (COPCs)
- Focusing future site investigation and risk assessment efforts (e.g., selecting COPCs for the baseline risk assessment)
- Identifying contamination which may warrant cleanup
- Identifying sites, or portions of sites, which warrant no further action or investigation
- Initial cleanup goals when site-specific data are lacking

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.

3.2.8 Asbestos Abatement

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. Asbestos exposure for construction work is regulated by 8 CCR Section 1529, which includes exposure limits and procedures for handling and removal. Requirements for transport and disposal are included in 8 CCR Sections 341.6 through 341.14.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, prohibits local agencies from issuing demolition or alteration permits until the applicant has demonstrated compliance with applicable regulations. If there is 100 square feet or more of asbestos-containing material, renovation or demolition of buildings containing asbestos must be conducted by a licensed contractor and the work must comply with requirements included in 8 CCR Sections 1529 and 341.6 through 341.14. Cal/OSHA must be notified ten days before the start of construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported and disposed of at an appropriate facility. The contractor and hauler of the material must file a hazardous-waste manifest that provides disposal details.

3.2.9 Lead and Lead-Based Paint Abatement

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. The regulations outline the permissible exposure limit, protective measures, and monitoring. Cal/OSHA's Lead in Construction Standard requires notification and a lead compliance plan with safe work practices and a detailed plan to protect workers from lead exposure.

3.3 Regional

3.3.1 Certified Unified Program Agency

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 six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Aboveground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System

3.3.2 South Coast Air Quality Management District

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. Rule 1403 applies to owners and operators involved in the demolition or renovation of asbestos containing structures, asbestos storage facilities, and waste disposal sites.

SCAQMD also regulates volatile organic compound (VOC) emissions from contaminated soil through Rule 1166, VOC Emissions from Decontamination of Soil. Rule 1166 sets requirements to control the emission of VOCs from excavating, grading, handling, and treating soil contaminated with VOCs as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

3.3.3 Los Angeles County Operational Area Emergency Response Plan

The adopted Los Angeles County Operational Area Emergency Response Plan (2012) applies to both the unincorporated county and all incorporated cities in the county. The Operational Area Emergency Response Plan establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the Operational Area.

The Operational Area Emergency Response Plan does not address normal day-to-day emergencies; the operational concepts reflected in the plan focus on potential large-scale disasters that can generate unique situations requiring an unusual or extraordinary emergency response. The plan outlines procedures for operations 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.

3.4 Local

The following sections describe local policies (contained in general plans) and ordinances (contained in county and municipal codes) related to hazards and hazardous materials. Not all of the local jurisdictions that could be affected by the Build Alternatives have specific general plan policies or ordinances related to hazards and hazardous materials; therefore, only those jurisdictions with applicable regulations are described below.

3.4.1 City of Commerce General Plan

The *Commerce General Plan* (City of Commerce 2008) outlines policies regarding hazards and hazardous materials in the Safety Element. In 2018, the city of Commerce initiated a process to review and update its General Plan; this process is not yet complete. The following policies from the current General Plan Safety Element are relevant to hazardous materials:

- Policy 4.1: The City of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.
- Policy 4.9: The city of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the city's limits.

3.4.2 City of Montebello General Plan

The *Montebello 1973 General Plan* was adopted in 1973 and was intended to guide development for 20 years (City of Montebello 1973). As the city is built beyond the life of the current general plan the City of Montebello is currently in the process of updating this document.

The current *Montebello 1973 General Plan Safety Element was adopted more recently, on March 8, 2017* (City of Montebello 2017). The Safety Element outlines policies regarding hazards and hazardous materials. The following policy from the current General Plan Safety Element is relevant to hazardous materials:

- Policy 3.2: Regulate the location, use, storage, and transportation of hazardous and toxic materials and protect the public from these hazards.

3.4.3 City of Pico Rivera General Plan

The *city of Pico Rivera General Plan Safety Element* (City of Pico Rivera 2014) outlines policies regarding hazards and hazardous materials. The following policies from the General Plan Safety Element are relevant to hazardous materials:

- Policy 9.3-2 Hazardous Materials Uses. Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated in a manner that minimizes risk to other land uses.
- Policy 9.3-3 Hazardous Waste Management Plan. Require businesses that store, generate, use or transport hazardous materials to comply with the Los Angeles County Hazardous Waste Management Plan. Provide appropriate response and notification in the event of an emergency or violation.
- Policy 9.3-5 Known Areas of Contamination. Require new development in areas of known contamination to perform comprehensive soil and groundwater contamination assessments prior to development approvals. If contamination exceeds regulatory levels, require remediation procedures consistent with applicable regulations for the proposed use prior to any site disturbance.
- Policy 9.3-6 Best Practices. Encourage industries, businesses and residents to utilize best practices and technologies that reduce the use of hazardous materials and generation of hazardous wastes.

3.4.4 City of Santa Fe Springs General Plan

The *Santa Fe Springs 2040 General Plan* Safety Element (City of Santa Fe Springs 2021) outlines policies regarding hazards and hazardous materials. The following policy from the Safety Element is relevant to hazardous materials:

- Policy S-3.10: Proper Hazardous Materials Management. Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.

3.4.5 City of Whittier General Plan

The *Envision Whittier General Plan* Public Safety, Noise, and Health Element (City of Whittier 2021) outlines policies regarding hazards and hazardous materials. The following policies from the Public Safety, Noise, and Health Element are relevant to hazardous materials:

- Policy PSNH-7.1: Critically review commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.

- PSNH-7.2: Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.

4.0 METHODOLOGY

This analysis considers the range and nature of foreseeable transport, use, storage, and disposal of hazardous materials resulting from implementation of the Project, and it identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

The RSA for hazards and hazardous materials resources encompasses one-mile of the Project alignment and design options, as well as the half-mile footprints of the stations, MSFs, and other facilities for each of the Build Alternatives (**Figure 1.1**). 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).[4] 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 included 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 RSA. A subsequent visual survey of the proposed 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 RSA. 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 UST, Cleanup Program Sites, Military Cleanup sites, Land Disposal sites, Waste Discharge Requirement sites, and Oil and Gas Monitoring sites (SWRCB 2021).[5]

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, based on the thresholds of significance presented below.

Attachment A was compiled during the preparation of the ISA and attached to the ISA as Appendix E. **Attachment A** of this Hazards and Hazardous Materials Impacts Report presents the following:

- Parcels required for construction staging and construction easements and optional construction staging sites (Figures 2A to 2S)
- The business name, address, and parcel number(s) of affected parcels with known releases and parcels of potential concern (Figures 3A to 3I)

4 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.
5 Cleanup Program Sites (CP), also known as Site Cleanups (SC), are formerly known as Spills, Leaks, Investigations, and Cleanups (SLIC) sites.

- The Omega Chemical Corporation (Omega) Superfund Site Operable Unit 2 (OU2) groundwater plume (Figure 3I)
- Oil and gas wells (Figure 4A)
- Natural gas and hazardous liquid pipelines (Figures 4A to 4C)

In determining the level of significance, this analysis assumes that development in the RSA 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.

5.0 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.

6.0 EXISTING SETTING

6.1 Definitions 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:

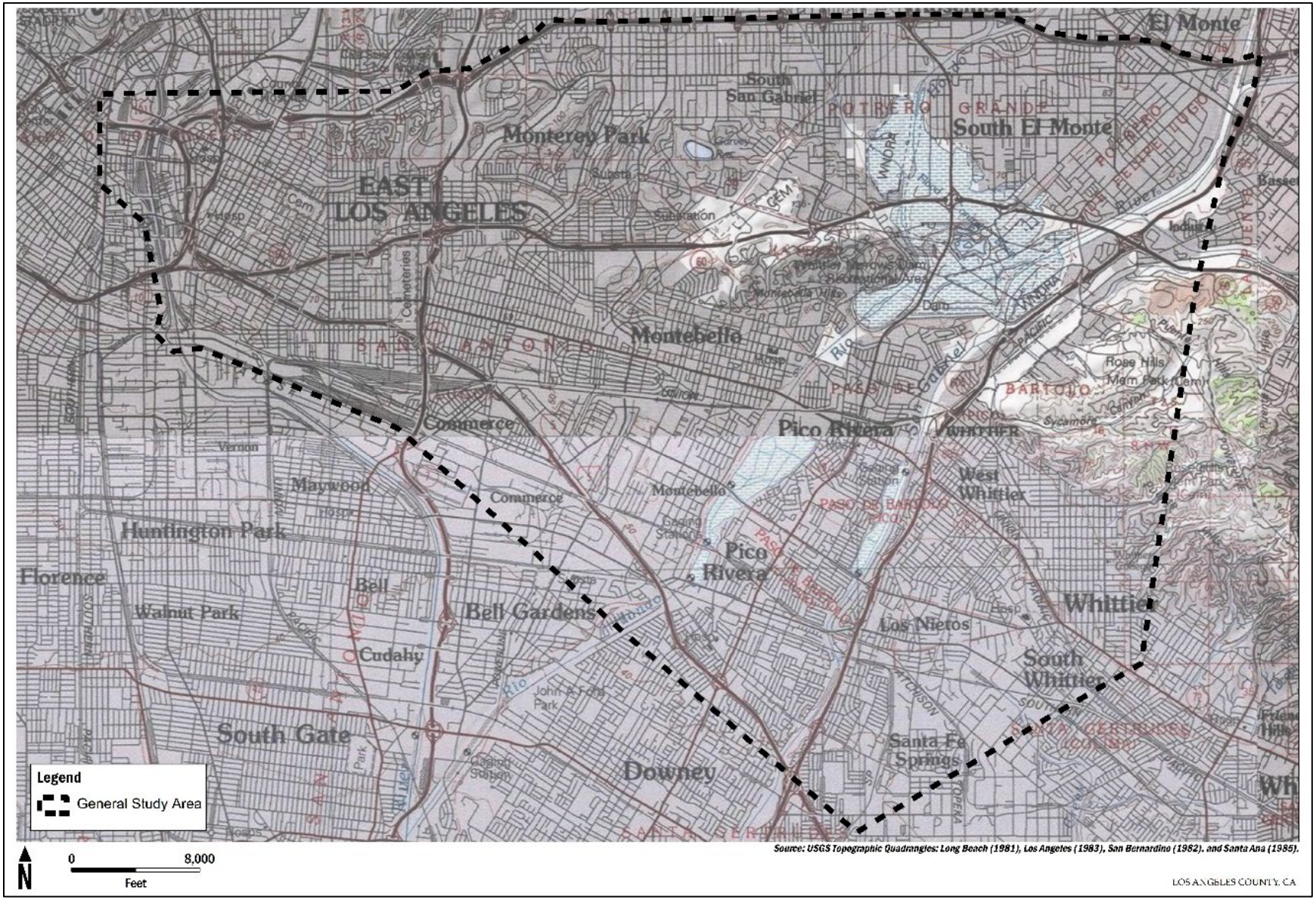
> *Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, 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.*

6.2 Regional 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 along the Alternative 1 alignment as shown in **Figure 6.1.** [See Eastside Transit Corridor Phase 2 Geology, Soils, Seismicity, and Paleontological Resources Impacts Report for further discussion (Appendix G)].



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure 6.1. Topographic Map

6.3 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 6-1 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 6-1** correspond with the numbers that appear on **Figure 6.1** 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**.

Table 6-1. 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 below ground surface (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
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

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
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	6348-028-067	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
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

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
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
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.

Site Number	Business Name and Address	Assessor Parcel Number	Alternative(s)	Construction Purpose	Parcel Status	Proximity to Alignment
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

Source: Kleinfelder 2021; GeoTracker database; data compiled by AECOM 2021.
Key:
RWQCB = Regional Water Quality Control Board

6.4 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 6.2**). 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.

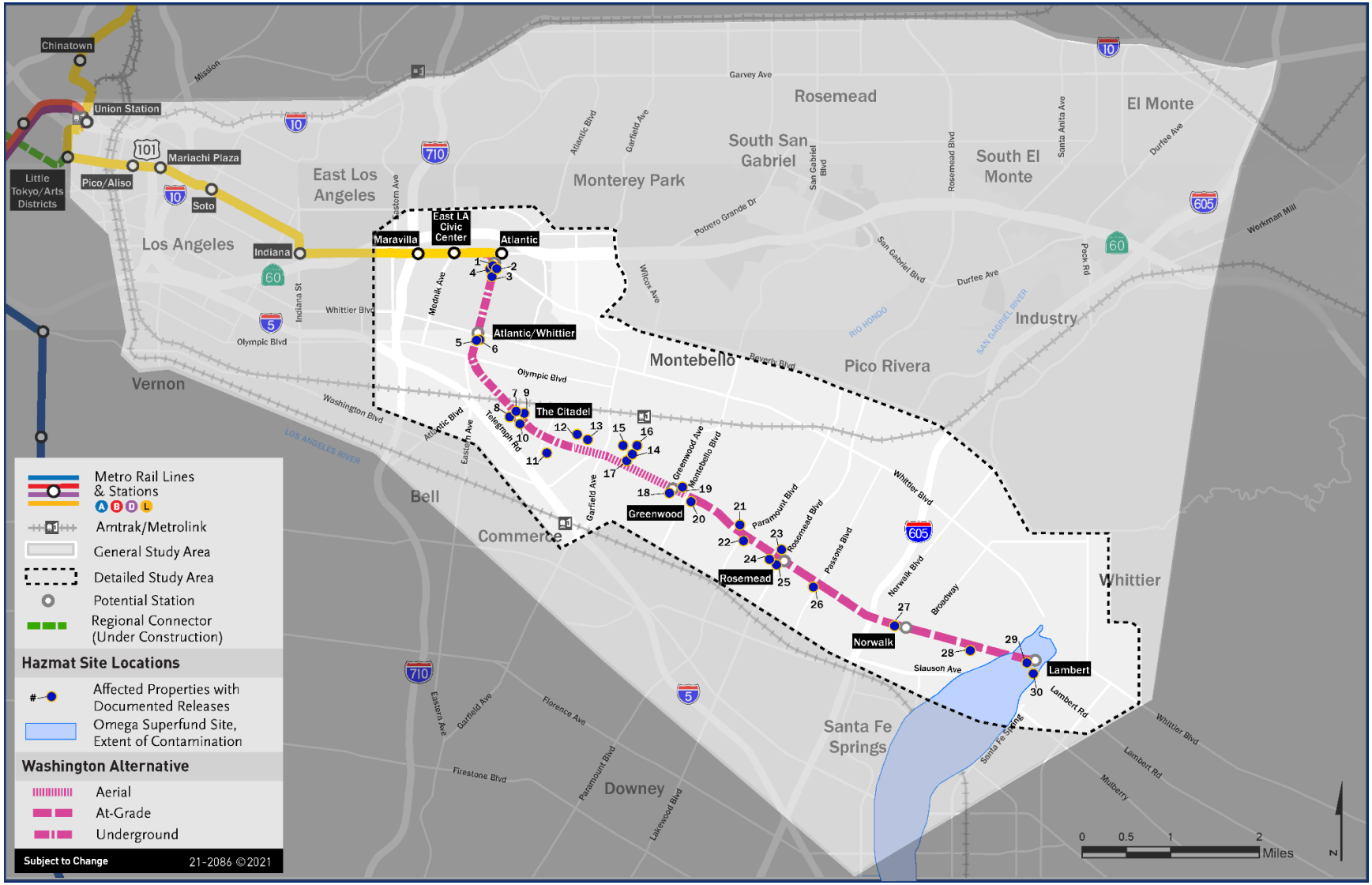
The plume of contaminated groundwater that comprises OU2 extends from the Omega property for approximately 4.5 miles in a south-southwesterly direction and beneath portions of the Project. The width of the contaminated groundwater plume varies from approximately 0.5 to one mile, and the area covered by the plume is approximately 3.3 square miles in size. The Omega site and the vast majority of surrounding areas are currently developed with residential, industrial, or commercial facilities; very little undeveloped property remains in this area. The plume has expanded at a rate of at least 540 feet per year since 1976 (USEPA 2011).

In 2001, USEPA started investigations to define the extent of groundwater contamination at OU2, including periodic groundwater monitoring. The USEPA installed 30 monitoring well clusters, each consisting of one to four wells for a total of 62 well screens for monitoring groundwater contamination originating from the Omega property. In the vicinity of the alignment, two groundwater monitoring wells are located south of Washington Boulevard near Rivera Road, one groundwater monitoring well is located near Byron Road, and one groundwater monitoring well is located 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 that required remedial action (USEPA, 2011).[6] These results were summarized in the USEPA Interim Record of Decision for OU2, which was reviewed by the environmental team during preparation of this hazards and hazardous materials report. The human health risk assessment conducted by the USEPA 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. The screening level risk evaluation for inhalation exposure to contaminants in soil gas that are present in indoor air as a result of vapor intrusion found that the potential health risk is low (USEPA 2011).[7]

6 Major exposure pathways include ingestion, inhalation, and dermal exposure.

7 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).



Source: AECOM/CDM Smith, 2021. https://spoprod-a.akamaihd.net/files/fabric/assets/item-types/20/pdf.svg?v6.

Figure 6.2. Affected Properties with Documented Releases

6.5 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).

Wood utility poles may be treated with preserving chemicals resulting in treated wood waste (TWW) if removal is necessary. TWW contains hazardous chemicals that pose a risk to human health and the environment. Arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals added to preserve wood. These chemicals are known to be toxic or carcinogenic. 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. Lead alkyl compounds were first added to gasoline in the 1920s to boost octane levels and improve engine performance. Beginning in 1973, USEPA ordered a gradual phase-out of lead from gasoline that substantially reduced the prevalence of leaded gasoline by the mid-1980s. Prior to the 1970s, USEPA estimated that vehicles emitted approximately 75 percent of the lead consumed in leaded gasoline as particulate matter in tailpipe exhaust (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 2-3 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).

6.6 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.

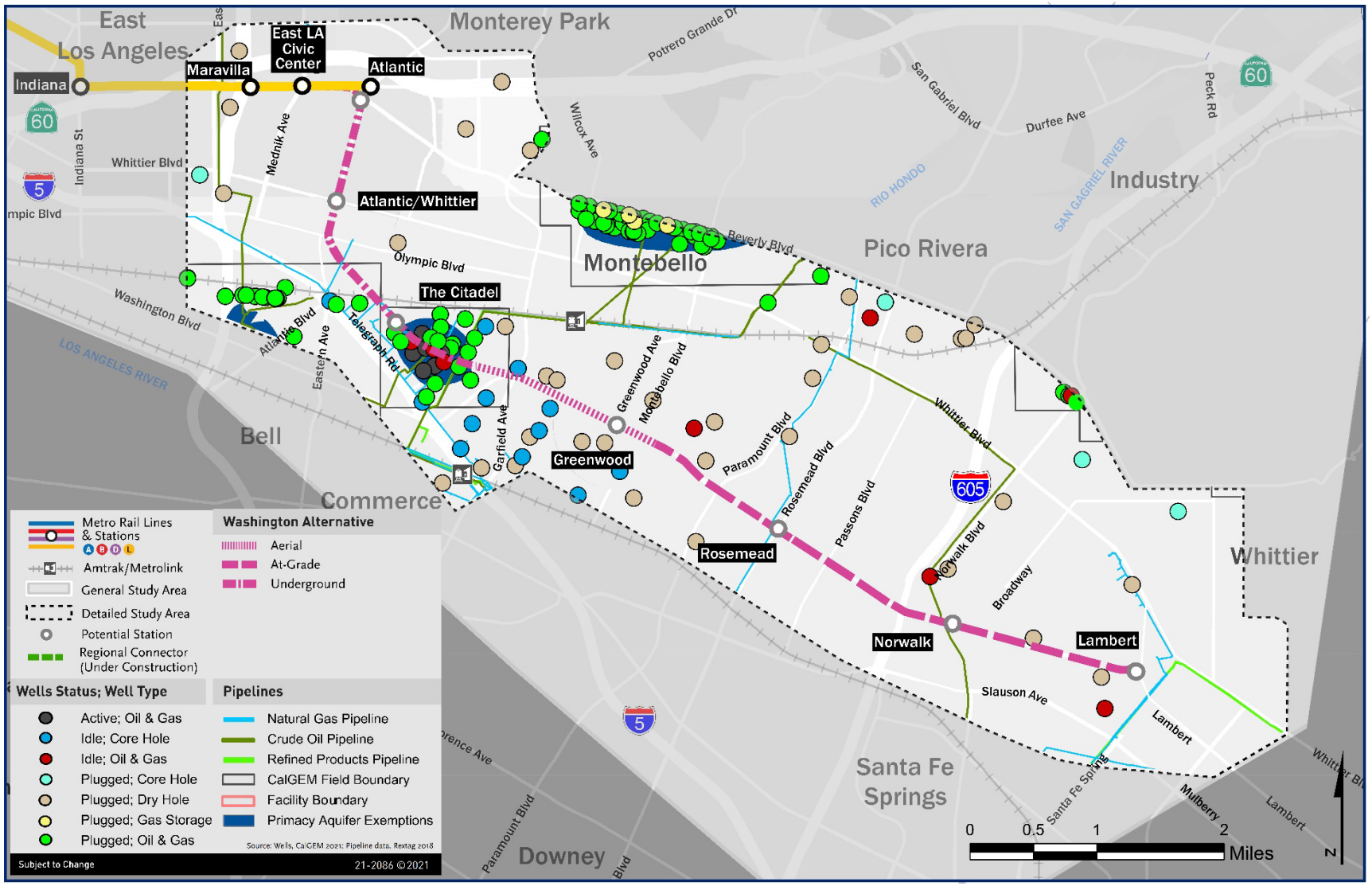
As discussed above, lead is a highly toxic metal that has been determined by USEPA and OSHA to be an adverse health risk, particularly to young children. Primary sources of lead exposure are deteriorating lead-based paint, including painted curbs, poles, protective bollards, and fire hydrants along the 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).

6.7 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 6.3** and **Attachment A** (Figures 4A through 4C). 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 and gas wells, plugged dry oil and gas wells, and idle oil and gas wells are located in the vicinity of the alignment west of South Tubeway Avenue, and two plugged dry oil and gas wells are located under the Citadel Outlets parking lot southwest of Smithway Street. Additional plugged dry oil and gas wells and idle oil and 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**, Figure 4B).



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

Figure 6.3. Oil and Gas Wells and Pipeline Locations

6.8 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 6.3** and **Attachment A** (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. Approximately 0.6 BBLs was lost of which 0.4 BBLs was recovered. 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.

