4.5 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section addresses hazards associated with the proposed project that may potentially affect public health and safety or degrade the environment. This section incorporates information from the following studies of the project site, which are provided in ***Appendix 4.5*** *of this environmental impact report (EIR):*

- *Blackstone Consulting, LLC.* Phase I Environmental Site Assessment (ESA). *September 11, 2007,*
- *Environmental Resources Management.* Phase II Investigation Report*. October 4, 2007, and*
- *Environmental Resources Management.* Addendum to Limited Phase II Investigation Report*. November 2, 2007.*

ENVIRONMENTAL SETTING

Definitions

Hazardous Material

Certain facilities generate substances considered hazardous. Characteristics of hazardous materials include toxicity, ignitability, corrosivity, or reactivity. A hazardous material is defined as:

> *a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.* (Title 22, California Code of Regulations [CCR], Section 66084)

Hazardous Waste

A "hazardous waste" is defined as "any hazardous material that is abandoned, discarded or recycled." (California Health and Safety Code, Section 25124) In addition, hazardous wastes occasionally may be generated by actions that change the composition of previously nonhazardous materials. The same criterions that render a material hazardous make a waste hazardous: toxicity, ignitability, corrosivity, or reactivity.

Existing Conditions

Phase I ESA Methodology

A Phase I ESA was completed for the project site. The investigation included the following:

- A site reconnaissance to identify and evaluate potential sources of recognizable environmental conditions (RECs) or other conditions of environmental concern;
- A review of the project site records and interviews with project site representatives with regard to current and former site operations to identify known or potential environmental concerns;
- A visual survey of the properties in the vicinity of the project site to evaluate the potential for RECs or other conditions of environmental concern at the site from these properties;
- A review of historical information to identify RECs or other conditions of environmental concern at the project site from historic on-site and off-site uses;
- A review of State and Federal environmental database information;
- Determination of project site water supply and an appropriate inquiry with municipal drinking water supplier to determine compliance with applicable federal, state, and local regulations;
- A review of records (United States Environmental Protection Agency [EPA] Office of Radiation and Indoor Air Map of Radon Zones) regarding radon concentrations to determine if concentrations of radon in the general area of the project site are within the EPA guidelines; and
- Document research, visual survey, and interviews for the presence of lead-based paint (LBP), asbestos-containing materials (ACMs), wetlands, flood hazards, endangered species, and air emissions.

Phase II ESA Methodology

A Phase II Investigation Report was completed for the project site to investigate areas of environmental concern identified in the Phase I ESA (please refer to **Appendix 4.5**). The investigation included the following:

- A review of the Phase I report and available documents;
- Geophysical survey of subsurface structures;
- Drilling and collecting eight soil and four soil gas samples for volatile organic gas compounds (VOCs); and
- Laboratory analysis and evaluation of samples.

Addendum to the Limited Phase II ESA Methodology

An Addendum to the Limited Phase II Investigation Report was completed for the project site to perform additional soil borings and soil sample analysis to further evaluate tetrachloroethylene (PCE) detected during the Phase II investigation. The investigation included the following:

- Drilling and collection of 20 soil samples located adjacent to and surrounding the area of the PCE concentration in soil gas from soil vapor probe used in Limited Phase II.

Specific findings are described below.

Site Reconnaissance of Site and Adjacent Properties

The project site is 2.18 acres. The northwestern portion of the project site is developed with a carwash facility that contains a car wash canopy, retail area, storage rooms, and a former automotive lube area and associated parking. The central-northeastern portion of the project site is developed with an automotive repair facility with a retail tire store and associated surface parking lot. The southern portion of the project site is developed with a Burger King fast food restaurant and associated surface parking lot. Land uses to the north, south, and west include commercial and retail properties in addition to the Glendale Memorial Hospital located to the east of the project site. These uses are described further below:

North – A retail shopping center, which includes a Vons grocery store, is located north of West Los Feliz Boulevard. A vacant lot, fast food restaurant, and additional retail commercial uses are further to the northwest of the site, beyond the intersection of West Los Feliz Boulevard and San Fernando Road; and a Mobil gasoline station is located northeast of the project site, beyond the intersection of West Los Feliz Boulevard and Central Avenue.

East – The Glendale Memorial Hospital and associated medical buildings are located east of Central Avenue.

South – The intersection of Central Avenue and San Fernando Road is immediately south of the project site and beyond that is a mix of retail and commercial uses.

West – San Fernando Road is immediately west of the project site; several retail and commercial buildings, including a CVS pharmacy, are west of San Fernando Road.