6.9 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., dichlorodiphenyltrichloroethane [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.

6.10 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

6.11 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.

6.12 Wildfire Hazards

The DSA is located in a Local Responsibility Area (as opposed to a State Responsibility Area), and there are no fire hazard severity zones or wildland urban interfaces[8] as designated by the California Department of Forestry and Fire Protection (CAL FIRE 2015; CAL FIRE 2021).[9] The nearest very high fire hazard severity zone to the DSA is approximately 1.5 miles to the east 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.

6.13 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).

[8] 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.
[9] 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).

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 DSA (i.e., cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier) (Los Angeles County 2012).[10]

10 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.

7.0 IMPACTS

7.1 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?

7.1.1 Alternative 1 Washington

7.1.1.1 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.[11] As set forth in PM HAZ-1 (**Section 8.0**), 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. As discussed below, maintenance of LRT trains, vehicles, and equipment would occur at the Commerce MSF site option or Montebello MSF site option (see **Section 7.1.4** below for further discussion). 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

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground station with two side platforms and an open-air roof beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. 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, 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

11 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.

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.

Montebello At-Grade Option

As with the base Alternative 1, 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, 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.

7.1.1.2 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 3.0**, 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 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 as set forth in PM HAZ-2 (**Section 8.0**), 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 measures 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 area that would keep hazardous materials fully contained would be specified.

As discussed in Section 3.9.7.1 of the Eastside Transit Corridor Phase 2 Hydrology and Water Quality Impacts Report), a qualified SWPPP Practitioner is responsible for implementing BMPs under the SWPPP and ensuring compliance with the permit. It is important that site supervisors and workers have knowledge of the SWPPP. Therefore, site supervisors would conduct regular meetings to discuss pollution prevention. The frequency of such meetings and the personnel required to attend would be specified in the SWPPP. The SWPPP would also specify a monitoring program to be implemented by the construction site supervisor and would include 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 as set forth in PM HAZ-2, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills:

- Antelope Valley Public Landfill located at 1200 W. City Ranch Road, Palmdale

- Azusa Land Reclamation Co. Landfill located at 1211 West Gladstone Street, Azusa

- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow

- Lancaster Landfill and Recycling Center located at 600 East Avenue ‘F’ in Lancaster

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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.

Table 7-1. Hazardous Waste Disposal Landfills

Landfill Site Name	Max. Permit Capacity	Remaining Capacity	Remaining Capacity Date	Closure Date	Hazardous Waste Accepted
	Cubic Yards				
Antelope Valley Public	30,200,000	17,911,225	10/31/2017	4/1/2044	Contaminated soil, asbestos
Azusa Land Reclamation Co.	58,900,00	9,900,000	4/7/2011	4/1/2030	Contaminated soil, asbestos
Clean Harbors 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	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

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., State Route (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. Cooperation with the corridor cities would occur throughout the construction process. Transportation of hazardous materials to Antelope Valley Public Landfill and Lancaster Landfill and Recycling Center would occur via SR 60; transportation of hazardous materials to Azusa Land Reclamation Co. Landfill would occur via SR 60 and I-605; and transportation of hazardous materials to Clean Harbors Buttonwillow would occur via SR 60, I-5, and I-605.

As set forth in PM HAZ-2, 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. Title 13 of the California Code of Regulations requires all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol, and placards identifying that hazardous materials are being transported must be displayed on the vehicle. The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of

hazardous materials through residential neighborhoods. Under Chapter 13, Division 4.5 of Title 22, and as set forth in PM HAZ-2, each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters 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

As with the base Alternative 1, construction of Alternative 1 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, as would an aerial station and alignment at this location. 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 3.0**, 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 SCAQMD. As required by law and as set forth in PM HAZ-2, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB and as set forth in PM HAZ-2, Metro would obtain and comply with an NPDES permit. In addition, coverage under the State Water Resource Control Board's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 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.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes, 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). Consistent with local plans, truck routes that may be used for hauling hazardous materials include Atlantic Boulevard, East Beverly Boulevard, and Pomona 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. As set forth in PM HAZ-2, 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 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 7-1** 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 7-1.**

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 creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with 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, as would an aerial station and alignment at this location. 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 3.0**, 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 SCAQMD. As required by law and as set forth in PM HAZ-2, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB and as set forth in PM HAZ-2, Metro would obtain and comply with an NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be

obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, 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, 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 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. As set forth in PM HAZ-2, 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1.**

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 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.

7.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.1.2.1 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 2. 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 8.0**), 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 (see **Section 7.1.4** below for further discussion). Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and the operation of Alternative 2 would have a less than significant impact.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground station with two side platforms and an open-air roof beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. 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, 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 2 with the Atlantic/Pomona Station Option would have a less than significant impact.

7.1.2.2 Construction Impacts

Construction of Alternative 2 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 3.0**, 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 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 as set forth in PM HAZ-2 (**Section 8.0**), Metro would obtain and comply with a NPDES permit specifically the SWRCB's Construction General Permit. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 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.

Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills:

- Antelope Valley Public Landfill located at 1200 W. City Ranch Road, Palmdale
- Azusa Land Reclamation Co. Landfill located at 1211 West Gladstone Street, Azusa
- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow
- Lancaster Landfill and Recycling Center located at 600 East Avenue 'F' in Lancaster

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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.

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., State Route (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. As set forth in PM HAZ-2, cooperation with the corridor cities would occur throughout the construction process. Transportation of hazardous materials to Antelope Valley Public Landfill and Lancaster Landfill and Recycling Center would occur via SR 60; transportation of hazardous materials to Azusa Land Reclamation Co. Landfill would occur via SR 60 and I-605; and transportation of hazardous materials to Clean Harbors Buttonwillow would occur via SR 60, I-5, and I-605.

As set forth in PM HAZ-2, 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. Title 13 of the California Code of Regulations requires all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol, and placards identifying that hazardous materials are being transported must be displayed on the vehicle. The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. Restrictions on haul routes would be incorporated into construction specifications according to local permitting requirements as set forth in PM HAZ-2. Under Chapter 13, Division 4.5 of Title 22, each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters 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 2 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 Option

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of 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, as would an aerial station and alignment at this location. 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 3.0**, 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 SCAQMD. As required by law and by PM HAZ-2, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB and as set forth in PM HAZ-2, Metro would obtain and comply with NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, 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, 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). Consistent with local plans, truck routes that may be used for hauling hazardous materials include Atlantic Boulevard, East Beverly Boulevard, and Pomona 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. As set forth in PM HAZ-2, 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1.**

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. Compliance with these regulations is also set forth in PM HAZ-2. With incorporation of existing regulations, construction of Alternative 2 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.

7.1.3 Alternative 3 Atlantic to Greenwood IOS

7.1.3.1 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 3. 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 8.0**), 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 (see **Section 7.1.4** below for further discussion). Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and the operation of Alternative 3 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, 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 3 with the Atlantic/Pomona Station Option would have a less than significant impact.

Montebello At-Grade Option

As with the base Alternative 3, operation of Alternative 3 with the Montebello At-Grade Option, including operation of 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. None of these substances would be acutely hazardous. As set forth in PM HAZ-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 the Montebello MSF site option (see **Section 7.1.4** below for further discussion). Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials, and operation of Alternative 3 with the Montebello At-Grade Option would have a less than significant impact.

7.1.3.2 Construction Impacts

Construction of Alternative 3 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 3.0**, there is an established, comprehensive federal, state, regional, and local framework 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 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 as set forth in PM HAZ-2 (**Section 8.0**), Metro would obtain and comply with a NPDES permit, specifically the SWRCB's Construction General Permit. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 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.

Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills:

- Antelope Valley Public Landfill located at 1200 W. City Ranch Road, Palmdale
- Azusa Land Reclamation Co. Landfill located at 1211 West Gladstone Street, Azusa
- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow
- Lancaster Landfill and Recycling Center located at 600 East Avenue 'F' in Lancaster

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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. 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., State Route (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. As set forth in PM Haz-2Cooperation with the corridor cities would occur throughout the construction process. Transportation of hazardous materials to Antelope Valley Public Landfill and Lancaster Landfill and Recycling Center would occur via SR 60; transportation of hazardous materials to Azusa Land Reclamation Co. Landfill would occur via SR 60 and I-605; and transportation of hazardous materials to Clean Harbors Buttonwillow would occur via SR 60, I-5, and I-605.

As discussed in **Section 3.2.4** above and as set forth in PM HAZ-2, 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. Title 13 of the California Code of Regulations requires all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol, and placards identifying that hazardous materials are being transported must be displayed on the vehicle. The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. Under Chapter 13, Division 4.5 of Title 22, each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters 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 3 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

As with the base Alternative 3, construction of Alternative 3 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, as would an aerial station and alignment at this location. 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 3.0**, 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 SCAQMD. As required by law and as set forth in PM HAZ-2, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB and as set forth in PM HAZ-2, Metro would obtain and comply with an NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 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.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes, 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). Consistent with local plans, truck routes that may be used for hauling hazardous materials include Atlantic Boulevard, East Beverly Boulevard, and Pomona 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. As set forth in PM HAZ-2, 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1.**

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 3 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

As with the base Alternative 3, construction of Alternative 3 with 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, as would an aerial alignment. 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 3.0**, 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 SCAQMD. As required by law and as set forth in PM HAZ-2, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB and as set forth in PM HAZ-2, Metro would obtain and comply with an NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs, including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, 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, 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 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. As set forth in PM HAZ-2, 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1**.

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 3 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.

7.1.4 Maintenance and Storage Facilities

7.1.4.1 Operational Impacts

7.1.4.1.1 Commerce MSF

Operation of the Commerce MSF site 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 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 Commerce MSF site option would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[12] 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 set forth in PM HAZ-3 in **Section 8.0**. Compliance with existing regulations as set forth in PM HAZ-1 would ensure proper transportation, use, and storage of hazardous materials, and the operation of the Commerce MSF site option would have a less than significant impact.

7.1.4.1.2 Montebello MSF

Operation of the Montebello MSF site 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 Montebello MSF site option would not pose any greater

12 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.

risk than the existing uses at other similar development elsewhere in the in the vicinity of the MSF site option. Operation of the Montebello MSF site option 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, 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 set forth in PM HAZ-3 in **Section 8.0**. Compliance with existing regulations and as set forth in PM HAZ-1 would ensure proper transportation, use, and storage of hazardous materials, and the operation of the Montebello MSF site option would have a less than significant impact.

Design Options

Montebello MSF At-Grade Option

Operation of 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 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. Operation of the Montebello MSF At-Grade Option 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, 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 set forth in PM HAZ-3 in **Section 8.0**. Compliance with existing regulations and as set forth in PM HAZ-1 would ensure proper transportation, use, and storage of hazardous materials, and the operation of the Montebello MSF At-Grade Option would have a less than significant impact.

7.1.4.2 Construction Impacts

7.1.4.2.1 Commerce MSF

Construction of the Commerce MSF site 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 described throughout **Section 3.0**, 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 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, Metro would obtain and comply with a NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs as mandated by the SWRCB Construction General Permit and as set forth in PM HAZ-2 (**Section 8.0**), including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes, 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 hauling hazardous materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, and Washington 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1.**

Adherence to federal and state regulations as set forth in PM HAZ-2, 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 as set forth in PM HAZ-2, construction of the Commerce MSF site 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.

7.1.4.2.2 Montebello MSF

Construction of the Montebello MSF site 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 described throughout **Section 3.0**, 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 SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with the SWRCB, Metro would obtain and comply with a NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs as mandated by the SWRCB Construction General Permit and as set forth in PM HAZ-2 (**Section 8.0**), including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes, 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 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1**.

Adherence to federal and state regulations as set forth in PM HAZ-2, 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 as set forth in PM HAZ-2, construction of the Montebello MSF site 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.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF site option and would have similar impacts associated with the Montebello MSF site option as an aerial crossing at this site option described above. Construction of the Montebello MSF 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 described throughout **Section 3.0**, 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 SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with the SWRCB, Metro would obtain and comply with a NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs as mandated by the SWRCB Construction General Permit and as set forth in PM HAZ-2 (**Section 8.0**), including a measure to minimize the risk of accidental spills of hazardous materials during construction as identified under Alternative 1. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes, 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 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.

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. **Table 7-1** 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 7-1.**

Adherence to federal and state regulations as set forth in PM HAZ-2, 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 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.

7.2 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?

7.2.1 Alternative 1 Washington

7.2.1.1 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 8.0**, 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

As with 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. None of these substances would be acutely hazardous. As specified in PM HAZ-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

As with the base Alternative 1, operation of Alternative 1 with the Montebello At-Grade Option, including operation of 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 similar to an aerial station and guideway at this location. None of these substances would be acutely hazardous. As specified in PM HAZ-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.

7.2.1.2 Construction Impacts

There are several ways in which construction activities required for Alternative 1 could result in the release of hazardous materials. Construction of Alternative 1 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 6-1**). 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**, 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 the 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. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions. However, there are no methane gas buffer zones within the Alternative 1 alignment (Los Angeles County 2022).

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. 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 Alternative 1 (**Figure 6.2**). Soil and groundwater are documented to have been contaminated with VOCs, primarily PCE and TCE. 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. 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. Active oil and gas wells, plugged dry oil and gas wells, and idle oil and gas wells are located in the vicinity of the alignment west of South Tubeway Avenue, and two plugged dry oil and gas wells are located under the Citadel Outlets parking lot southwest of Smithway Street. 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.

- 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 Alternative 1 alignment would be underground at these locations. An at-grade portion of the Alternative 1 alignment would also 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 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.

- 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. The potential exists for shallow soil along the railroad tracks or in former railroad corridors to 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 the 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 have a significant potentially impact by creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Thus, MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.2.1**, 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. See **Section 9.2.1** for the proposed mitigation and impacts after incorporation of mitigation.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, 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 of 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**, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions.

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 have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as discussed above and in **Section 9.2.1**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.1** for the proposed mitigation and impacts after incorporation of mitigation.

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**, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions.

The May 2021 Draft Final ISA Report identified the following environmental concerns that would be applicable to the Montebello At-Grade Option:

- 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.

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 have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as discussed above and in **Section 9.2.1**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.1** for the proposed mitigation and impacts after incorporation of mitigation.

7.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.2.2.1 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. 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 8.0**. Therefore, operation of Alternative 2 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 Option

Atlantic/Pomona Station Option

As with the base Alternative 2, operation of Alternative 2 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. 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 8.0**. Therefore, operation of 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.

7.2.2.2 Construction Impacts

Construction of Alternative 2 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 Alternative 2 alignment. In addition, other potentially affected parcels within one-quarter mile of the Alternative 2 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**, 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. 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) identified the following environmental concerns applicable to Alternative 2:

- The Alternative 2 alignment from approximately Union Pacific Avenue to the proposed Commerce/Citadel Station passes through the Bandini Oil Field and Los Angeles East Oil Field. Two plugged dry oil/gas wells are located under the Citadel Outlets parking lot southwest of Smithway Street. 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.

- 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 the industrial facilities in the DSA. The potential exists for shallow soil along the railroad tracks or in former railroad corridors to 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 the 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 2 would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

MM HAZ-1 through MM HAZ-5, as summarized in **Section 7.2.1** and discussed in **Section 9.2.2**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.2** for the proposed mitigation and impacts after incorporation of mitigation.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of 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 of 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 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**, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions.

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 Alternative 2 with the Atlantic/Pomona Station Option would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as summarized in **Section 7.2.1** and discussed in **Section 9.2.2**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.2** for the proposed mitigation and impacts after incorporation of mitigation.

7.2.3 Alternative 3 Atlantic to Greenwood IOS

7.2.3.1 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. 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 8.0**. Therefore, operation of

Alternative 3 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

As with the base Alternative 3, operation of Alternative 3 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. 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 as set forth in PM HAZ-1 in **Section 8.0**. Therefore, operation of Alternative 3 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

As with the base Alternative 3, operation of Alternative 3 with the Montebello At-Grade Option, including operation of 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. None of these substances would be acutely hazardous. 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 as set forth in PM HAZ-1 in **Section 8.0**. Therefore, operation of Alternative 3 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.

7.2.3.2 Construction Impacts

Construction of Alternative 3 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 3 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 Alternative 3 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**, 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) identified the following environmental concerns that would be applicable to Alternative 3:

- The Alternative 3 alignment from approximately Union Pacific Avenue to Garfield Avenue passes through the Bandini Oil Field and Los Angeles East Oil Field. Active oil and gas wells, plugged dry oil and gas wells, and idle oil and gas wells are located in the vicinity of the alignment west of South Tubeway Avenue, and two plugged dry oil and gas wells are located under the Citadel Outlets parking lot southwest of Smithway Street. 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.

- 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. The Alternative 1 alignment is proposed to be underground at these locations. No releases have been reported for other pipelines in the vicinity of the alignment. 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.

- 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 the industrial facilities in the DSA. The potential exists for shallow soil along the railroad tracks or in former railroad corridors to 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 the 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 3 would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as summarized in **Section 7.2.1** and discussed in **Section 9.2.3**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.3** for the proposed mitigation and impacts after incorporation of mitigation.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, construction of Alternative 3 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.

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground station with two side platforms and an open-air roof beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. 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**, Figures 3A to 3E). Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions.

As with construction of the base Alternative 3, 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 the 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 3 with the Atlantic/Pomona Station Option would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as summarized in **Section 7.2.1** and discussed in **Section 9.2.3**, 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 and disposing of handling hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.3** for the proposed mitigation and impacts after incorporation of mitigation.

Montebello At-Grade Option

This design option consists of at-grade guideway, as opposed to aerial, along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello and an at-grade Greenwood station. As with the base Alternative 3, construction of Alternative 3 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. 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 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 current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (**Attachment A**, Figures 3A to 3E). 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.

The May 2021 Draft Final ISA Report (Attachment A) identified the following environmental concerns that would be applicable to the Montebello At-Grade Option:

- 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.

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 Alternative 3 with the Montebello At-Grade Option would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as summarized in **Section 7.2.1** and discussed in **Section 9.2.3**, 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 disposing of hazardous materials; thus, impacts would be reduced to less than significant. See **Section 9.2.3** for the proposed mitigation and impacts after incorporation of mitigation.

7.2.4 Maintenance and Storage Facilities

7.2.4.1 Operational Impacts

7.2.4.1.1 Commerce MSF

As discussed in Impact HAZ-1, operation of the Commerce MSF site 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 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 Commerce MSF site option 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, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as set forth in PM HAZ-3 (**Section 8.0**). Therefore, operation of the Commerce MSF site 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.

7.2.4.1.2 Montebello MSF

As discussed in Impact HAZ-1, operation of the Montebello MSF site 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 Montebello MSF site 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 option. Operation of the Montebello MSF site option 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, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as set forth in PM HAZ-3 (**Section 8.0**). Therefore, operation of the Montebello MSF site 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.

Design Options

Montebello MSF At-Grade Option

As discussed in Impact HAZ-1, operation of 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 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. Operation of the Montebello MSF At-Grade Option 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, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as set forth in PM HAZ-3 (**Section 8.0**). Therefore, operation of the Montebello MSF 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.

7.2.4.2 Construction Impacts

7.2.4.2.1 Commerce MSF

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 6-1** and on **Figure 6.2** and correspond to assessor's parcel number (APN) 6336-012-021 and APN 6336-012-024, respectively. In addition, **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel.

One parcel on the Commerce MSF site option (APN 6336-012-024) is located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. The parcel is on the Cortese list as a LUST Cleanup site and listed as the former Johnson Property (GeoTracker T0603704283, Los Angeles RWQCB case number I-15277). The contamination was the result of a release of "aviation" fuel that affected soil. The case was closed by the County in 1990. 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 that could include metals, petroleum hydrocarbons, and/or VOCs.

The second parcel on the Commerce MSF site option (APN 6336-012-021) is identified on the Cortese list as an active Cleanup Program site and listed as the former Advance Process Supply Company (GeoTracker SLT3401806, Los Angeles RWQCB case number 0340). The Advanced Process Supply Company 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, other potentially affected parcels are located within the Commerce MSF site option and 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**, Figure 3D).

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

- There are no active, idle, or plugged oil or gas wells within the Commerce MSF site option that would require re-abandoning. However, plugged wells are located along the western boundary of the Commerce MSF site option (**Attachment A**, Figure 4B). 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.

- The Crimson crude oil pipeline; Chevron Pipeline Company gasoline diesel and/or jet fuel pipeline; Chevron Pipeline Company natural gas pipeline are located west of the Commerce MSF site option (**Attachment A**, 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. The potential exists for shallow soils to 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 as set forth in PM HAZ-4 (**Section 8.0**).

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. According to USEPA TSCA regulations, the material must be incinerated. The entire lighting fixture does not need special handling and disposal as long as the ballast (electrical box) is not leaking. The non-leaking ballasts can be removed and recycled or disposed of properly. 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 have significant impacts by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.2.4**, would be implemented. Thus, 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. See **Section 9.2.4** for the proposed mitigation and impacts after incorporation of mitigation.

7.2.4.2.2 Montebello MSF

Construction of the Montebello 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 to groundwater or air. Five of the parcels within the Montebello MSF site option have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater. These parcels consist of APNs 6336-002-018, 6336-002-019, 6336-002-020, 6336-003-071, and 6336-003-050. **Table 6-1** provides business addresses and proximity of the parcel to the alignment and describes the status of each parcel.

Two parcels on the Montebello MSF site option (APNs 6336-003-071 and 6336-003-050) are located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. The parcels are on the Cortese List as Closed LUST Cleanup sites and listed as the former John M. Fulmer Company (GeoTracker T0603704232, Los Angeles RWQCB case number I-14947) (identified as Site 17 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of a release of gasoline that affected soil. The case was closed by the County in 1992. Although these sites are 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 that could include metals, petroleum hydrocarbons, and VOC contamination.

Three parcels on the Montebello MSF site option (APNs 6336-002-018, 6336-002-019, and 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Site 15 on **Table 6-1** and on **Figure 6.2**). APNs 6336-002-018 and 6336-002-019 of the 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. 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. The dumping operations were terminated and approximately 800,000 cubic yards of soil were removed. Filling of the pit continued until street level was reached. Concrete tilt-up structures were constructed on the property in the 1980s. There is the potential for encountering subsurface debris associated with past dumping activities.

APN 6336-002-020 is also 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Site 16 on **Table 6-1** and on **Figure 6.2**). 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. The potential exists for encountering subsurface debris associated with these past dumping/filling activities during grading and excavation.

In addition, other potentially affected parcels within the Montebello MSF site 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**, Figure 3E). The Final Draft ISA Report also identified plugged dry oil and gas wells within the Montebello MSF site option (**Attachment A**, Figure 4B). These wells may require re-abandonment during construction of the MSF site option.

Construction of the Montebello 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 PM HAZ-4 (**Section 8.0)**.

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. According to USEPA TSCA regulations, the material must be incinerated. The entire lighting fixture does not need special handling and disposal as long as the ballast (electrical box) is not leaking. The non-leaking ballasts can be removed and recycled or disposed of properly. 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 Montebello MSF site option would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.2.4**, would be implemented. Thus, 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. See **Section 9.2.4** for the proposed mitigation and impacts after incorporation of mitigation.

Design Options

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would have similar impacts associated with the Montebello MSF site option as an aerial crossing at this site option. The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks. Construction of the Montebello MSF At-Grade 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 to groundwater or air. The same five parcels within the Montebello MSF site option (discussed above in **Section 7.2.4.2.2**) have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater. These parcels consist of APNs 6336-002-018, 6336-002-019, 6336-002-020, 6336-003-071, and 6336-003-050. **Table 6-**1 provides business addresses and proximity of the parcel to the alignment and describes the status of each parcel.

Two of the parcels listed above (APN 6336-003-071 and 6336-003-050) are located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the

Cortese list. The two parcels are on the Cortese List as Closed LUST Cleanup sites and listed as the former John M. Fulmer Company (GeoTracker T0603704232, Los Angeles RWQCB case number I-14947) (identified as Site 17 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of a release of gasoline that affected soil. The case was closed by Los Angeles County in 1992. Although these sites are 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 that could include metals, petroleum hydrocarbons, and VOC contamination.

Three of the parcels listed above (APNs 6336-002-018, 6336-002-019, and 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Site 15 on **Table 6-1** and on **Figure 6.2**). APNs 6336-002-018 and 6336-002-019 of the land disposal site are 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. 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. The dumping operations were terminated and approximately 800,000 cubic yards of soil were removed. Filling of the pit continued until street level was reached. Concrete tilt-up structures were constructed on the property in the 1980s. There is the potential for encountering subsurface debris associated with past dumping activities.

APN 6336-002-020 is also 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Site 16 on **Table 6-1** and on **Figure 6.2**). 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. The potential exists for encountering subsurface debris associated with these past dumping/filling activities during grading and excavation.

In addition, other potentially affected parcels within the Montebello MSF At-Grade Option site 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**, Figure 3E). The Final Draft ISA Report also identified plugged dry oil and gas wells within the Montebello MSF site (**Attachment A**, Figure 4B). These wells may require re-abandonment during construction.

Construction of the 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 8.0)**.

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. According to USEPA TSCA regulations, the material must be incinerated. The entire lighting fixture does not need special handling and disposal as long as the ballast (electrical box) is not leaking. The non-leaking ballasts can be removed and recycled or disposed of properly. 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 Montebello MSF At-Grade Option would have a significant impact by potentially creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.2.4**, would be implemented. Thus, 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. See **Section 9.2.4** for the proposed mitigation and impacts after incorporation of mitigation.

7.3 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?

7.3.1 Alternative 1 Washington

7.3.1.1 Operational Impacts

The following kindergarten through 12th grade (K-12) 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

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 8.0),** 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 a less than significant impact 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 in **Section 8.0,** 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 in **Section 8.0,** 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.

7.3.1.2 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 previously identified, 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]). **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 (**Section 8.0**).

As described throughout **Section 3.0**, 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 handling of hazardous materials, including transport, use, storage, and disposal. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs as mandated by the SWRCB Construction General Permit and as set forth in PM HAZ-2, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices.

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 compliance with existing regulations, construction of Alternative 1 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.

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 Impact HAZ-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]). **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 described throughout **Section 3.0**, 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 handling of hazardous materials, including transport, use, storage, and disposal. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 8.0**), construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices.

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 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 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.

7.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.3.2.1 Operational Impacts

The following K-12 schools are located within one-quarter mile from the Alternative 2 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 set forth in PM HAZ-1 (**Section 8.0**), 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 2 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.

Design Option

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 the base Alternative 2, operation of Alternative 2 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, 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 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.

7.3.2.2 Construction Impacts

Construction of Alternative 2 would involve handling of hazardous materials. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools. The following K-12 schools are within one-quarter mile from the Alternative 2 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

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]). **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 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.

As described throughout **Section 3.0**, 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 handling of hazardous materials, including transport, use, storage, and disposal. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 8.0**). 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.

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 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.

Design Option

Atlantic/Pomona Station Option

The Arts in Action Community Charter Elementary School is located within one-quarter mile of the Atlantic/Pomona Station Option. Construction of the remainder of Alternative 2, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and BMPs as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 8.0**). 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. 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 2 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.

7.3.3 Alternative 3 Atlantic to Greenwood IOS

7.3.3.1 Operational Impacts

The following K-12 schools are located within one-quarter mile from the Alternative 3 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 set forth in PM HAZ-1 (**Section 8.0**), 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 3 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.

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 the base Alternative 3, operation of Alternative 3 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**,** 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 3 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.

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**,** 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 3 with 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.

7.3.3.2 Construction Impacts

Construction of Alternative 3 would involve handling of hazardous materials. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools. The following K-12 schools are located within one-quarter mile from the Alternative 3 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, 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]). **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 described throughout **Section 3.0**, 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 handling of hazardous materials, including transport, use, storage, and disposal. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, as mandated by the SWRCB Construction General Permit and described in PM HAZ-2 (**Section 8.0**), construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices. 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.

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 3 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.

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. Construction of the remainder of Alternative 3, 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 described in PM HAZ-2, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. 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. 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 3 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 Impact HAZ-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]). **Table 6-1** provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 described throughout **Section 3.0**, 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 handling of hazardous materials, including transport, use, storage, and disposal. 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 the USEPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, as mandated by the SWRCB Construction General Permit and described in PM HAZ-2, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and best management practices. 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.

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 3 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.

7.3.4 Maintenance and Storage Facilities

7.3.4.1 Operational Impacts

7.3.4.1.1 Commerce MSF

There are no K-12 schools located within one-quarter mile of the Commerce MSF site option. Thus, operation of the Commerce MSF site option would have no impact related to hazardous emissions within a quarter mile of a school.

7.3.4.1.2 Montebello MSF

There are no K-12 schools located within one-quarter mile of the Montebello MSF site option. Thus, operation of the Montebello MSF site option would have no impact related to hazardous emissions within a quarter mile of a school.

Design Options

Montebello MSF At-Grade Option

There are no K-12 schools located within one-quarter mile of the Montebello MSF At-Grade Option site. Thus, operation of the Montebello MSF At-Grade Option would have no impact related to hazardous emissions within a quarter mile of a school.

7.3.4.2 Construction Impacts

7.3.4.2.1 Commerce MSF

There are no K-12 schools located within one-quarter mile of the Commerce MSF site option. Thus, construction of the Commerce MSF site option would have no impact related to hazardous emissions within a quarter mile of a school.

7.3.4.2.2 Montebello MSF

There are no K-12 schools located within one-quarter mile of the Montebello MSF site option. Thus, construction of the Montebello MSF site option would have no impact related to hazardous emissions within a quarter mile of a school.

Design Options

Montebello MSF At-Grade Option

There are no K-12 schools located within one-quarter mile of the Montebello MSF At-Grade Option site. Thus, construction of the Montebello MSF At-Grade Option would have no impact related to hazardous emissions within a quarter mile of a school.

7.4 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?

7.4.1 Alternative 1 Washington

7.4.1.1 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. Because the Omega contaminant plume is a Superfund Site, it is 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, the operation of Alternative 1 would result in 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 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 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 result in no impact related to Cortese-listed hazardous materials sites.

Montebello At-Grade Option

This design option consists of at-grade guideway, as opposed to aerial, along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello and an at-grade Greenwood station. 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 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 result in no impact related to Cortese-listed hazardous materials sites.

7.4.1.2 Construction Impacts

The former Omega site is a Superfund site, and therefore is identified on the Cortese list (19280436). As discussed in Impact HAZ-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) would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed LUST Cleanup sites and identified as the Citadel property (GeoTracker T0603702655, Los Angeles RWQCB case number I-00031) (identified as Site 10 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of tire manufacturing activities that affected soil and groundwater, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination. 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 8.0**), 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 construction staging and construction easements would occur on hazardous materials sites included on the Cortese list:

- 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)

If needed, 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)

Table 6-1 provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. 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 during construction, and no ground-disturbing activities would occur that result in hazardous releases of contaminated soils or groundwater. As discussed under Impact HAZ-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. This would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.1**, 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. See **Section 9.4.1** for the proposed mitigation and impacts after incorporation of mitigation.

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 construction of other portions of the 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 discussed in **Section 9.4.1**, 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. See **Section 9.4.1** for the proposed mitigation and impacts after incorporation of mitigation.

Montebello At-Grade Option

No parcels proposed for the Montebello At-Grade Option 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 construction of other portions of the Alternative 1 would result in a 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 discussed in **Section 9.4.1**, 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. See **Section 9.4.1** for the proposed mitigation and impacts after incorporation of mitigation.

7.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.4.2.1 Operational Impacts

The hazardous site conditions for Alternative 2 related to Government Code Section 65962.5, commonly known as the Cortese list, are associated with contaminated soils (see **Section 7.4.4.1.1**). 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 Alternative 2 would result in no impact related to Cortese-listed hazardous materials sites.

Design Option

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 2 with the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites. However, portions of Alternative 2 would be located on hazardous materials sites included on the Cortese list. 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, the operation of Alternative 2 with the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites.

7.4.2.2 Construction Impacts

The Commerce/Citadel station site (APN 6336-019-031) would be located on hazardous materials sites included on the Cortese list. The parcel is listed as a Closed LUST Cleanup sites and identified as the Citadel property (GeoTracker T0603702655, Los Angeles RWQCB case number I-00031) (identified as Site 10 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of tire manufacturing activities that affected soil and groundwater, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination. 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 8.0**), 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 construction staging and construction easements are included on the Cortese list:

- 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)

If needed, 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)

Table 6-1 provides business addresses and proximity of the parcels to the alignment and describes the status of each parcel. These parcels are associated with LUST cases that resulted in contaminated soils and/or groundwater. The LUST sites 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 under Impact HAZ-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. This would

be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.2**, 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. See **Section 9.4.2** for the proposed mitigation and impacts after incorporation of mitigation.

Design Option

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 construction of other portions of the Alternative 2 would result in significant impacts relative to hazardous material sites, construction of Alternative 2 with the Atlantic/Pomona Station Option would result in a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.2**, 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. See **Section 9.4.2** for the proposed mitigation and impacts after incorporation of mitigation.

7.4.3 Alternative 3 Atlantic to Greenwood IOS

7.4.3.1 Operational Impacts

The hazardous site conditions for Alternative 3 related to Government Code Section 65962.5, commonly known as the Cortese list, are associated with contaminated soils (see **Section 7.4.4.1.1**). 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, the operation of Alternative 3 would result in 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 3 with the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites. However, portions of Alternative 3 would be located on hazardous materials sites included on the Cortese list. 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, the operation of Alternative 3 with the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites.

Montebello At-Grade Option

No parcels proposed for the at-grade guideway or Greenwood station are located on hazardous materials sites included on the Cortese list. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would result in no impact related to Cortese-listed hazardous materials sites.

7.4.3.2 Construction Impacts

The Commerce/Citadel station site (APN 6336-019-031) would be located on hazardous materials sites included on the Cortese list. The parcel is listed as a Closed LUST Cleanup sites and identified as the Citadel property (GeoTracker T0603702655, Los Angeles RWQCB case number I-00031) (identified as Site 10 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of tire manufacturing activities that affected soil and groundwater, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination. 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 8.0**), 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 construction staging and construction easements are included on the Cortese list (**Table 6-1**).

- 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)

If needed, 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)

Table 6-1 provides business addresses and proximity of the parcels to Alternative 3 and describes the status of each parcel. These parcels are associated with LUST cases that resulted in contaminated soils. The LUST sites 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 9.4.3** under Impact HAZ-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. This would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.3**, 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. See **Section 9.4.3** for the proposed mitigation and impacts after incorporation of mitigation.

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. Construction of the Atlantic/Pomona Station Option would result in no impact related to Cortese-listed hazardous materials sites. However, as construction of other portions of the Alternative 3 alignment would result in significant impacts relative to hazardous material sites, construction of Alternative 3 with the Atlantic/Pomona Station Option would result in a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.3**, 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. See **Section 9.4.3** for the proposed mitigation and impacts after incorporation of mitigation.

Montebello At-Grade Option

No parcels proposed for the at-grade guideway or Greenwood Station are located on hazardous materials sites included on the Cortese list. Construction of the Montebello At-Grade Option would result in no impact related to Cortese-listed hazardous materials sites. However, as construction of other portions of the Alternative 3 alignment would result in significant impacts relative to hazardous material sites, construction of Alternative 3 with the Montebello At-Grade Option would result in a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.3**, 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. See **Section 9.4.3** for the proposed mitigation and impacts after incorporation of mitigation.

7.4.4 Maintenance and Storage Facilities

7.4.4.1 Operational Impacts

7.4.4.1.1 Commerce MSF

The hazardous site conditions for the Commerce MSF site 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 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 would result in no impact related to Cortese-listed hazardous materials sites.

7.4.4.1.2 Montebello MSF

The hazardous site conditions for the Montebello MSF site option related to Government Code Section 65962.5, commonly known as the Cortese list, are associated with contaminated soils and groundwater and subsurface debris. 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 or groundwater from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, the operation of the Montebello MSF site option would result in no impact related to Cortese-listed hazardous materials sites.

Design Options

Montebello MSF At-Grade Option

The hazardous site conditions for the Montebello MSF At-Grade Option related to Government Code Section 65962.5, commonly known as the Cortese list, are associated with contaminated soils and groundwater and subsurface debris. 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 or groundwater from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, the operation of the Montebello MSF At-Grade Option would result in no impact related to Cortese-listed hazardous materials sites.

7.4.4.2 Construction Impacts

7.4.4.2.1 Commerce MSF

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 6-1** and on **Figure 6.2** and correspond to APN 6336-012-021 and APN 6336-012-024, respectively. In addition, **Table 6-**1 provides business addresses and proximity of the parcel to the alignment and describes the status of each parcel.

One parcel on the Commerce MSF site option (APN 6336-012-024) is located on a hazardous materials site included on the Cortese list. The parcel is on the Cortese List as a Closed LUST Cleanup site and listed as the former Johnson Property (GeoTracker T0603704283, Los Angeles RWQCB case number I-15277). The contamination was the result of a release of "aviation" fuel that affected soil, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOCs.

The second parcel on the Commerce MSF site option (APN 6336-012-021) is identified on the Cortese list as an active Cleanup Program site and listed as the former Advance Process Supply Company (GeoTracker SLT3401806, Los Angeles RWQCB case number 0340). The Advanced Process Supply Company 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.

As discussed under Impact HAZ-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. This would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.4**, 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. See **Section 9.4.4** for the proposed mitigation and impacts after incorporation of mitigation.

7.4.4.2.2 Montebello MSF

Two parcels on the Montebello MSF site option (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 and listed as the former John M. Fulmer Company (T0603704232, Los Angeles RWQCB case number I-14947) (identified as Site 17 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of a release of gasoline that affected soil, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination.

Three parcels on the Montebello MSF site option (APNs 6336-002-018, 6336-002-019, and 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Sites 15 and 16 on **Table 6-1** and on **Figure 6.2**). As discussed in detail in Impact HAZ-2, there is the potential for encountering subsurface debris associated with past dumping activities.

As discussed under Impact HAZ-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. This would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.4**, 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. See **Section 9.4.4** for the proposed mitigation and impacts after incorporation of mitigation.

Design Option

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks and would have similar impacts associated with the Montebello MSF site option as an aerial crossing at this site option described above. The same five parcels within the Montebello MSF site option (discussed above) Montebello MSF At-Grade Option site have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater. These parcels consist of APNs 6336-002-018, 6336-002-019, 6336-002-020, 6336-003-071, and 6336-003-050.

Two of the parcels listed above Montebello MSF At-Grade Option (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 and listed as the former John M. Fulmer Company (T0603704232, Los Angeles RWQCB case number I-14947) (identified as Site 17 on **Table 6-1** and on **Figure 6.2**). The contamination was the result of a release of gasoline that affected soil, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination.

Three of the parcels listed above Montebello MSF At-Grade Option(APNs 6336-002-018, 6336-002-019, and 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 (GeoTracker T10000004258, Los Angeles RWQCB case number 60-052) (identified as Sites 15 and 16 on **Table 6-1** and on **Figure 6.2**). As discussed in detail in Impact HAZ-2, there is the potential for encountering subsurface debris associated with past dumping activities.

As discussed under Impact HAZ-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. This would be a significant impact. MM HAZ-1 through MM HAZ-5, as discussed in **Section 9.4.4**, 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. See **Section 9.4.4** for the proposed mitigation and impacts after incorporation of mitigation.

7.5 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?

7.5.1 Alternative 1 Washington

7.5.1.1 Operational Impacts

Alternative 1 is not located within two miles of a public airport or public use airport, or a private airstrip. The nearest public airport or airstrip is Whittier Air Strip, which is over four miles to the north. There are no airport land use plans applicable to Alternative 1. Therefore, operation 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

As with the base Alternative 1, Alternative 1 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, operation 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

As with the base Alternative 1, Alternative 1 with the Montebello At-Grade Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello At-Grade Option. Therefore, operation 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.

7.5.1.2 Construction Impacts

Alternative 1 is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to Alternative 1. Therefore, 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

As with the base Alternative 1, Alternative 1 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, 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

As with the base Alternative 1, Alternative 1 with the Montebello At-Grade Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello At-Grade Option. Therefore, 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.

7.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.5.2.1 Operational Impacts

Alternative 2 is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to Alternative 2. Therefore, operation of Alternative 2 would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, Alternative 2 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, operation of 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.

7.5.2.2 Construction Impacts

Alternative 2 is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to Alternative 2. Therefore, construction of Alternative 2 would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, Alternative 2 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, construction of 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.

7.5.3 Alternative 3 Atlantic to Greenwood IOS

7.5.3.1 Operational Impacts

Alternative 3 is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to Alternative 3. Therefore, operation of Alternative 3 would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, Alternative 3 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, operation of Alternative 3 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

As with the base Alternative 3, Alternative 3 with the Montebello At-Grade Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello At-Grade Option. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would have no impact with respect to safety hazards for people residing or working in the RSA.

7.5.3.2 Construction Impacts

Alternative 3 is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to Alternative 3. Therefore, construction of Alternative 3 would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, Alternative 3 with the Atlantic/Pomona Station Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Atlantic/Pomona Station Option. Therefore, construction of Alternative 3 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

As with the base Alternative 3, Alternative 3 with the Montebello At-Grade Option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello At-Grade Option. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would have no impact with respect to safety hazards for people residing or working in the RSA.

7.5.4 Maintenance and Storage Facilities

7.5.4.1 Operational Impacts

7.5.4.1.1 Commerce MSF

The Commerce MSF site option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Commerce MSF site option. Therefore, operation of the Commerce MSF site option would have no impact with respect to safety hazards for people residing or working in the RSA.

7.5.4.1.2 Montebello MSF

The Montebello MSF site option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello MSF site option. Therefore, operation of the Montebello MSF site option would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Option

Montebello MSF At-Grade Option

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

7.5.4.2 Construction Impacts

7.5.4.2.1 Commerce MSF

The Commerce MSF site option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Commerce MSF site option. Therefore, construction of the Commerce MSF site option would have no impact with respect to safety hazards for people residing or working in the RSA.

7.5.4.2.2 Montebello MSF

The Montebello MSF site option is not located within two miles of a public airport or public use airport, or a private airstrip. There are no airport land use plans applicable to the Montebello MSF site option. Therefore, construction of the Montebello MSF site option would have no impact with respect to safety hazards for people residing or working in the RSA.

Design Option

Montebello MSF At-Grade Option

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

7.6 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?

7.6.1 Alternative 1 Washington

7.6.1.1 Operational Impacts

The Alternative 1 alignment would operate underground and in an aerial and at-grade configuration. 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. 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. Where trains operate exclusively in street-running ROWs, it would be possible for trains to yield to emergency vehicles or clear signaled intersections quickly to allow emergency vehicles to pass.

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 PM HAZ-1 (**Section 8.0**), Metro would coordinate with fire and police protection officials when 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 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 ensure that sufficient ingress and egress routes are 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 any adopted emergency response or evacuation plans, and this impact would be less than significant.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA 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, as with the base Alternative 1 and the Atlantic station (relocated/reconfigured), the Atlantic/Pomona Station Option station and alignment would be underground. With implementation of the standard coordination and design practices identified under the base Alternative 1 and as set forth in PM HAZ-1 (**Section 8.0**), 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.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

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. 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. 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 set forth in PM HAZ-1 (**Section 8.0**), 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.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

7.6.1.2 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 8.0**), 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 the Eastside Transit

Corridor Phase 2 Transportation and Traffic Impacts Report 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 set forth in PM HAZ-2, 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, 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 with any adopted emergency response or evacuation plans, and this impact would be less than significant.

7.6.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.6.2.1 Operational Impacts

The Alternative 2 alignment would operate underground. As set forth in PM HAZ-1 (**Section 8.0**), compliance with applicable Los Angeles County 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 provided to the relocated/reconstructed Atlantic station. Therefore,

operation of Alternative 2 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, in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

Design Option

Atlantic/Pomona Station Option

Operational impacts would be similar to those described under the base Alternative 2 because as with the base Alternative 2 and the Atlantic station (relocated/reconfigured), the Atlantic/Pomona Station Option station and alignment would be underground.

As set forth in PM HAZ-1, compliance with applicable Los Angeles County 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 provided to the relocated/reconstructed Atlantic station. Therefore, operation of 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.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

7.6.2.2 Construction Impacts

Construction of Alternative 2 could result in temporary lane closures and/or road, 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 set forth in PM HAZ-2 (**Section 8.0**), 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 the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report 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 2 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 Option

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of 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. 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 set forth in PM HAZ-2 (**Section 8.0**), 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 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.