Previous Site Assessments

Two previous site assessments have been conducted and include a Site Investigation, prepared by Lindmark Engineering in August 2000, and an Underground Storage Tank (UST) Closure Report,

prepared by the City of Glendale California Environmental Management Center in September 2000. As part of the Site Investigation, soil samples were collected from each excavation of six removed USTs, four of which contained gasoline, one contained diesel, and one contained hydraulic oil. Detectable concentrations of total petroleum hydrocarbons as gasoline (TPHg), lead and benzene, toluene, ethylbenzene, and total xylenes (BTEX) were found in some soil samples. Further assessment was conducted and it was determined that TPHg contamination was limited to the area at the northern and southern ends of the former storage tank area. Since no concentrations of TPHg or BTEX were detected below 15 feet below ground surface (bgs), the vertical extent of hydrocarbon contamination was determined to be reasonably well defined and gasoline hydrocarbons were determined not to extend to the water table. Based on analytical results from confirmation soil sampling, elevated concentrations of leads were detected beneath the former fuel dispenser locations; however, the extent of lead contamination decreases with depth and does not extend significantly greater than 15 feet bgs. Based on the finding of the assessments, no further action was recommended related to the USTs at the project site. On September 8, 2000, the City of Glendale California Environmental Management Center issued an UST Closure Report confirming the completion of a site investigation and/or remedial action for the USTs at the project site in response to the completion of the requested investigation.

Government Database Review

A records search of multiple federal, state, local, tribal, and proprietary environmental databases was conducted and is provided in Appendix F of the Phase I ESA in **Appendix 4.5** of this EIR. Pertinent findings of the government database review are summarized below.

Project Site

- California Car Wash, located at 3940 San Fernando Road, is listed in the Historical UST Registered Database (HIST UST), Leaking Underground Storage Tank (LUST), and Haznet databases. According to the EDR Report, a gasoline station once operated at this facility. USTs containing gasoline and diesel were located at the project site. A preliminary site assessment to investigate a hydrocarbon release to soil is reported as underway in the EDR Report. Tank bottom waste was also reported to have been manifested from the project site. No further information regarding the project site is listed in the EDR Report.

- Discount Tire at 1415 South Central Avenue is included in the EPA Resource Conservation and Recovery Act (RCRA) information system for small quantity generators (SQG), and Well Investigation Program (WIP) databases, which includes WIP cases in the San Gabriel and San Fernando Valley area. The RCRA database listing indicated that no violations were found for this site. No further information was provided in the EDR Report.

- Central Auto Repair, at 1429 South Central Avenue, is included in the RCRA-SQG and WIP databases. The RCRA database listing indicated that no violations were found for this site. No further information was provided in the EDR Report.

- A historical gasoline station, located on the northwestern portion of the project site, a retail tire store, and several automotive repair facilities were listed in historical or WIP databases.

Other than the UST closure reports for the California Car Wash facility, no assessment information was provided for the majority of the historical project site occupants. Significant redevelopment and regrading has occurred at the project site since these occupants were present.

Project Vicinity

- Mobil #11-GD4, located at 1324 South Central Avenue is northeast of the project site beyond the intersection of West Feliz Road and South Central Avenue, and is listed in the LUST, HAZNET, Statewide Environmental Evaluation and Planning System (Sweeps) UST, Hist UST, RCRA-Large Quantity Generator (LQG), and Cortese databases. According to the EDR Report, this site received case closure in 1996 for a reported release to groundwater. Pollution characterization and/or remedial action are underway for an additional LUST case for a reported gasoline release to soil. This property is located upgradient of the project site.

- San Fernando Valley (Area 4) (also known as the Pollock Wellfield Area) is a large area of groundwater contamination in the San Fernando Valley Pollock Wellfield area of Los Angeles County. This facility is listed in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), Facility Index System/Facility Registry System (FINDS), National Priority List or Superfund (NPL), Cortese, and HIST-Cal Sites, which has been replaced with Envirostor databases. This wellfield area is impacted with trichloroethene (TCE), tetrachloroethene (PCE), and other solvents from aerospace manufacturing, maintenance, metal plating operations, and chrome facilities. Investigations are continuing to determine the full extent of the contamination in this area. Although the area defined as Area 4 is not identified to extend beneath the site boundary, based on close proximity, this operable unit has the potential to negatively affect the groundwater beneath the project site.

- San Fernando Valley (Area 2) (also known as the Crystal Springs Wellfield Area) is a large area of groundwater contamination in the San Fernando Valley Crystal Springs Wellfield Area of Los Angeles County. The boundary for this operable unit is southeast and downgradient of the project site. This facility is listed in the CERCLIS, FINDS, NPL, Record of Decision (ROD), US Eng Controls, Envirostor, and HIST Cal-Sites databases. According to the EDR Report, this wellfield area is impacted with TCE, PCE, and other solvents from aerospace manufacturing, maintenance, metal plating operations, and chrome facilities. A large-scale pump-and-treat facility began operation in 2000 and is expected to be operational for at least 12 years. Based on location and groundwater flow direction, there is no indication that groundwater beneath the project site has been affected by this operable unit; however, assessment of Area 4 is on going and there is potential that the defined operable unit areas (Areas 2 and 4) have commingled beneath the project site vicinity.