7.6.3 Alternative 3 Atlantic to Greenwood IOS

7.6.3.1 Operational Impacts

The Alternative 3 alignment would operate underground and in an aerial configuration. 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 (**Section 8.0**), 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 are provided to new and relocated/reconfigured stations. Therefore, operation of Alternative 3 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 the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA 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 3 because as with the base Alternative 3 and the Atlantic station (relocated/reconfigured), the Atlantic/Pomona Station Option station and alignment would be underground; the remainder of the Alternative 3 alignment would operate underground and in an aerial configuration.

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 (**Section 8.0**), compliance with applicable Los Angeles County 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 provided to the relocated/reconstructed Atlantic station. Therefore, operation of Alternative 3 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.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

Montebello At-Grade Option

The Montebello At-Grade Option would include an at-grade alignment and four signalized 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. 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. Where trains operate exclusively in street-running ROWs, it would be possible for trains to yield to emergency vehicles or clear signaled intersections quickly to allow emergency vehicles to pass.

As standard practice, and as set forth in PM HAZ-1 (**Section 8.0**), 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. In addition, 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. With implementation of the standard coordination and design practices identified above, operation of Alternative 3 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.

See Impact TRA-4, Inadequate Emergency Access, of the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for a discussion of access to fire and police protection facilities in the vicinity of the DSA and potential increases in fire and police response times.

7.6.3.2 Construction Impacts

Construction of Alternative 3 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 set forth in PM HAZ-2 (**Section 8.0**), 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 the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report 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 3 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 3, construction of Alternative 3 with the Atlantic/Pomona Station Option could result in temporary lane closures and/or road, 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, 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 Alternative 3 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 3, construction of Alternative 3 with the Montebello At-Grade Option could result in temporary lane closures and/or road, 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, 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 Alternative 3 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.

7.6.4 Maintenance and Storage Facilities

7.6.4.1 Operational Impacts

7.6.4.1.1 Commerce MSF

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). As set forth in PM HAZ-1 (S **Section 8.0**), compliance with applicable city of Commerce 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 Commerce MSF site option. Therefore, operation of the Commerce MSF site 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.

7.6.4.1.2 Montebello MSF

The Montebello MSF site option would include new or modified driveways and the potential closure of a portion of Acco Street (immediately west of Vail Avenue). As set forth in PM HAZ-1 (**Section 8.0**), 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 Montebello MSF site option. Therefore, operation of the Montebello MSF site 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.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option site would include new or modified driveways and the potential closure of a portion of Acco Street (immediately west of Vail Avenue). As set forth in PM HAZ-1 (**Section 8.0**), 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 Montebello MSF At-Grade Option. Therefore, operation of 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.

7.6.4.2 Construction Impacts

7.6.4.2.1 Commerce MSF

Construction of the Commerce MSF site 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 8.0**), 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 in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for further discussion of traffic control plans). Therefore, construction of the Commerce MSF site 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.

7.6.4.2.2 Montebello MSF

Construction of the Montebello MSF site 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 8.0**), 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 in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report for further discussion of traffic control plans). Therefore, construction of the Montebello MSF site 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.

Design Options

Montebello MSF At-Grade Option

Construction of 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-2 (**Section 8.0**), 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 (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 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.

7.7 Impact HAZ-7: Wildland Hazards

Impact HAZ-7: Would a Build Alternative 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?

7.7.1 Alternative 1 Washington

7.7.1.1 Operational Impacts

Alternative 1 is primarily located 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 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

As with the base Alternative 1, because the Atlantic/Pomona Station Option is located in a highly urbanized area, operation 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

As with the base Alternative 1, because the Montebello At-Grade Option is located in a highly urbanized area, operation 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.

7.7.1.2 Construction Impacts

Alternative 1 is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, 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

As with the base Alternative 1, because the Atlantic/Pomona Station Option is located in a highly urbanized area, 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

As with the base Alternative 1, because the Montebello At-Grade Option is located in a highly urbanized area, 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.

7.7.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.7.2.1 Operational Impacts

Alternative 2 is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation of Alternative 2 would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, because the Atlantic/Pomona Station Option is located in a highly urbanized area, operation of 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.

7.7.2.2 Construction Impacts

Alternative 2 is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, construction of Alternative 2 would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, because the Atlantic/Pomona Station Option is located in a highly urbanized area, construction of 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.

7.7.3 Alternative 3 Atlantic to Greenwood IOS

7.7.3.1 Operational Impacts

Alternative 3 is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation of Alternative 3 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

As with the base Alternative 3, because the Atlantic/Pomona Station Option is located in a highly urbanized area, operation of Alternative 3 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

As with the base Alternative 3, because the Montebello At-Grade Option is located in a highly urbanized area, operation of Alternative 3 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.

7.7.3.2 Construction Impacts

Alternative 3 is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, construction of Alternative 3 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

As with the base Alternative 3, because the Atlantic/Pomona Station Option is located in a highly urbanized area, construction of Alternative 3 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

As with the base Alternative 3, the Montebello At-Grade Option is located in a highly urbanized area; therefore, construction of Alternative 3 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.

7.7.4 Maintenance and Storage Facilities

7.7.4.1 Operational Impacts

7.7.4.1.1 Commerce MSF

The Commerce MSF site option is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation of the Commerce MSF site option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

7.7.4.1.2 Montebello MSF

The Montebello MSF site option is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation of the Montebello MSF site option 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

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option site is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation of the Montebello MSF 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.

7.7.4.2 Construction Impacts

7.7.4.2.1 Commerce MSF

The Commerce MSF site option is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, construction of the Commerce MSF site option would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

7.7.4.2.2 Montebello MSF

The Montebello MSF site is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, construction of the Montebello MSF site option 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

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option site is located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, construction of the Montebello MSF 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.

8.0 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.

9.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

9.1 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?

9.1.1 Alternative 1 Washington

As discussed in **Section 7.1.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would have a less than significant impact under Impact HAZ-1; therefore, no mitigation is required.

9.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.1.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-1; therefore, no mitigation is required.

9.1.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.1.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would have a less than significant impact under Impact HAZ-1; therefore, no mitigation is required.

9.1.4 Maintenance and Storage Facilities

As discussed in **Section 7.1.4**, operation and construction of Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-1; no mitigation is required.

9.2 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?

9.2.1 Alternative 1 Washington

9.2.1.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.2.1**, operation of the base Alternative 1 would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

However, construction of the base Alternative 1 would have a significant impact under Impact HAZ-2. During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to documented or undocumented hazardous materials conditions.

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, the plan 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.

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.

9.2.1.2 Design Option Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

MM HAZ-1 through MM HAZ-5, described above, will be implemented for construction. No additional mitigation is required for Alternative 1 with the Atlantic/Pomona Station Option.

Montebello At-Grade Option

MM HAZ-1 through MM HAZ-5, described above, will be implemented for construction. No additional mitigation is required for Alternative 1 with the Montebello At-Grade Option.

9.2.1.3 Impacts After Mitigation

9.2.1.3.1 Operational Impacts Determination

Operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

9.2.1.3.2 Construction Impacts Determination

Incorporation of MM HAZ-1 through MM HAZ-5 identified in **Section 9.2.1.1** would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

Design Options

Atlantic/Pomona Station Option

With implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, construction of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts under Impact HAZ-2.

Montebello At-Grade Option

With implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts under Impact HAZ-2.

9.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

9.2.2.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.2.2**, operation of the base Alternative 2 would have a less than significant impact under Impact HAZ-2; therefore, no mitigation measures is required.

However, construction of the base Alternative 2 would have a significant impact under Impact HAZ-2. During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to documented or undocumented hazardous materials conditions. MM HAZ-1 through MM HAZ-5 identified in **Section 9.2.1.1** will be implemented to address significant impacts to 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.

9.2.2.2 Design Option Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

As discussed in **Section 7.2.2**, operation of Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1** will be implemented to address significant impacts under Impact HAZ-2 during construction of Alternative 2 with the Atlantic/Pomona Station Option. 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.

9.2.2.3 Impacts After Mitigation

9.2.2.3.1 Operational Impacts Determination

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

9.2.2.3.2 Construction Impacts Determination

Implementation of MM HAZ-1 through MM HAZ-5, discussed in **Section 9.2.1.1,** would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

Design Options

Atlantic/Pomona Station Option

Implementation of MM HAZ-1 through MM HAZ-5, discussed in **Section 9.2.1.1** would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

9.2.3 Alternative 3 Atlantic to Greenwood IOS

9.2.3.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.2.3**, operation of the base Alternative 3 would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented to address significant impacts under Impact HAZ-2 during construction of the base Alternative 3.

9.2.3.2 Design Option Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

As discussed in **Section 7.2.3**, operation of Alternative 3 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, will be implemented for construction. No additional mitigation measures are required for Alternative 3 with the Atlantic/Pomona Station Option.

Montebello At-Grade Option

As discussed in **Section 7.2.3**, operation of Alternative 3 with the Montebello At-Grade Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, will be implemented for construction. No additional mitigation measures are required for Alternative 3 with the Montebello At-Grade Option.

9.2.3.3 Impacts After Mitigation

9.2.3.3.1 Operational Impacts Determination

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 under Impact HAZ-2; therefore, no mitigation is required.

9.2.3.3.2 Construction Impacts Determination

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant for construction of the base Alternative 3.

Design Option

Atlantic/Pomona Station Option

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, would reduce impacts to less than significant for construction of Alternative 3 with the Atlantic/Pomona Station Option.

Montebello At-Grade Option

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** would reduce impacts to less than significant for construction of Alternative 3 with the Montebello At-Grade Option.

9.2.4 Maintenance and Storage Facilities

9.2.4.1 Commerce MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.2.4**, operation of the Commerce MSF site option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

The Commerce MSF site option would have a significant impact under Impact HAZ-2 during construction. During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to documented or undocumented hazardous materials conditions. MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, will be implemented for construction.

9.2.4.2 Montebello MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.2.4**, operation of Montebello MSF site option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

The Montebello MSF site option would have a significant impact under Impact HAZ-2 during construction. During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to documented or undocumented hazardous materials conditions. MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1** will be implemented for construction.

Design Option

Montebello MSF At-Grade Option

As discussed in **Section 7.2.4**, operation of the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-2; therefore, no mitigation is required.

The Montebello MSF At-Grade Option would have a significant impact under Impact HAZ-2 during construction. During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to documented or undocumented hazardous materials conditions. MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1** will be implemented for construction.

9.2.4.3 Impacts After Mitigation

9.2.4.3.1 Operational Impacts Determination

No mitigation is required for operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option.

9.2.4.3.2 Construction Impacts Determination

Commerce MSF

Implementation of MM HAZ-1 through MM HAZ-5 during construction of the Commerce MSF site option would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

Montebello MSF

Implementation of MM HAZ-1 through MM HAZ-5 during construction of the Montebello MSF site option would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

Design Option

Montebello MSF At-Grade Option

Implementation of MM HAZ-1 through MM HAZ-5 would reduce the potential hazards associated with exposure of construction workers and the public to hazardous conditions from accidental release of contaminants from the soil and/or groundwater to less than significant.

9.3 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?

9.3.1 Alternative 1 Washington

As discussed in **Section 7.3.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would have a less than significant impact under Impact HAZ-3; therefore, no mitigation is required.

9.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.3.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-3; therefore, no mitigation is required.

9.3.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.3.3**, 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 have a less than significant impact under Impact HAZ-3; therefore, no mitigation is required.

9.3.4 Maintenance and Storage Facilities

As discussed in **Section 7.3.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-3; no mitigation is required.

9.4 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?

9.4.1 Alternative 1 Washington

9.4.1.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.4.1**, no mitigation is required for operation of the base Alternative 1.

As discussed in **Section 7.4.1**, construction of the base Alternative 1 would have a significant impact under Impact HAZ-4. The Commerce/Citadel station site (APN 6336-019-031) would be located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. Excavation activities could encounter residual soil and groundwater contamination that could include THP, metals, petroleum hydrocarbons, and VOC contamination resulting a health risk to construction workers, the public, and/or the environment. 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, incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented to address significant impacts under Impact HAZ-4.

9.4.1.2 Design Options Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

MM HAZ-1 through MM HAZ-5, described in **Section 9.2.1.1**, will be implemented for construction. No additional mitigation is required for Alternative 1 with the Atlantic/Pomona Station Option.

Montebello At-Grade Option

MM HAZ-1 through MM HAZ-5, described in **Section 9.2.1.1**, will be implemented for construction. No additional mitigation is required for Alternative 1 with the Montebello At-Grade Option.

9.4.1.3 Impacts After Mitigation

9.4.1.3.1 Operational Impacts Determination

No operational mitigation measures are required for the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option.

9.4.1.3.2 Construction Impacts Determination

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

Design Options

Atlantic/Pomona Station Option

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, construction of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts under Impact HAZ-4.

Montebello At-Grade Option

Implementation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts under Impact HAZ-4.

9.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

9.4.2.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.4.2**, operation of the base Alternative 2 would have a less than significant impact under Impact HAZ-4. No mitigation is required for operation of the base Alternative 2.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented to address significant impacts under Impact HAZ-4 during construction associated with the potential for construction workers and the public to come in contact with and be exposed to documented or undocumented hazardous materials conditions under the base Alternative 2. Incorporation 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.

9.4.2.2 Design Option Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

As discussed in **Section 7.4.2**, operation of Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-4. No mitigation is required for operation of Alternative 2 with the Atlantic/Pomona Station Option.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented to address significant impacts under Impact HAZ-4 during construction associated with the potential for construction workers and the public to come in contact with and be exposed to documented or undocumented hazardous materials conditions under Alternative 2 with the Atlantic/Pomona Station

Option. Incorporation 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.

9.4.2.3 Impacts After Mitigation

9.4.2.3.1 Operational Impacts Determination

Impacts would be less than significant; thus, no mitigation measures are required for operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option.

9.4.2.3.2 Construction Impacts Determination

Implementation of MM HAZ-1 through MM HAZ-5 would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

Design Options

Atlantic/Pomona Station Option

Implementation of MM HAZ-1 through MM HAZ-5 would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

9.4.3 Alternative 3 Atlantic to Greenwood IOS

9.4.3.1 Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.4.3**, operation of the base Alternative 3 would have a less than significant impact under Impact HAZ-4; therefore, no mitigation is required.

As discussed in **Section 7.4.3**, construction of the base Alternative 3 would have a significant impact under Impact HAZ-4. The Commerce/Citadel station site (APN 6336-019-031) would be located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. Excavation activities could encounter residual soil and groundwater contamination that could include THP, metals, petroleum hydrocarbons, and VOC contamination resulting a health risk to construction workers, the public, and/or the environment. 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. MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented to address significant impacts under Impact HAZ-4 during construction associated with the potential for construction workers and the public to come in contact with and be exposed to documented or undocumented hazardous materials conditions under the base Alternative 3.

9.4.3.2 Design Option Potential Operational or Construction Mitigation Measures

Atlantic/Pomona Station Option

As discussed in **Section 7.4.3**, operation of Alternative 3 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-4; therefore, no mitigation is required.

MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1**, will be implemented for construction. No additional mitigation measures are required for Alternative 3 with the Atlantic/Pomona Station Option.

Montebello At-Grade Option

As discussed in **Section 7.4.3**, operation of Alternative 3 with the Montebello At-Grade Option would have a less than significant impact under Impact HAZ-4; therefore, no mitigation measures would be required.

Incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** will be implemented for construction. No additional mitigation measures are required for Alternative 3 with the Montebello At-Grade Option.

9.4.3.3 Impacts After Mitigation

9.4.3.3.1 Operational Impacts Determination

Impacts would be less than significant; thus, no mitigation is required for operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option.

9.4.3.3.2 Construction Impacts Determination

Incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** would reduce the potential hazards from construction in a Cortese-listed site to less than significant for construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option.

9.4.4 Maintenance and Storage Facilities

9.4.4.1 Commerce MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.4.4**, operation of the Commerce MSF site option would have a less than significant impact under Impact HAZ-4; therefore, no mitigation is required.

As discussed in **Section 7.4.4**, construction of the Commerce MSF site option would have a significant impact under Impact HAZ-4. Two parcels on the Commerce MSF site option (APN 6336-012-024 and 6336-012-021) would be located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. Excavation activities could encounter residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination resulting a health risk to construction workers, the public, and/or the environment. Incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** 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. MM HAZ-1 through MM HAZ-5 will be implemented for construction.

9.4.4.2 Montebello MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 7.4.4**, operation of the Montebello MSF site option would have a less than significant impact under Impact HAZ-4; therefore, no mitigation is required.

As discussed in **Section 7.4.4**, construction of the Montebello MSF site option would have a significant impact under Impact HAZ-4. Five parcels on the Montebello MSF site option (APN 6336-003-071, 6336-003-050, 6336-002-018, 6336-002-019, and 6336-002-020) would be located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. Excavation activities could encounter residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination resulting a health risk to construction workers, the public, and/or the environment. Incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** 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, MM HAZ-1 through MM HAZ-5, will be implemented for construction.

Design Option

Montebello MSF At-Grade Option

As discussed in **Section 7.4.4**, operation of the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-4; therefore, no mitigation is required.

As discussed in **Section 7.4.4**, construction of the Montebello MSF At-Grade Option would have a significant impact under Impact HAZ-4. Five parcels on the Montebello MSF site option (APN 6336-003-071, 6336-003-050, 6336-002-018, 6336-002-019, and 6336-002-020) would be located on hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese list. Excavation activities could encounter residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination resulting a health risk to construction workers, the public, and/or the environment. Incorporation of MM HAZ-1 through MM HAZ-5, identified in **Section 9.2.1.1,** 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, MM HAZ-1 through MM HAZ-5, will be implemented for construction.

9.4.4.3 Impacts After Mitigation

9.4.4.3.1 Operational Impacts Determination

Impacts would be less than significant; thus, no mitigation is required for operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option.

9.4.4.3.2 Construction Impacts Determination

Commerce MSF

Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-5 would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

Montebello MSF

Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-5 would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

Design Option

Montebello MSF At-Grade Option

Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-5 would reduce the potential hazards from construction in a Cortese-listed site to less than significant.

9.5 Impact HAZ-5: Airport Land Use Plans

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?

9.5.1 Alternative 1 Washington

As discussed in **Section 7.5.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact HAZ-5; therefore, no mitigation is required.

9.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.5.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact under Impact HAZ-5; therefore, no mitigation is required.

9.5.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.5.3**, 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 have no impact under Impact HAZ-5; therefore, no mitigation is required.

9.5.4 Maintenance and Storage Facilities

As discussed in **Section 7.5.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact under Impact HAZ-5; no mitigation is required.

9.6 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?

9.6.1 Alternative 1 Washington

As discussed in **Section 7.6.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact HAZ-6; therefore, no mitigation is required.

9.6.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.6.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact HAZ-6; therefore, no mitigation is required.

9.6.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.6.3**, 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 have a less than significant impact under Impact HAZ-6; therefore, no mitigation is required.

9.6.4 Maintenance and Storage Facilities

As discussed in **Section 7.6.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-6; no mitigation is required.

9.7 Impact HAZ-7: Wildland Hazards

Impact HAZ-7: Would a Build Alternative 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?

9.7.1 Alternative 1 Washington

As discussed in **Section 7.7.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact HAZ-7; therefore, no mitigation is required.

9.7.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.7.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact under Impact HAZ-7; therefore, no mitigation is required.

9.7.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.7.3**, 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 have no impact under Impact HAZ-7; therefore, no mitigation is required.

9.7.4 Maintenance and Storage Facilities

As discussed in **Section 7.7.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact HAZ-3; no mitigation is required.

9.8 Mitigation Measure Applicability

As described above, the Build Alternatives, design options, and/or MSF site options would have hazards and hazardous materials impacts. Mitigation measures to address these impacts are therefore identified. **Table 9-1** summarizes which measures are applicable to each Build Alternative and MSF site option. Unless otherwise noted, the Build Alternative mitigation measures apply to the base alternative and design option, and the MSF mitigation measures apply to the Commerce MSF site option, the Montebello MSF site option, and the Montebello MSF At-Grade Option. If there would be no impact or less than significant impacts, no mitigation is required and therefore, as identified in **Table 9-1,** mitigation measures are not applicable (N/A).

Table 9-1 provides a summary of mitigation measures for all Build Alternatives and associated MSF site options.

Table 9-1. Summary of Mitigation Measure Alternative Applicability

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	MSF
HAZ-1: Transport, Storage, Use, or Disposal of Hazardous Materials				
None required	N/A	N/A	N/A	N/A
HAZ-2: Release of Hazardous Materials				
MM HAZ-1	Applicable	Applicable	Applicable	Applicable
MM HAZ-2	Applicable	Applicable	Applicable	Applicable
MM HAZ-3	Applicable	Applicable	Applicable	Applicable
MM HAZ-4	Applicable	Applicable	Applicable	Applicable
MM HAZ-5	Applicable	Applicable	Applicable	Applicable
HAZ-3: Hazardous Materials Within One-Quarter Mile of a School				
None required	N/A	N/A	N/A	N/A
HAZ-4 Hazardous Materials Sites (Government Code Section 65962.5)				
MM HAZ-1	Applicable	Applicable	Applicable	Applicable
MM HAZ-2	Applicable	Applicable	Applicable	Applicable
MM HAZ-3	Applicable	Applicable	Applicable	Applicable
MM HAZ-4	Applicable	Applicable	Applicable	Applicable
MM HAZ-5	Applicable	Applicable	Applicable	Applicable
HAZ-5 Airport Land Use Plans				
None required	N/A	N/A	N/A	N/A
Impact HAZ-6: Emergency Response Plan or Emergency Evacuation Plan				
None required	N/A	N/A	N/A	N/A
Impact HAZ-7: Wildland Hazards				
None required	N/A	N/A	N/A	N/A

10.0 NO PROJECT ALTERNATIVE

The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the DSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. This alternative would include the highway and transit projects in Metro's *2020 Long Range Transportation Plan* (LRTP) Update and the *2016 Southern California Association of Governments Regional Transportation Plan*. Under the No Project Alternative, the Project would not be constructed and operated.

10.1 No Project Alternative

10.1.1 Description

The No Project Alternative includes all of the projects that are identified for construction and implementation in the "Constrained Plan" of Metro's 2009 LRTP (through the year 2035). This plan includes the Metro Gold Line to East Los Angeles to the Atlantic Station but does not include any project resulting from this Phase 2 study effort. Existing transit service would be maintained as is, and only minor service level adjustments would be made as warranted.

10.1.2 Impacts

Under the No Project Alternative, there would be no Project-related construction and therefore, no potential to encounter hazardous materials in soil and/or groundwater in the DSA. There would be no construction-related hazardous materials usage, storage, or transport, and no potential for impacts to human health or the environment from the accidental release of hazardous materials. Therefore, there would be no construction impacts associated with hazardous materials from the No Project Alternative under Impact HAZ-1 through Impact HAZ-7.

Under the No Project Alternative, current operations with respect to hazardous materials would not change in the DSA, and there would be no impairment of adopted emergency response plans or emergency evacuation plans. Therefore, there would be no Project-related impacts associated with hazardous materials from the No Project Alternative.

11.0 SUMMARY OF ALTERNATIVES

Table 11-1 provides a summary of impacts for the No Project Alternative, three Build Alternatives, design options, and the MSF site options.

Table 11-1. Less than Significant Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact HAZ-1: Transport, Storage, Use, and Disposal of Hazardous Materials	No impact	Less than significant	Less than significant	Less than significant	Less than significant
Impact HAZ-2: Release of Hazardous Materials	No impact	Less than significant	Less than significant	Less than significant	Less than significant
Impact HAZ-3: Hazardous Materials Within One-Quarter Mile of a School	No impact	Less than significant	Less than significant	Less than significant	No impact
Impact HAZ-4: Hazardous Materials Sites (Government Code Section 65962.5)	No impact	Less than significant	Less than significant	Less than significant	Less than significant
Impact HAZ-5: Airport Land Use Plans	No impact	No impact	No impact	No impact	No impact
Impact HAZ-6: Emergency Response Plan or Emergency Evacuation Plan	No impact	Less than significant	Less than significant	Less than significant	Less than significant
Impact HAZ-7: Wildland Hazards	No impact	No impact	No impact	No impact	No impact

11.1 No Project

Under the No Project Alternative, no new transportation infrastructure would be built within the RSA. Therefore, there would be no impact for the No Project Alternative under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), HAZ-5 (Airport Land Use Plans), HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and HAZ-7 (Wildland Hazards).

11.2 Alternative 1 Washington + MSF

The operation of the base Alternative 1 and the Commerce MSF site option or the Montebello MSF site option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-5 (Airport Land Use Plans) and HAZ-7 (Wildland Hazards).

The construction of the base Alternative 1 and the Commerce MSF site option or Montebello MSF site option would have less than significant impacts under Impacts HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation, and HAZ-6, and no impacts under HAZ-5 (Airport Land Use Plans) and HAZ-7.

11.2.1 Alternative 1 Washington + MSF + Design Options

Operation of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-5 (Airport Land Use Plans) and HAZ-7 (Wildland Hazards).

Construction of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have less than significant impacts under HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation and HAZ-6, and no impacts under HAZ-5 and HAZ-7.

11.3 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF

Operation of the base Alternative 2 and the Commerce MSF site option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), HAZ-5 (Airport Land Use Plans), and HAZ-7 (Wildland Hazards).

Construction of the base Alternative 2 and the Commerce MSF site option would have less than significant impacts under HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation, and HAZ-6, and no impacts under HAZ-5 and HAZ-7.

11.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS +MSF + Design Option

Operation of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), HAZ-5 (Airport Land Use Plans), and HAZ-7 (Wildland Hazards).

Construction of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have less than significant impacts under HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation, and HAZ-6, and no impacts under HAZ-5 and HAZ-7.

11.4 Alternative 3 Atlantic to Greenwood IOS + MSF

Operation of the base Alternative 3 and the Commerce MSF site option or the Montebello MSF site option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), HAZ-5 (Airport Land Use Plans), and HAZ-7 (Wildland Hazards).

Construction of the base Alternative 3 and the Commerce MSF site option or Montebello MSF site option would have less than significant impacts under HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation, and HAZ-6, and no impacts under HAZ-5 and HAZ-7.

11.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options

Operation of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have less than significant impacts under Impacts HAZ-1 (Transport, Storage, Use, and Disposal of Hazardous Materials), HAZ-2 (Release of Hazardous Materials), HAZ-3 (Hazardous Materials Within One-Quarter Mile of a School), and HAZ-6 (Emergency Response Plan or Emergency Evacuation Plan), and no impacts under HAZ-4 (Hazardous Materials Sites [Government Code Section 65962.5]), HAZ-5 (Airport Land Use Plans), and HAZ-7 (Wildland Hazards).

The construction of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have less than significant impacts under HAZ-1, HAZ-2 with mitigation, HAZ-3, HAZ-4 with mitigation, and HAZ-6, and no impacts under HAZ-5 and HAZ-7.

12.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Jenifer King	Senior Environmental Scientist	BS Wildlife Biology California State University, Long Beach	26
Dan Brady	GIS Specialist	BA Fine Arts and Graphic Design	25

13.0 REFERENCES CITED

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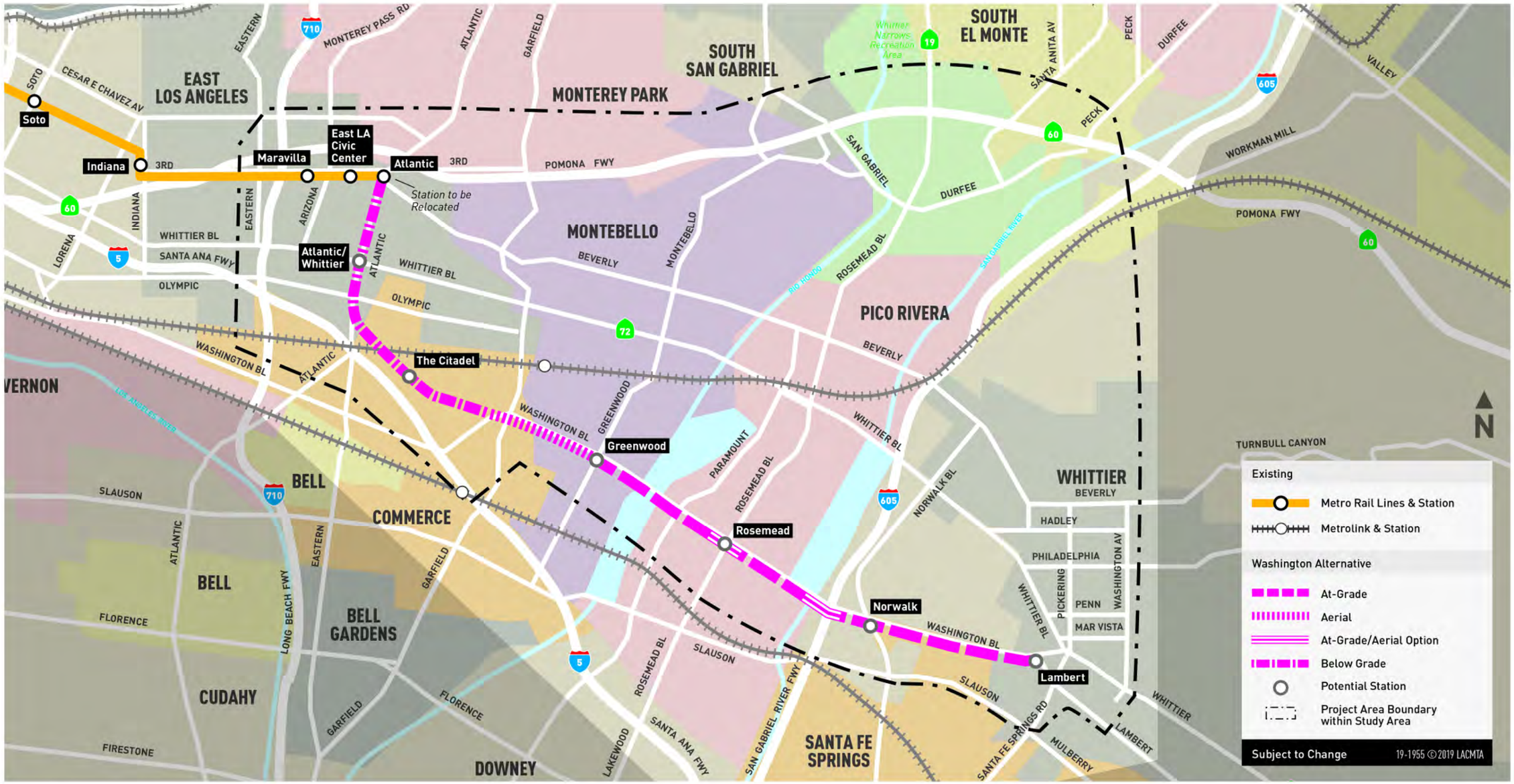
ATTACHMENT A – HAZARDOUS WASTE INITIAL SITE ASSESSMENT

PLOTTED: 4/8/2021 10:22:07 AM, KHagan

Eastside Transit Corridor Phase 2

Washington Alternative



Metro

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DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Fig_1.mxd

PROJECT AREA
WASHINGTON ALTERNATIVE

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
1

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

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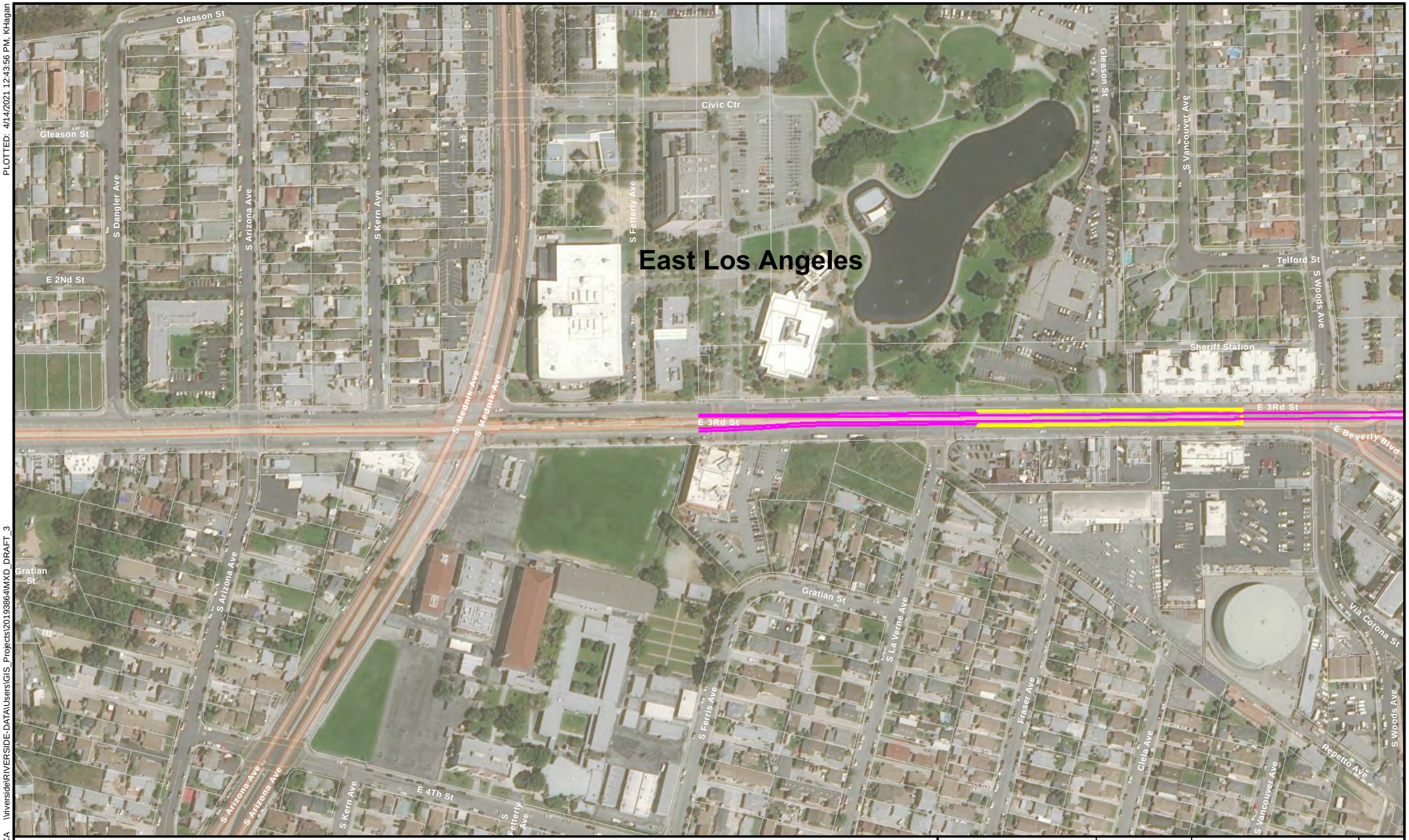

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

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DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2A**

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

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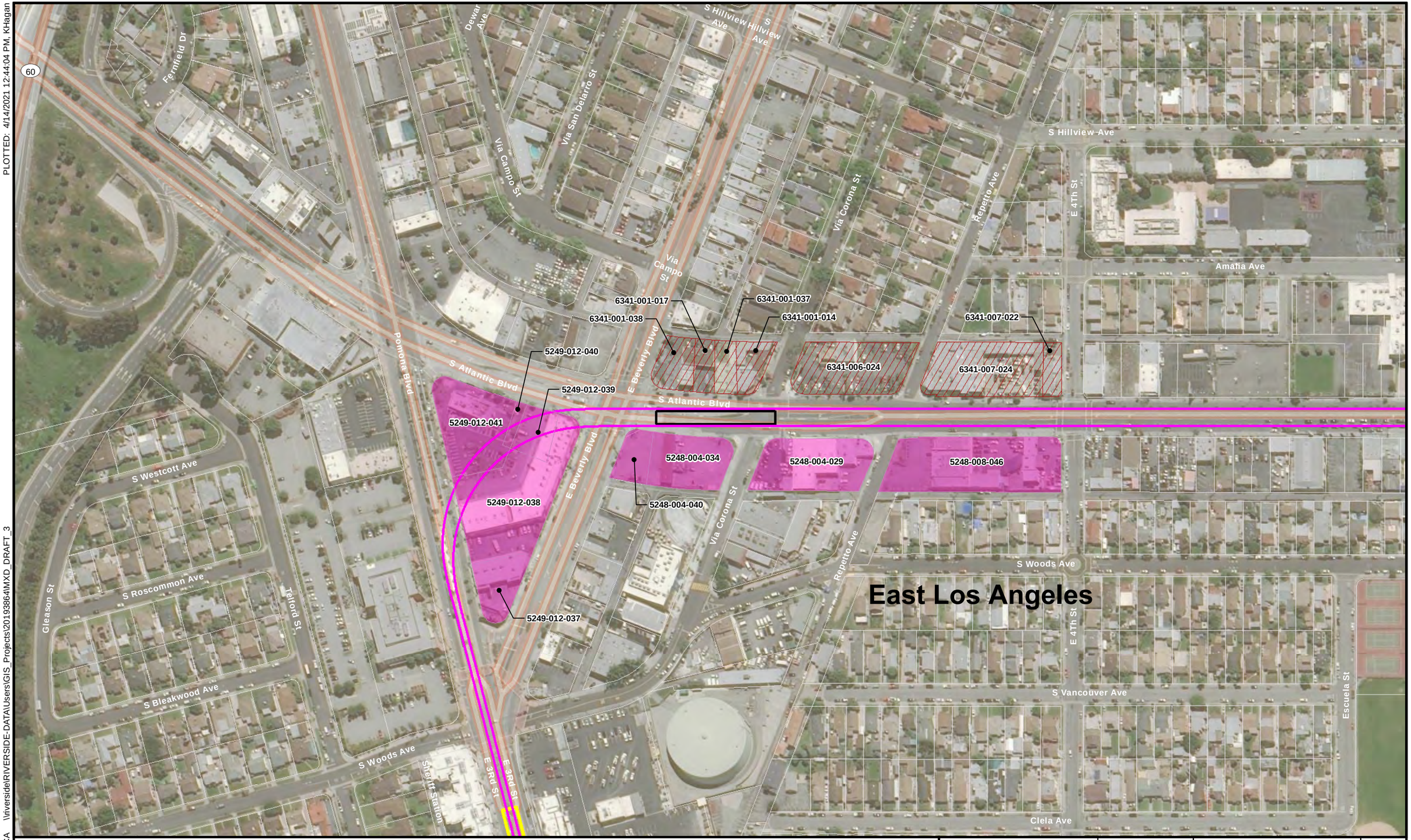
LOS ANGELES, CA



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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2B**

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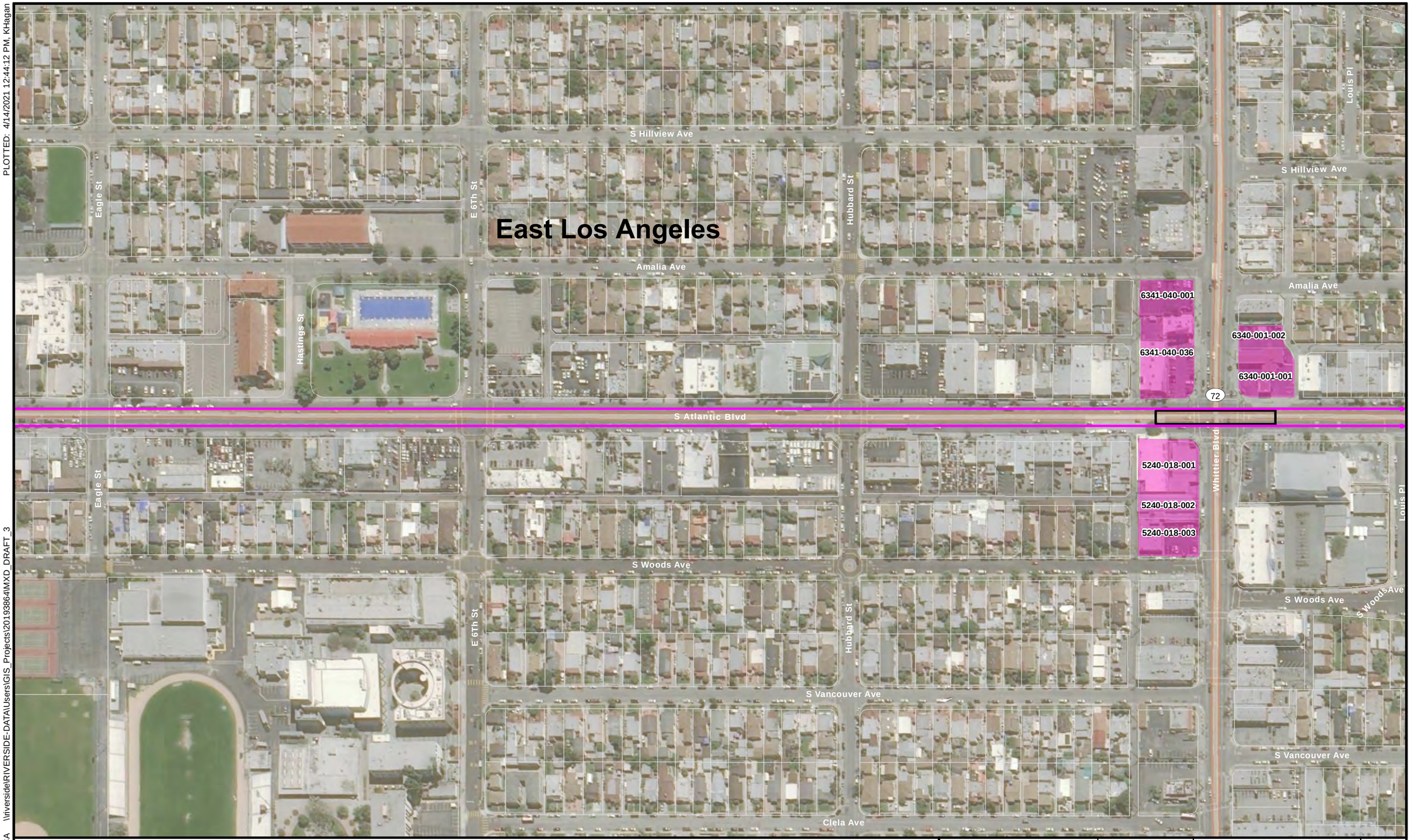
LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3



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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2C**

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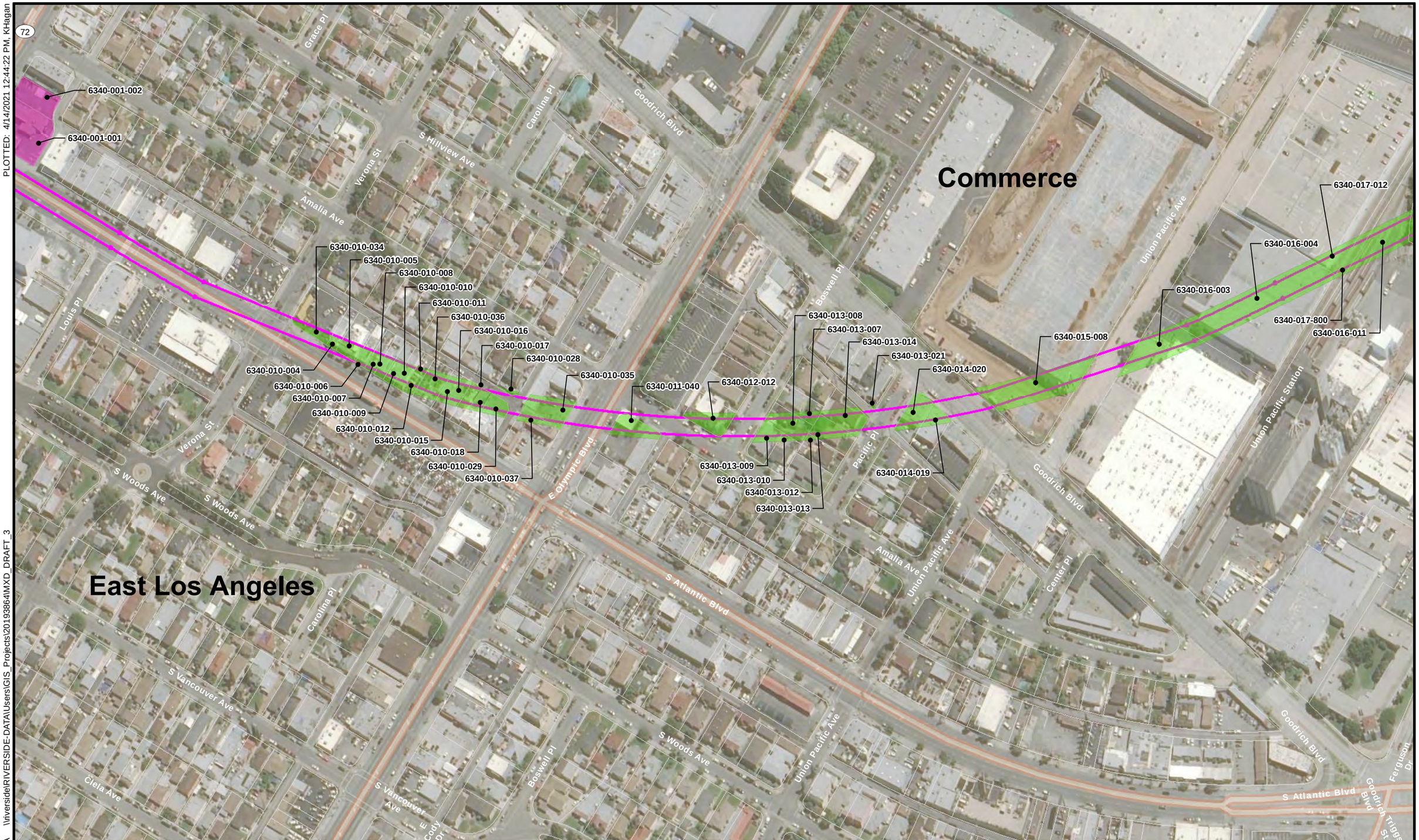
LOS ANGELES, CA



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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

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PROJECT NO.	20193864
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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2D**

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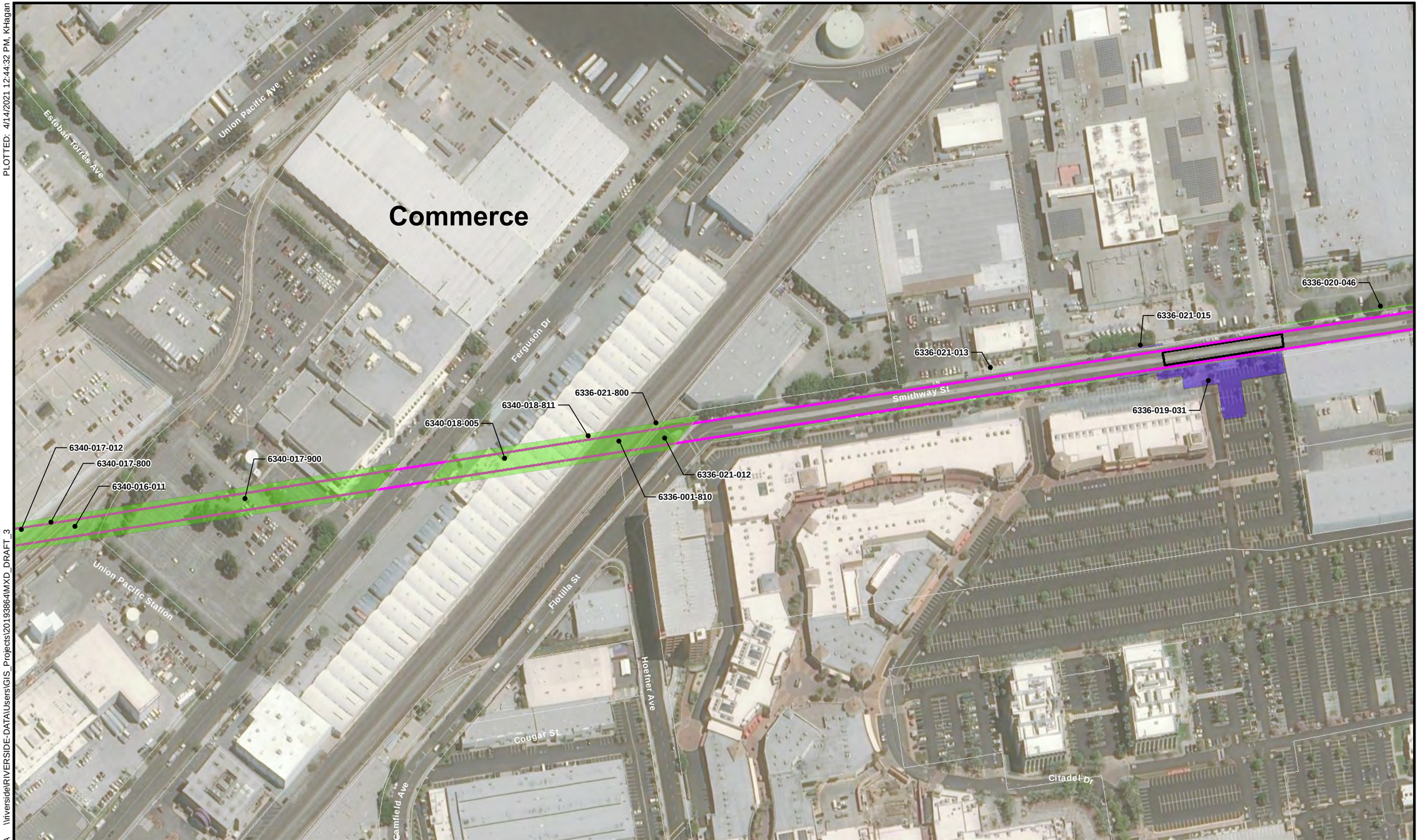

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2E**

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2F**

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LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

6336-013-012
6336-013-804
E Washington Blvd
Davie Ave
6336-013-019
6336-013-020
Gayhart St
6336-011-017
6336-011-006
6336-016-811
6336-016-023
6336-016-813
6336-015-808
6336-011-900
6336-011-012
6336-011-013
6336-011-008
6336-015-809
6336-015-012
6336-010-812
6336-011-007
6336-011-011
6336-011-801
E Washington Blvd
Garfield Ave
Garfield Ave
6336-010-013
Saybrook Ave
Commerce
Mark Ave
S Malt Ave
Corsair St

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2G**

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LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

Fleet St

6336-012-016 6336-012-017 6336-012-018 6336-012-019 6336-012-020

6336-012-804

6336-012-021 6336-012-022 6336-012-023 6336-012-024

COMMERCE MSF

Corvette St

Corvette St

6336-012-030 6336-012-031 6336-012-032 6336-012-033 6336-012-034 6336-012-035

6336-012-047

Saybrook Ave

Davie Ave

6336-012-036 6336-012-037

Commerce

6336-013-014

Garfield Ave

6336-003-046

E Washington Blvd

E Washington Blvd

6336-013-804

6336-013-012

6336-012-038 6336-012-039 6336-012-040

6336-013-019

6336-013-020

6336-011-017

Gayhart St

6336-011-006

6336-011-012 6336-011-013

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2H**

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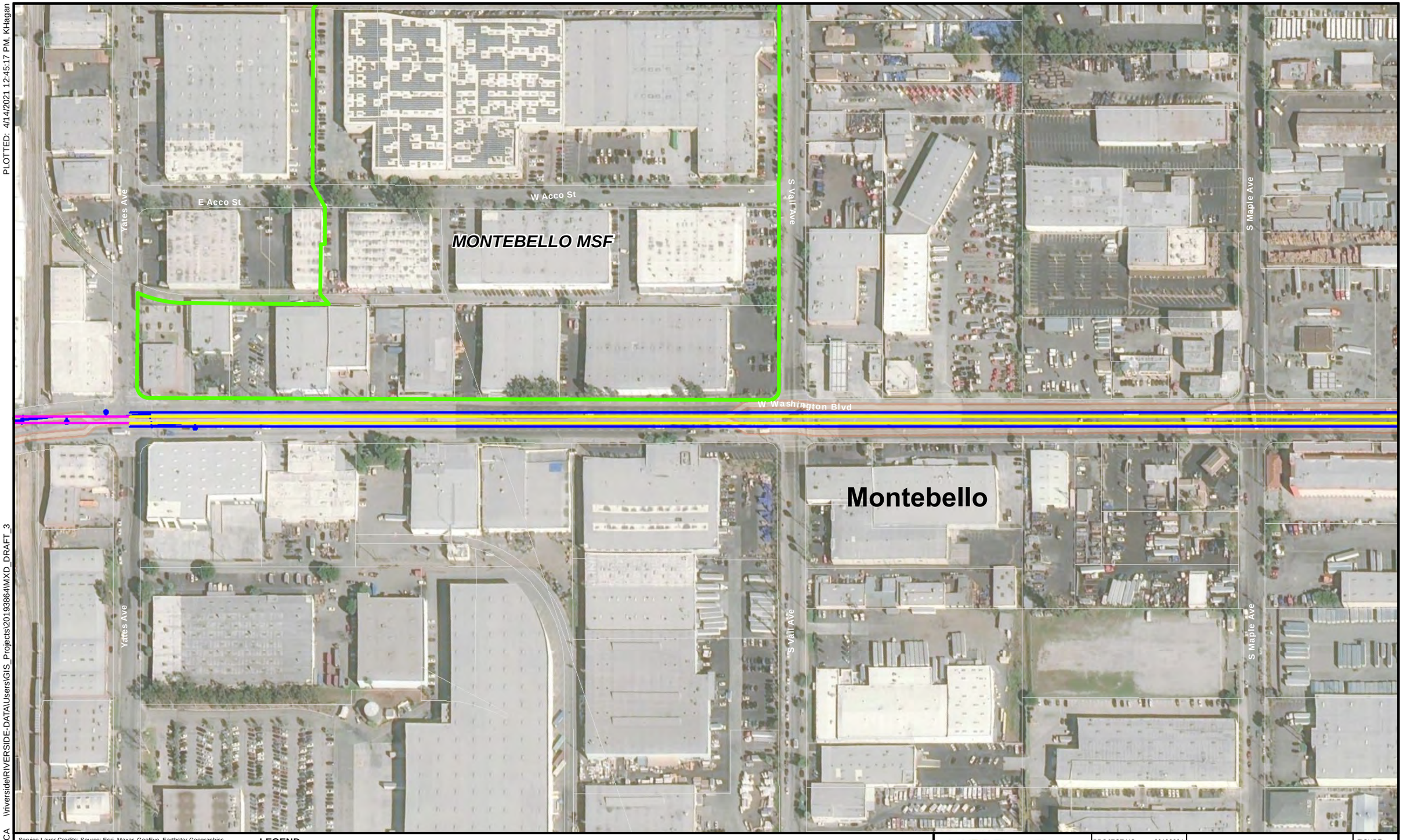

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LOS ANGELES, CA

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LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

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PROJECT NO.	20193864
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DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2I**

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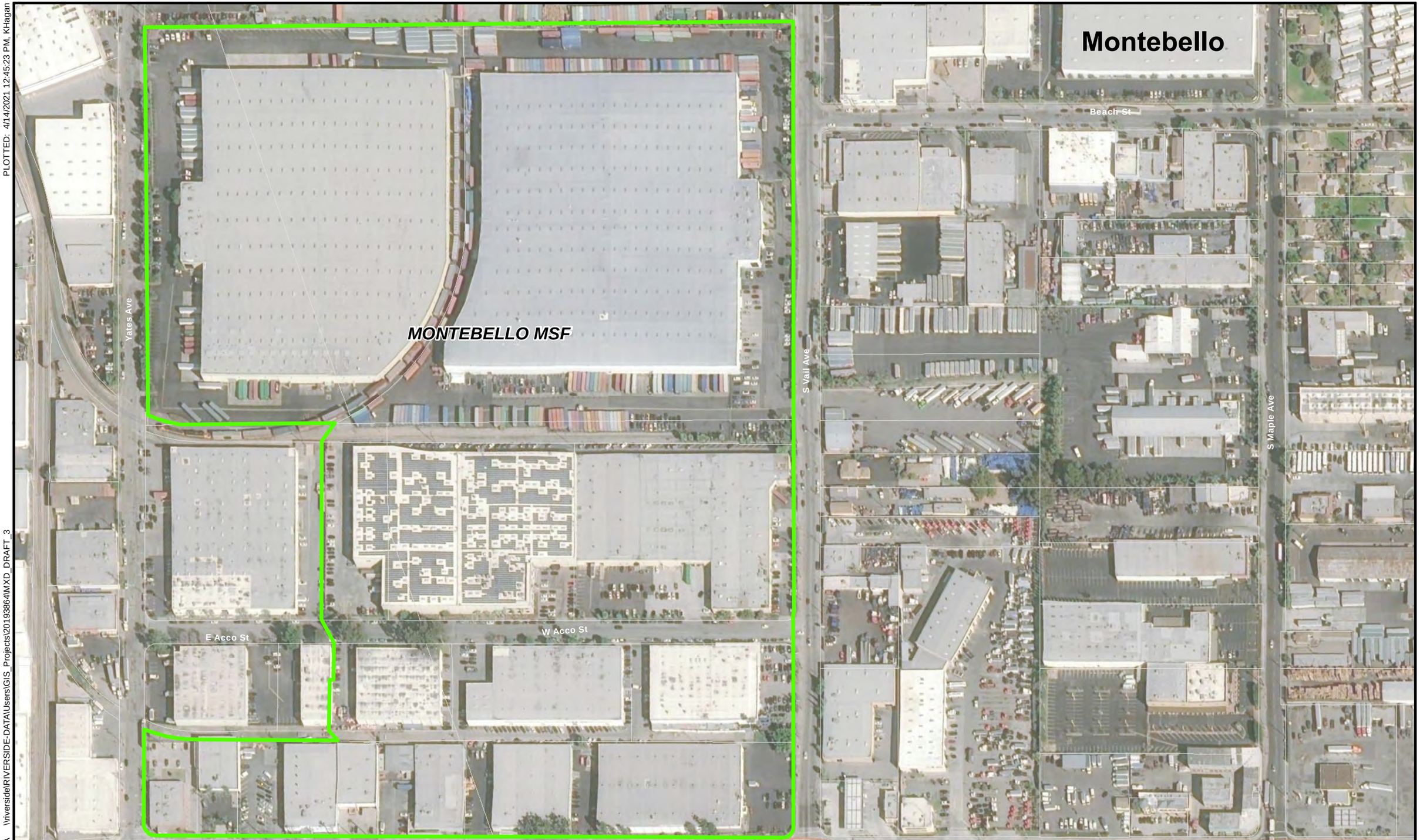
LOS ANGELES, CA



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
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- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

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PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2J**

PLOTTED: 4/14/2021 12:45:34 PM, KHagan

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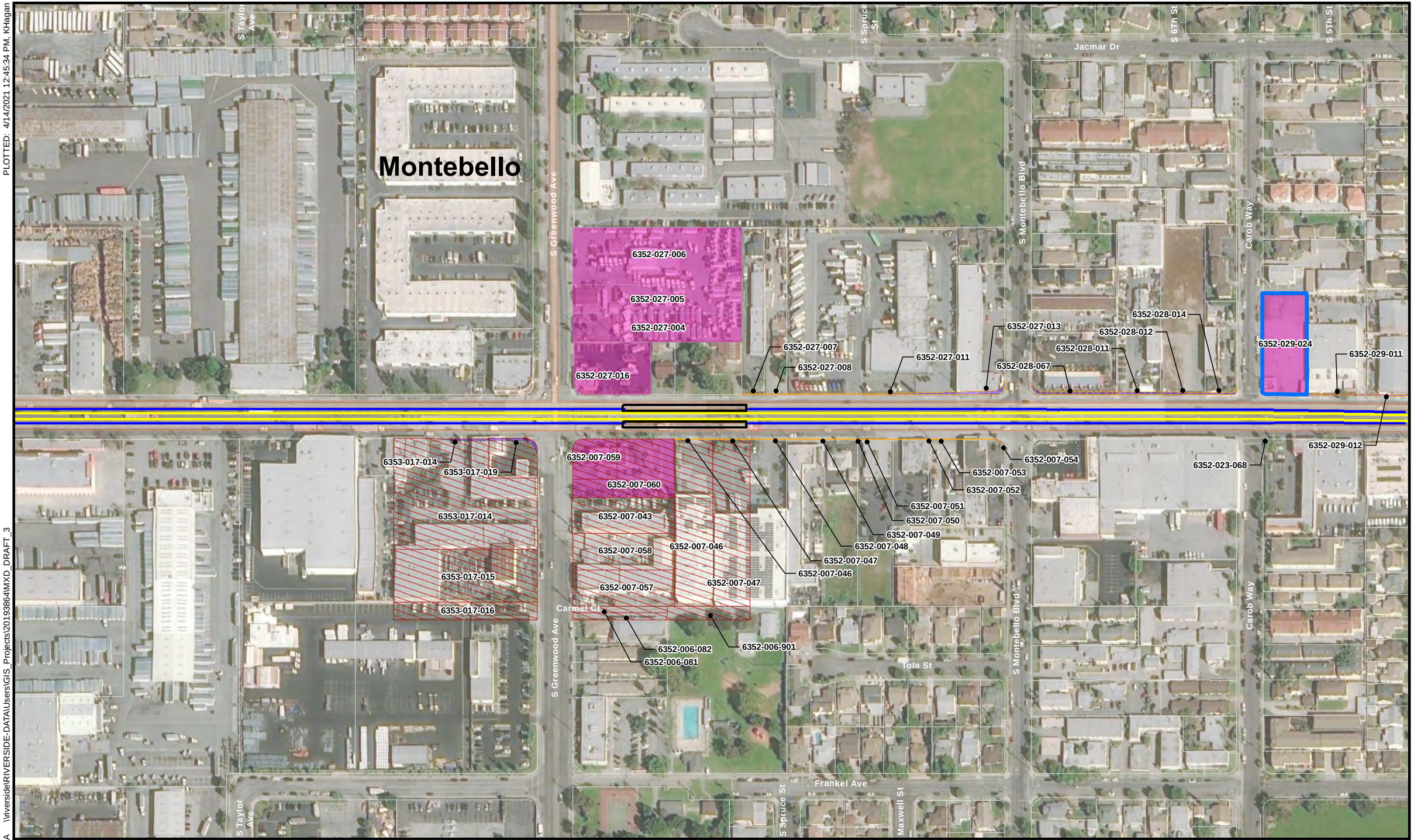
LOS ANGELES, CA



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LEGEND

- Full Take/Laydown/Staging
- Part Take
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- Traction Power Substation Site
- Parcel

0 100 200 Feet

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DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2K

PLOTTED: 4/14/2021 12:45:47 PM, KHagan

\\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

LOS ANGELES, CA

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facillity
- Traction Power Substation Site
- Parcel

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

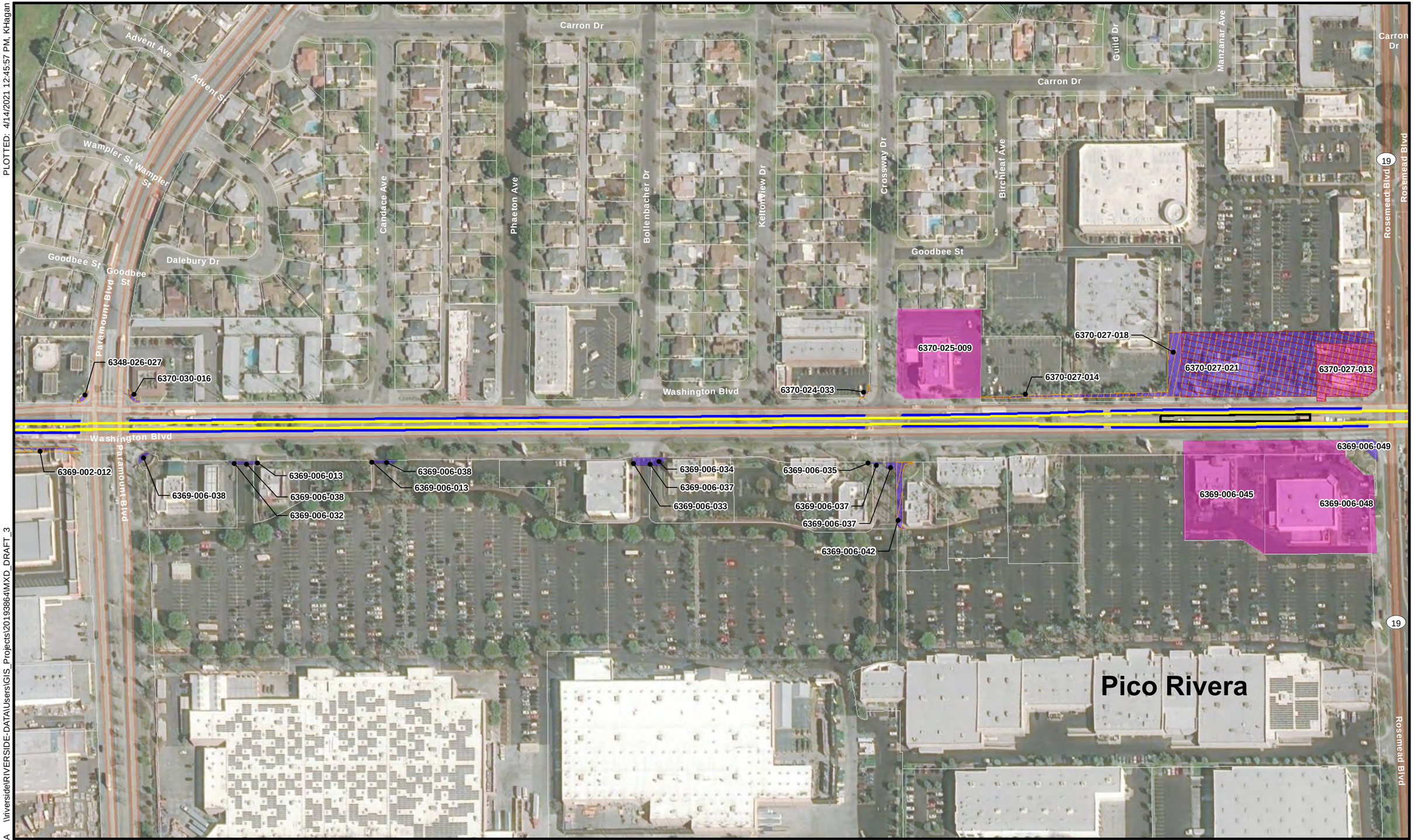
POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2L

PLOTTED: 4/14/2021 12:45:57 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

0 100 200 Feet

KLEINFELDER
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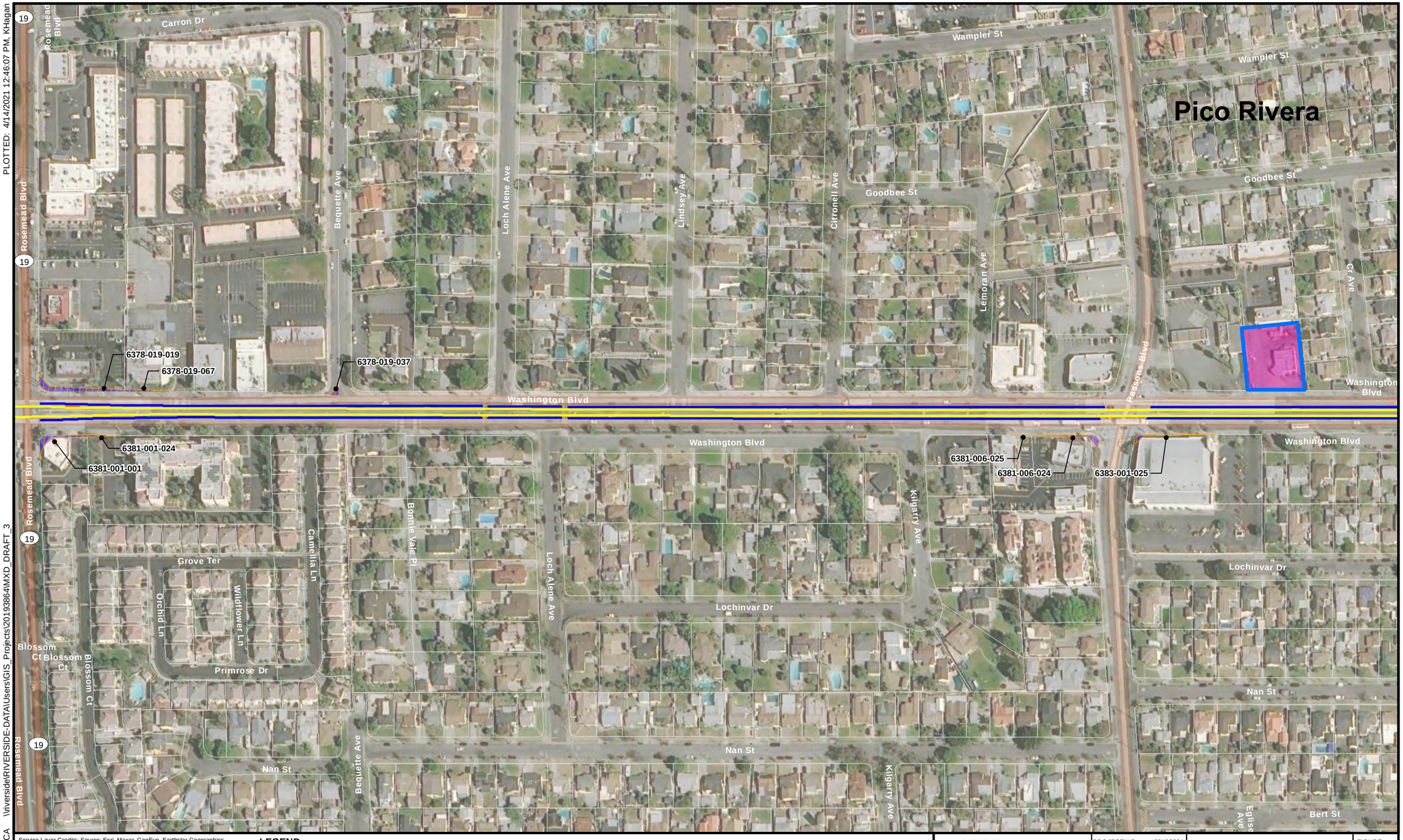
PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2M**

PLOTTED: 4/14/2021 12:46:07 PM, KHagan



\\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

LOS ANGELES, CA

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

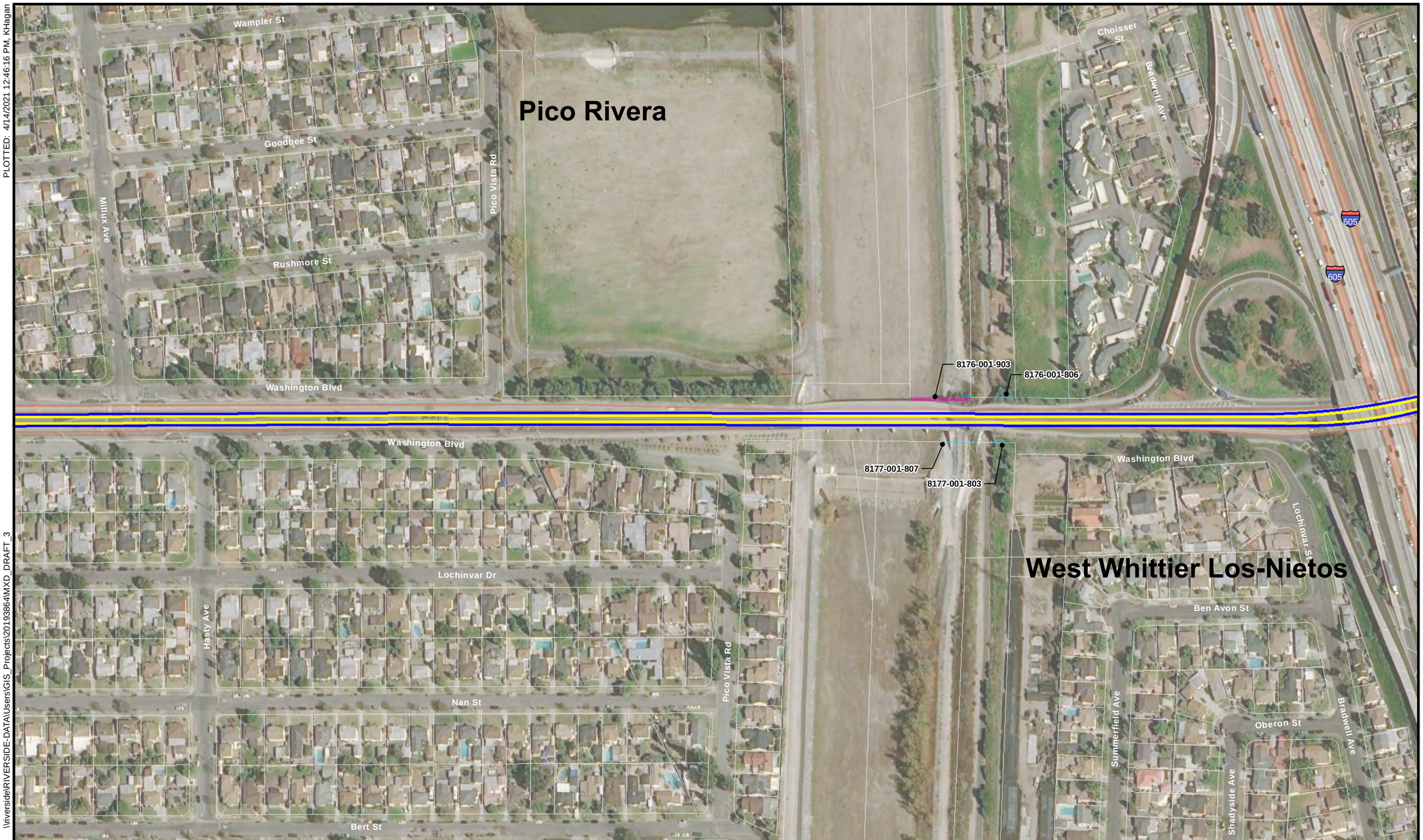
POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2N**

PLOTTED: 4/14/2021 12:46:16 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2O

PLOTTED: 4/14/2021 12:46:29 PM, KHagan

\\riversideRIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

LOS ANGELES, CA

West Whittier Los-Nietos

Santa Fe Springs

Pioneer Blvd
Danby Ave
Milna Ave
Greyford St
Rockne Ave
Morrill Ave
Vicki Dr
Glengarry Ave
Choisser St
Duchess Dr
Washington Blvd
Millergrove Dr
Norwalk Blvd
Boer Ave
Flallon Ave
Godoy St
Ben Avon St

8176-012-049
8176-012-001
8176-016-029
8176-016-020
8176-017-008
8176-017-012
8176-017-006
8176-017-029
8176-017-014
8176-017-015
8176-017-017
8176-017-018
8176-017-019
8173-002-027
8177-018-031
8177-019-902
8178-005-030
8178-005-022
8178-004-068
8178-004-009
8178-004-069
8178-004-004
8178-004-005
8178-004-065
8178-001-026
8178-001-015
8178-001-027
8178-001-061
8178-001-060
8178-001-059
8178-001-054
8178-001-016

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2P

PLOTTED: 4/14/2021 12:46:44 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **2Q**

PLOTTED: 4/14/2021 12:47:00 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

West Whittier Los-Nietos

Santa Fe Springs

Chatfield Ave
Sorensen Ave
Blackford Ave
Wellsford Ave
Wexford Ave
Greyford St
Appledale Ave
Eddystone St
Calobar Ave
Grady Ave
Greyford St
Washington Blvd

8169-003-043
8169-003-044

SANTA FE MSF
(NO LONGER BEING CONSIDERED)

Freestone Ave
Sorensen Ave
Secura Way
Secura Way
Rivera Rd
Cherie Ave

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

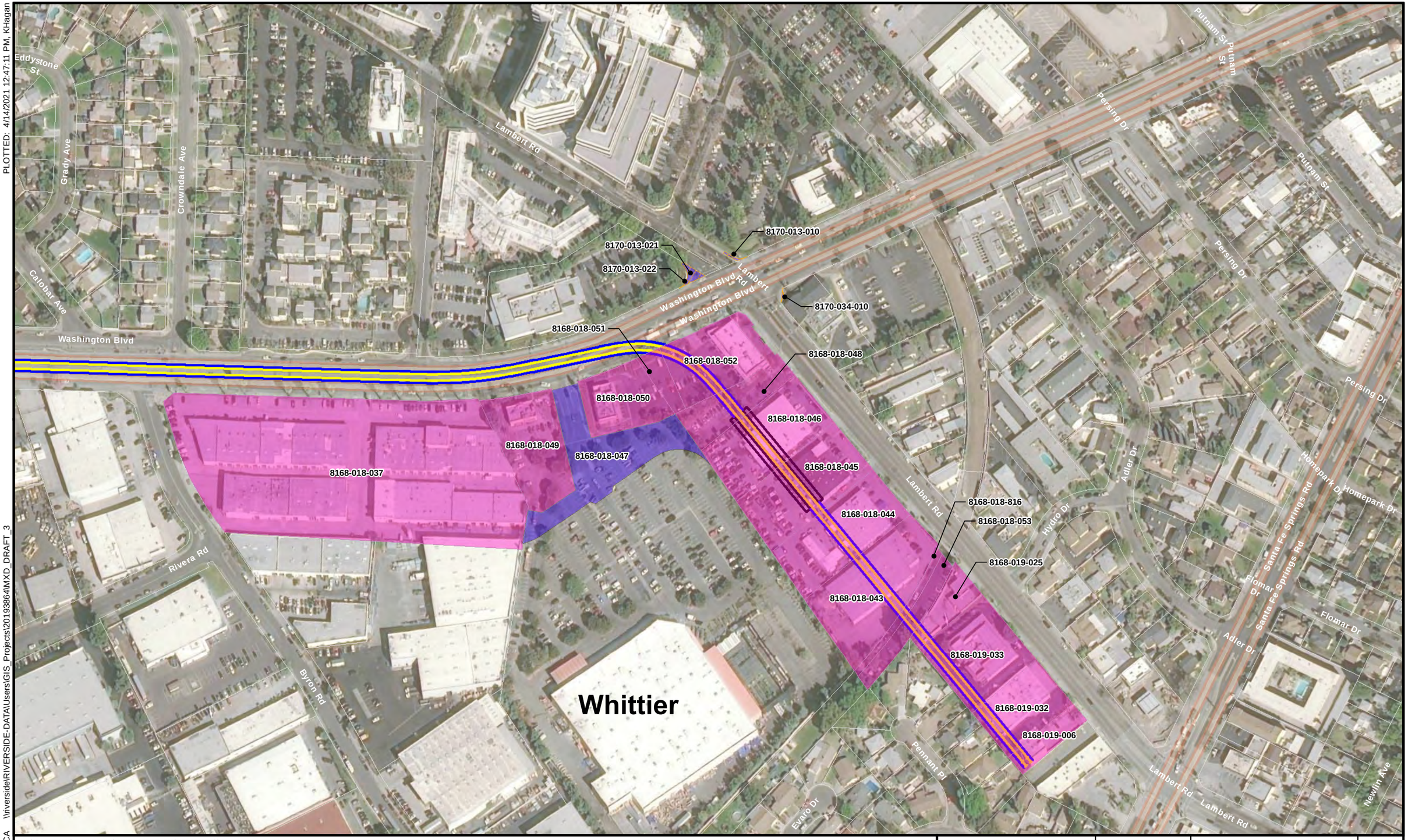
POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2R

PLOTTED: 4/14/2021 12:47:11 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Full Take/Laydown/Staging
- Part Take
- Permanent Easement
- Aerial Easement
- Below Ground Take
- Temporary Construction Easement
- Option Site (Construction Staging)
- Maintenance and Storage Site Facility
- Traction Power Substation Site
- Parcel

N

0 100 200 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Parcels.mxd

POTENTIALLY AFFECTED PARCELS

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
2S

PLOTTED: 4/14/2021 1:45:29 PM, KHagan

East Los Angeles

Historical Gas Station
326 South Atlantic Boulevard
APN: 6341-001-014

Historical / Existing Gas Stations
300 and 318 South Atlantic Boulevard
APN: 6341-001-038
APN: 6341-001-017

Existing Automotive Facility
344 South Atlantic Boulevard
APN: 6341-006-024

Historical / Existing Automotive Facility
392 South Atlantic Boulevard
APN: 6341-007-024

Existing Automotive Facility
398 South Atlantic Boulevard
APN: 6341-007-022

Historical Automotive Facilities
365, 369, 377, 389, 395 South Atlantic Boulevard
APN: 5248-008-046

Historical Automotive Facilities
337, 343, 345 South Atlantic Boulevard
APN: 5248-004-029

Former / Existing Gas Stations
301 and 323 South Atlantic Boulevard
APN: 5248-004-040
APN: 5248-004-034

Historical Gas Station / Dry Cleaners
5119-5127 East Beverly Boulevard
APN: 5249-012-037

Existing Gas Station
5218 Whittier Boulevard
APN: 6340-001-002

Historical / Existing Gas Station
5200-5208 Whittier Boulevard;
902-914 South Atlantic Boulevard
APN: 6340-001-001

Historical Gas Station / Dry Cleaners
5201-5231 Whittier Boulevard;
778 South Atlantic Boulevard
APN: 6341-040-036

Historical / Existing Dry Cleaners
5167-5169 Whittier Boulevard
APN: 5240-018-002

Historical Gas Station
5153-5165 Whittier Boulevard;
778 Woods Avenue
APN: 5240-018-003

Historical Cleaners
5175-5191 Whittier Boulevard;
765-791 South Atlantic Boulevard
APN: 5240-018-001

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known Release)
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **3A**

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

PLOTTED: 4/14/2021 1:45:37 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

Historical Gas Station / Dry Cleaners
5201-5231 Whittier Boulevard;
778 South Atlantic Boulevard
APN: 6341-040-036

Existing Gas Station
5218 Whittier Boulevard
APN: 6340-001-002

Historical / Existing Gas Station
5200-5208 Whittier Boulevard;
902-914 South Atlantic Boulevard
APN: 6340-001-001

Historical Cleaners
5175-5191 Whittier Boulevard;
765-791 South Atlantic Boulevard
APN: 5240-018-001

Historical / Existing Dry Cleaners
5167-5169 Whittier Boulevard
APN: 5240-018-002

Historical Gas Station
5153-5165 Whittier Boulevard;
778 Woods Avenue
APN: 5240-018-003

Industrial Property
5500 Union Pacific Avenue
APN: 6340-017-012

Industrial Property
5466, 5468 Union Pacific Avenue
APN: 6340-016-004

Industrial Property
1270 Goodrich Boulevard
APN: 6340-015-008

Industrial Property
5416 Union Pacific Avenue
APN: 6340-016-003

Industrial Property
5471 Ferguson Drive
APN: 6340-017-900

Industrial Property
5555 Ferguson Drive
APN: 6340-017-900

Industrial Property
5500 Ferguson Drive
APN: 6340-018-005

Industrial Property
5777-5795 Smithway Street
APN: 6336-020-046

Industrial Property
5729-5743 Smithway Street
APN: 6336-021-015

MGM Transformers Company
5701 Smithway Street
APN: 6336-021-013

Former Industrial Property
5600 Flotilla Street;
5710 Smithway Street
APN: 6336-019-031

City of Commerce - Uniroyal (Former);
Uniroyal Facility (Former)
5675 Telegraph Road
APN: 6336-019-030

Commerce

East Los Angeles

Whittier Blvd
Grace Pl
Goodrich Blvd
Esteban Torres Ave
Simmons Ave
S Gerhart Ave
S Woods Ave
Verona St
S Hillview Ave
Carolina Pl
E Olympic Blvd
Union Pacific Ave
Ferguson Dr
Boswell Pl
Amalia Ave
Pacific Pl
S Atlantic Blvd
Clela Ave
Fraser Ave
E Cody Dr
S Vancouver Ave
S La Verne Ave
S Ferris Ave
S Fetterly Ave
Morrow Pl
Triggs St
Flotilla St
Hoefner Ave
Citadel Dr
Telegraph Rd
S Eastern Ave
E Village Dr
Fairgrounds St
Bartmus St
Commerce Way
Harbor St

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3B

PLOTTED: 4/14/2021 1:45:50 PM, KHagan

Industrial Property
5729-5743 Smithway Street
APN: 6336-021-015

Industrial Property
5777-5795 Smithway Street
APN: 6336-020-046

Industrial Property
2161 Saybrook Avenue
APN: 6336-012-026

SEE FIGURE 3D

COMMERCE MSF

Industrial Property
6505 Gayhart Street
APN: 6336-012-040

Industrial Property
2187 Garfield Avenue
APN: 6336-013-014

Industrial Property
6800 East Washington Boulevard
APN: 6336-004-017

Industrial Property
6625 East Washington Boulevard
APN: 6336-013-012

Industrial Property
2266 Davie Avenue
APN: 6336-013-019

Industrial Property
6605 East Washington Boulevard
APN: 6336-013-020

Industrial Property
6565 Washington Boulevard
APN: 6336-011-013

Industrial Property
6466 Gayhart Street
APN: 6336-011-012

Industrial Property
6414 Gayhart Street
APN: 6336-011-008

LA County Fire Station
2327 Saybrook Avenue
APN: 6336-011-900

Industrial Property
2401 Saybrook Avenue
APN: 6336-010-013

Industrial Property
2343 Saybrook Avenue
APN: 6336-011-007

Industrial Property
6433 Gayhart Street
APN: 6336-012-039

Industrial Property
6409 Gayhart Street
APN: 6336-012-038

Industrial Property
2313 Saybrook Avenue
APN: 6336-011-006

Industrial Property
2142, 2220, 2212 South Tubeway Avenue
APN: 6336-016-015

JP Original Corp. HSEUH Trust
2230-2250 South Tubeway Avenue
APN: 6336-016-014

Industrial Property
2130 South Tubeway Avenue
APN: 6336-016-023

Industrial Property
5801-5807 Smithway Street
APN: 6336-024-016

Industrial Property
5849 Smithway Street
APN: 6336-020-045

Industrial Property
5863, 5865 Smithway Street
APN: 6336-020-013

Industrial Property
5822 Smithway Street
APN: 6336-024-019

Industrial Property
5828 Smithway Street
APN: 6336-024-020

Industrial Property
2211 South Tubeway Avenue
5930 Smithway Street
APN: 6336-018-042

Industrial Property
5858-5866 Smithway Street
APN: 6336-024-022

Former Industrial Property
5600 Flotilla Street;
5710 Smithway Street
APN: 6336-019-030

City of Commerce - Uniroyal (Former);
Uniroyal Facility (Former)
5675 Telegraph Road
APN: 6336-019-030

Commerce

Nairn Ave
Ferguson Dr
Simmons Ave
Corvette St
Triumph St
Smithway St
Leo Ave
S Tubeway Ave
Saybrook Ave
Gayhart St
Davie Ave
E Washington Blvd
Yates Ave
Garfield Ave
Corsair St
S Malt Ave
Travers Ave
Telegraph Rd
Harbor St
Santa Ana
Gaspar Ave
Elkgrove Ave
Bartmus St
Leo Ave
Kurt Ave

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from
- Maintenance and Storage Site Facillity

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

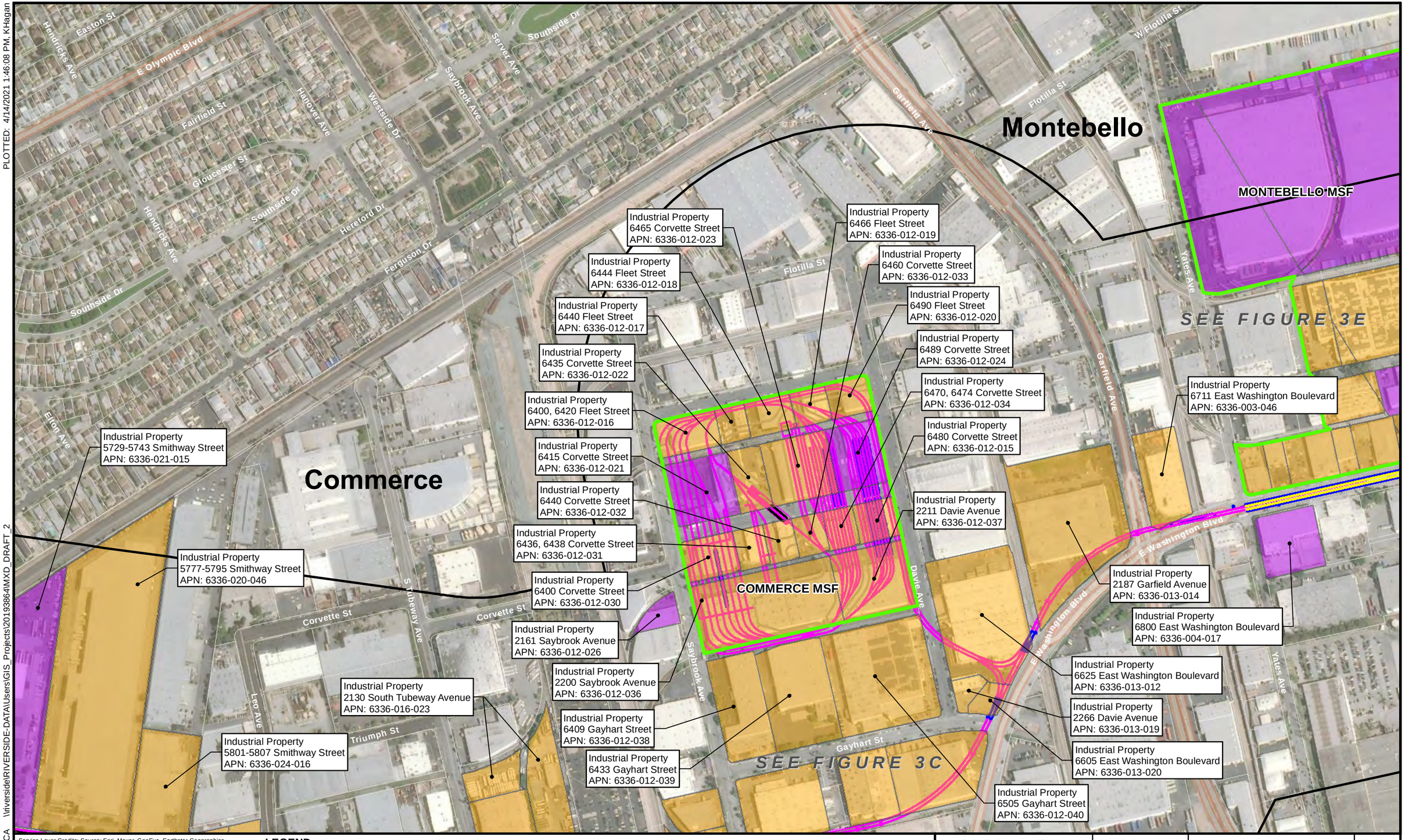
FIGURE
3C

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

PLOTTED: 4/14/2021 1:46:08 PM, KHagan

\\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

LOS ANGELES, CA



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known Release)
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from
- Maintenance and Storage Site Facillity

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3D

PLOTTED: 4/14/2021 1:46:16 PM, KHagan

Former Vail Avenue Disposal Site
2100 Yates Avenue
825 South Vail Avenue
APN: 6336-002-018
APN: 6336-002-019
APN: 6336-002-020

Industrial Property
6913 West Acco Street
APN: 6336-002-014
APN: 6336-002-034
APN: 6336-002-035

Industrial Property
6905 West Acco Street
APN: 6336-003-033

Industrial Property
6858 East Acco Street
APN: 6336-003-017
APN: 6336-003-018

Industrial Property
6868 East Acco Street
APN: 6336-003-071

Industrial Property
6900 West Acco Street
APN: 6336-003-073

Industrial Property
6909 Washington Boulevard
APN: 6336-003-065

Unocal/76 Gasoline Stations
1628 West Washington Boulevard
APN: 6353-014-006

Standard Fuel and Oil / Bonami
1436 West Washington Boulevard
APN: 6353-012-001

Westrux International
812 Washington Boulevard
APN: 6352-027-011

Custom Car Wash
740 Washington Boulevard
APN: 6352-028-067

Industrial Property
6865 Washington Boulevard
APN: 6336-003-060
APN: 6336-003-064

Industrial Property
6849 East Washington Boulevard
APN: 6336-003-066

Industrial Property
6827 East Washington Boulevard
APN: 6336-003-054

Industrial Property
6825 East Washington Boulevard
APN: 6336-003-053

Industrial Property
6815 East Washington Boulevard
APN: 6336-003-020

Industrial Property
6800 East Washington Boulevard
APN: 6336-004-017

Industrial Property
6801 East Washington Boulevard
APN: 6336-003-019

Former California Target #100 (Gas Station)
869 West Washington Boulevard
APN: 6352-007-059

Former California Target #100 (Gas Station)
851 West Washington Boulevard
APN: 6352-007-060

Automotive Related Facilities
1014 Greenwood Avenue
APN: 6352-007-043

MONTEBELLO MSF

Montebello

Yates Ave
S Vail Ave
E Acco St
W Acco St
Beach St
S Taylor Ave
Davis Ave
Cinkel St
W Mariposa Ln
S Park Ave
S Maple Ave
S Taylor Ave
S Greenwood Ave
S 10Th St
S Spruce St
S 6Th St
S 5Th St
S Montebello Blvd
Jacmar Dr
Carob Way
Carmel Ct
Tola St
Frankel Ave
Maxwell St
Albee St
Date St

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known Release)
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from
- Maintenance and Storage Site Facility
- Traction Power Substation Site

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3E

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

PLOTTED: 4/14/2021 1:46:29 PM, KHagan

LOS ANGELES, CA \\riverideRIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

Montebello

Pico Rivera

Former Sparkle Cleaners
405 West Washington Boulevard
APN: 6352-024-043

Former Sparkle Cleaners
405 West Washington Boulevard
APN: 6352-024-042

ARCO #5224
8351 Washington Boulevard
APN: 6348-026-027

Former Northrup Grumman Corporation
8400 Washington Boulevard
APN: 6369-006-032

Former 76 Products Station #2594
6749 Rosemead Boulevard
APN: 6370-027-013

Former Ford Motor Company;
Northrup Grumman Corporation
8890 Washington Boulevard
APN: 6369-006-045

Former Ford Motor Company;
Northrup Grumman Corporation
8900 and 8930 Washington Boulevard
APN: 6369-006-048

Beach St
S 3Rd St
S Bluff Rd
S 4Th St
Triton Dr
Haney St
Unser St
Coffman Pico Rd
Rosemead Blvd
Glendola Dr
Carron Dr
Advent Ave
Dalebury Dr
Candace Ave
Phaeton Ave
Bollenbacher Dr
Keltonview Dr
Crossway Dr
Guild Dr
Manzanar Ave
Birchleaf Ave
Paramount Blvd
S 5Th St
Frankel Ave
Canford St
Crider Ave
Mustang Ln
Blossom Ct
Date St

19

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known Release)
- Potential Property of Concern (No known release but potential for undocumented releases from historical use.)
- Parcel
- 1/4-Mile from

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

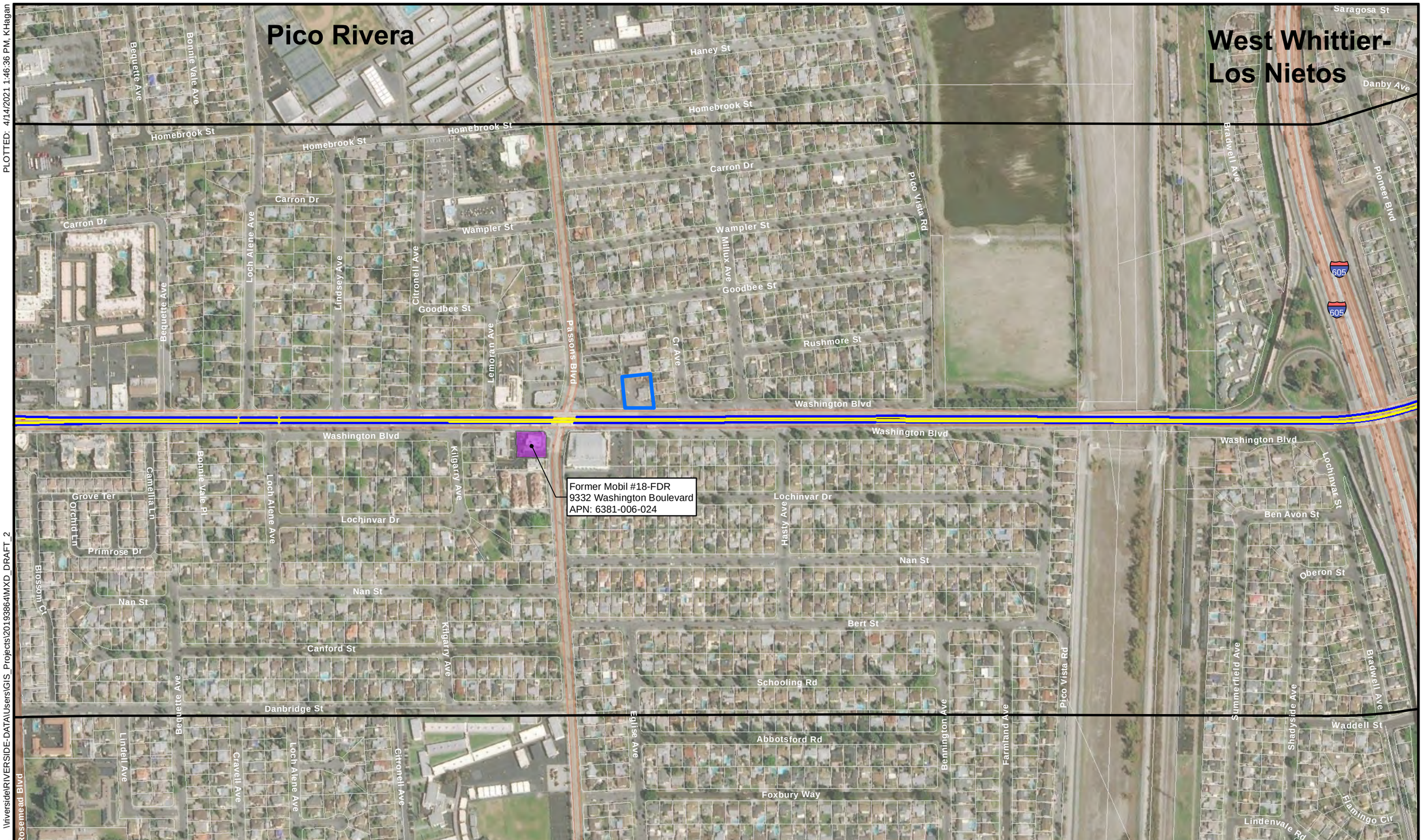
PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3F

PLOTTED: 4/14/2021 1:46:36 PM, KHagan



LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known
- Parcel
- 1/4-Mile from
- Traction Power Substation

N

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3G

PLOTTED: 4/14/2021 1:46:44 PM, KHagan

TOSCO 76 Station #6907
11025 East Washington Boulevard
APN: 8176-016-029

Shell Oil; Shell
11347 Washington Boulevard
APN: 8173-004-020

R B Paint & Body Center
11508 Washington Boulevard
APN: 8169-012-047

Former Hood Corporation
8201 Sorensen Avenue
APN: 8169-004-049
APN: 8169-004-050

SANTA FE MSF
(NO LONGER
BEING CONSIDERED)

West Whittier-
Los Nietos

Santa Fe Springs

Saragosa St
Cully Ave
Flory St
Vicki Dr
Glengarry Ave
Boer Ave
Allerton St
Balfour St
Cedarcliff Ave
Dicky St
Mines Blvd
Lynalan Ave
Bradwell Ave
Choisser St
Pioneer Blvd
Danby Ave
Milna Ave
Greyford St
Rockne Ave
Morrill Ave
Duchess Dr
Vanport Ave
Broadway Ave
Winchell St
Westman Ave
Thornlake Ave
Eddystone St
Gretna Ave
Clive Ave
Chatfield Ave
Washington Blvd
605
Lochinvar St
Norwalk Blvd
Fiallon Ave
Godoy St
Ben Avon St
Millergrove Dr
Rexall Ave
Waddell St
Abbotsford Rd
Albertis Ave
Decosta Ave
Sanger Ave
Nan St
Disney Ave
Wakeman St
Aeolian St
Allport Ave

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Property of Concern (Known Release)
- Parcel
- 1/4-Mile from
- Maintenance and Storage Site Facility

N

0 200 400 Feet

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3H

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

PLOTTED: 4/14/2021 1:46:57 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_2

Omega Chemical Site PRP Organized Group;
Omega Chemical Corporation;
Omega Recovery System
12504-12512 East Whittier Boulevard
APN: 8170-029-005

Omega Chemical Site PRP Organized Group;
Omega Chemical Corporation;
Omega Recovery System
12504-12512 East Whittier Boulevard
APN: 8170-029-004

G&M Oil Company Station #66
11770 East Washington Boulevard
APN: 8169-004-011

Unocal #5091
11808 East Washington Boulevard
APN: 8169-003-043

Mission Linen Supply
11920 East Washington Boulevard
APN: 8169-002-043

Chevron #9-7441
12376 Washington Boulevard
APN: 8168-018-052

Advanced Lift Motors; Spyke Inc;
Oxford Printing; Active Washer Serv Inc.
12440 Lambert Road
APN: 8168-018-045

Golden West Coach; Golden West Coach Co. Inc.
12456 Lambert Road
APN: 8168-018-044

American Medical Enterprises
12508 Lambert Road
APN: 8168-019-025

Historical / Existing Gas Station
12559 Lambert Road
APN: 8170-036-013

Industrial Property
8025 Sorensen Avenue
APN: 8169-004-012

Former Hood Corporation
8201 Sorensen Avenue
APN: 8169-004-049
APN: 8169-004-050

SANTA FE MSF
(NO LONGER
BEING
CONSIDERED)

Santa Fe Springs

Whittier

Balfour St
Paul Dr
Rose Hedge Dr
Barnum Dr
Lambert Rd
Blanding St
Mines Blvd
Sorensen Ave
Chaffield Ave
Blackford Ave
Wellsford Ave
Wexford Ave
Appledale Ave
Eddystone St
Calobar Ave
Grady Ave
Crowndale Ave
Greyford St
Washington Blvd
Wakeman St
Whittier Blvd
Pickering Ave
Newlin Ave
Putnam St
Cullen St
Homepark Dr
Adler Dr
Flomar Dr
Santa Fe Springs Rd
Nogal Ave
Milton Ave
Danbrook Dr
Villa Dr
Foxley Dr
Dunton Dr
72

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Omega Superfund Site, Extent of Contamination
- Property of Concern (Known Release)
- Parcel
- 1/4-Mile from
- Maintenance and Storage Site Facility
- Traction Power Substation Site

0 200 400 Feet

N

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_Wash_Concern.mxd

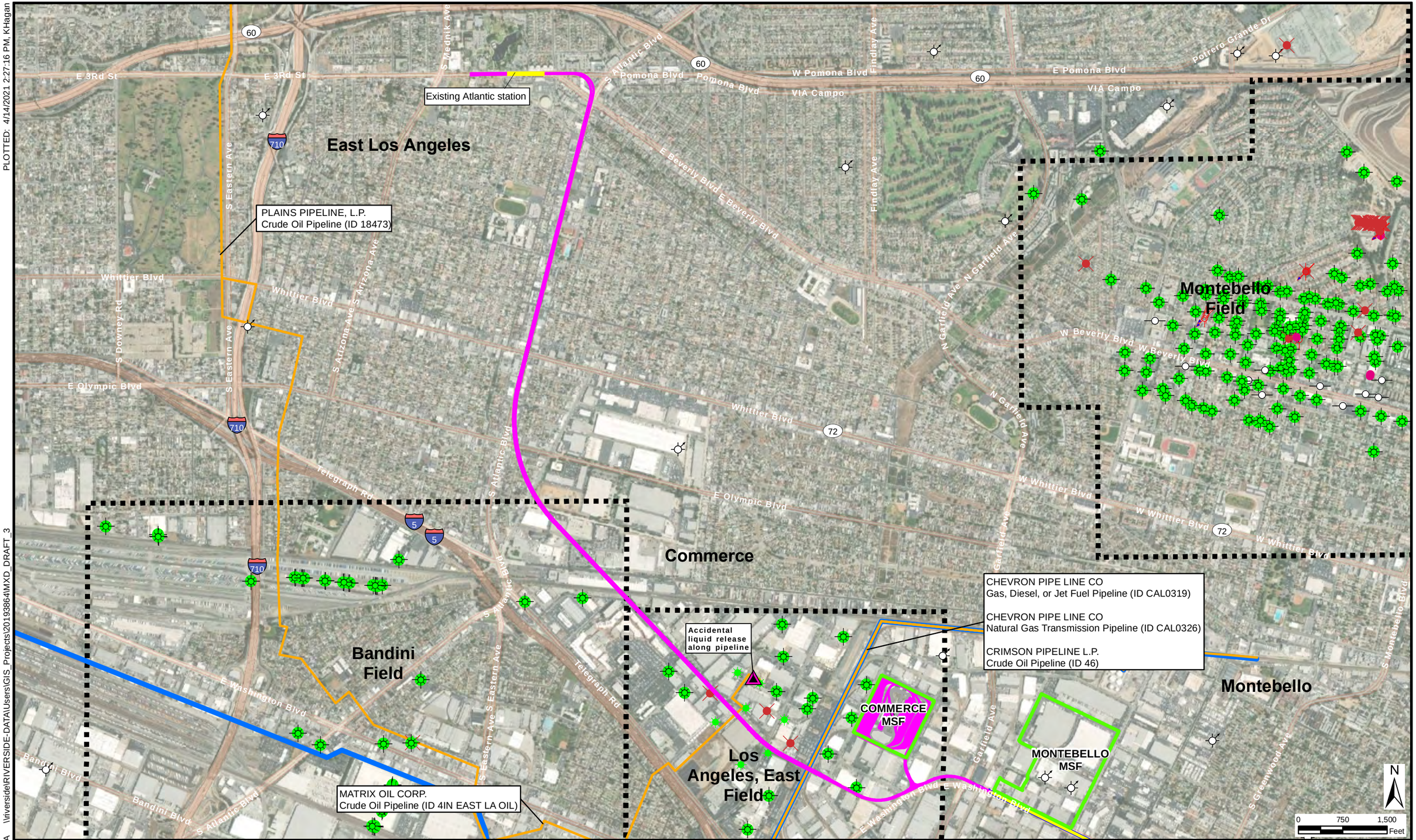
PROPERTIES OF CONCERN

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
3I

PLOTTED: 4/14/2021 2:27:16 PM, KHagan

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- ACTIVE OBSERVATION
- ACTIVE OIL & GAS
- IDLE INJ; MULTI; OBSERVATION
- IDLE OIL & GAS
- PLUGGED DRY HOLE
- ABOVE-GRADE ALIGNMENT
- PLUGGED GAS STORAGE
- PLUGGED OIL & GAS
- BELOW-GRADE ALIGNMENT
- HAZARDOUS LIQUID PIPELINE
- NATURAL GAS PIPELINE
- DOGGR FIELD BOUNDARY

KLEINFELDER
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PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_DOGGR_ppl.mxd

OIL AND GAS WELLS AND PIPELINES

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE **4A**

PLOTTED: 4/14/2021 2:27:23 PM, KHagan

CHEVRON PIPE LINE CO
Gas, Diesel, or Jet Fuel Pipeline (ID CAL0319)

CHEVRON PIPE LINE CO
Natural Gas Transmission Pipeline (ID CAL0326)

CRIMSON PIPELINE L.P.
Crude Oil Pipeline (ID 46)

Accidental liquid release along pipeline

COMMERCE MSF

MONTEBELLO MSF

Los Angeles, East Field

Bandini Field

SOUTHERN CALIFORNIA GAS CO
Natural Gas Transmission Pipeline (ID 117)

SOUTHERN CALIFORNIA GAS CO
Natural Gas Transmission Pipeline (ID 118)

Montebello

Pico Rivera

W Washington Blvd

E Washington Blvd

Telegraph Rd

S Montebello Blvd

W Whittier Blvd

Whittier Blvd

S Greenwood Ave

Paramount Blvd

Beverly Blvd

Garfield Ave

E Slauson Ave

Slauson Ave

Gage Ave

E Gage Ave

Norwalk

72

5

19

605

N

0 750 1,500 Feet

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- ACTIVE OIL & GAS
- IDLE OIL & GAS
- PLUGGED DRY HOLE
- PLUGGED OIL & GAS
- HAZARDOUS LIQUID PIPELINE
- NATURAL GAS PIPELINE
- DOGGR FIELD BOUNDARY
- ABOVE-GRADE ALIGNMENT
- BELOW-GRADE ALIGNMENT
- AT-GRADE ALIGNMENT

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_DOGGR_ppl.mxd

OIL AND GAS WELLS AND PIPELINES

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
4B

LOS ANGELES, CA \\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

PLOTTED: 4/14/2021 2:27:28 PM, KHagan

\\riverside\RIVERSIDE-DATA\Users\GIS_Projects\20193864\MXD_DRAFT_3

LOS ANGELES, CA

Pico Rivera

West Whittier Los-Nietos

Whittier

Whittier Field

Santa Fe Springs

Paramount Blvd

Passons Blvd

Norwalk Blvd

Beverly Blvd

Broadway

Broadway Ave

Greenleaf Ave

Washington Blvd

Slauson Ave

Telegraph Rd

Santa Fe Springs Rd

Mulberry Dr

Painter Ave

72

19

605

SOUTHERN CALIFORNIA GAS CO
Natural Gas Transmission Pipeline (ID 118)

SOUTHERN CALIFORNIA GAS CO
Natural Gas Transmission Pipeline (ID 117)

CRIMSON PIPELINE L.P.
Crude Oil Pipeline (ID 1070)

TORRANCE PIPELINE COMPANY
Gasoline Pipeline (ID 6282)

ABANDONED
M-24 Vernon-Atwood-12

ABANDONED
M-24 Vernon-Atwood-11

ABANDONED
M-24 Vernon-Atwood-10

N

0 750 1,500
Feet

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- ACTIVE OIL & GAS
- IDLE OIL & GAS
- PLUGGED DRY HOLE
- PLUGGED OIL & GAS
- HAZARDOUS LIQUID PIPELINE
- NATURAL GAS PIPELINE
- DOGGR FIELD BOUNDARY
- ABOVE-GRADE ALIGNMENT
- AT-GRADE ALIGNMENT

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	20193864
DRAWN:	04/2021
DRAWN BY:	K. HAGAN
CHECKED BY:	M. CARROLL
FILE NAME:	20193864_DOGGR_ppl.mxd

OIL AND GAS WELLS AND PIPELINES

HAZARDOUS WASTE INITIAL SITE ASSESSMENT
EASTSIDE TRANSIT CORRIDOR PHASE 2
LOS ANGELES COUNTY, CALIFORNIA

FIGURE
4C