- Lin S Arco Service, located at 3941 San Fernando Road, is west and downgradient of the project site, beyond San Fernando Road. The property is listed in the HIST Auto Stations, SLIC, LUST, Cortese,

WIP, and Sweeps UST databases. A reported gasoline release to groundwater received case closure from the oversight agency in 1999. A previously closed SLIC case related to metal and volatile organic compound (VOC) contamination was reopened for this property; however, at the time of the site inspection, this property was observed to have been redeveloped with a large drug store and parking area. Since the SLIC database is not frequently updated, it is likely that this case received closure during redevelopment of the property. Based on case status and groundwater flow direction, this property is not expected to adversely impact the project site.

- Numerous historical gasoline stations and automotive repair facilities were identified within 0.125 and 0.25 mile of the project site. Although based on depth to groundwater and distance from the project site there is no indication that these properties have negatively affected the project site, concentrations of petroleum hydrocarbons and related VOCs may be present as a background condition in groundwater in the area.

Historical Information Review

Aerial Photograph and Map Review

Aerial photographs dated 1928, 1938, 1940, 1956, 1965, 1976, 1989, 1994, and 2002, Sanborn Maps dated 1908, 1919, 1925, 1950, and 1970, and topographical maps dated 1966, 1972, and 1994 were reviewed to identify environmental concerns associated with historical use of the project site and surrounding properties. Review of these materials found such conditions and concerns exist. These materials indicated that the project site was developed with single-family residential uses and a few commercial uses by 1910. A gasoline and oil station, automotive repair shop and a printer were located on the project site by 1919. By 1950, an additional gasoline station, automotive repair shop with paint spray booth, a printer, and hotel are located on the project site along with other commercial uses. Over time, the project site trended toward commercial and light industrial and manufacturing uses and by 1965, the project site was developed with the automotive repair and polishing shop and car wash as they are at present. By 1970, storage areas, small warehouse, and an electric engine, generators, and parts facility, and commercial uses had also been developed on the property. Refer to **Appendix 4.5** of this draft EIR for a complete discussion of the historic aerial photography and map review.

Title Records, Liens, and Property Use Limitations Review

A review of the title report did not indicate evidence of an environmental cleanup lien against the project site, or activity and use limitations (AULs) (such as engineering controls, land use restrictions or institutional controls) have been filed or recorded under federal, tribal, state, or local law. Refer to **Appendix 4.5** for the complete title report. Additionally, the User and Site Representative were not aware of any environmental cleanup liens or AULs that have been filed, recorded, or in place under federal, tribal, state, or local law.

Site Inspection

Walk-through reconnaissance the project site and adjoining properties was conducted as part of the Phase I ESA on August 24, 2007. Clarifiers, aboveground storage tanks (ASTs), several in-ground hydraulic lifts, a transformer yard, in-ground automotive lube pits, and chemical and material storage areas are located at the car wash building and automotive repair building in the northern portions of the site. Significant redevelopment and regrading has occurred at the site since these occupants were present; however, no documentation regarding the removal of USTs or investigation of chemical storage areas were available. Based on the use of hazardous substances and petroleum products at the former entities operating at the site for the past 80 years, unknown historical material handling and disposal practices, and absence of subsurface investigations relative to former site uses, the former site uses are considered recognized environmental conditions (RECs).

Asbestos-Containing Materials

Frequently encountered types of asbestos-containing materials (ACM) used in building construction include floor tile and mastic, textured ceiling plaster, wallboard and joint compound, insulation, and many other building materials in common use prior to 1981. Materials, which contain over 1 percent asbestos fibers, are considered regulated ACM and must be handled according to United States Environmental Protection Agency (US EPA) and Occupational Safety and Health Administration (OSHA) regulations.

A visual survey for possible ACM was conducted at the project site. Based on the construction date of the Burger King structure in the southern portion of the site (1997), this structure is not expected to contain ACM. Based on the date of construction of the northern site buildings (1950s and 1960s), there is a potential for ACM in the site structure. Possible ACM were observed in the form of drywall, floor tile, and mastic in these structures.

Lead-Based Paint

In 1978, the federal government limited the use of lead-based paint (LBP), particularly in residential applications. Although usage was allowed to continue in many commercial settings, use in general industry has decreased from that period to the present. The buildings in the northern portion of the site were developed prior to the generally accepted 1978 lead-based paint determination date. As such, there is a potential for LBP to be located within the northern buildings. The majority of the painted surfaces within the northern buildings were observed to be in good condition and free of cracking and/or peeling paint, with the exception of some building exteriors.

The Burger King building was developed after the recognized 1978 LBP determination date. As a result, the presence of LBP in this building is low and sampling of painted surfaces was not conducted as part of the Phase I ESA. No further investigation is recommended.

Radon Gas

A review of records regarding radon concentrations in the County of Los Angeles County was conducted to determine if concentrations of radon in the general area of the project site are within the EPA guidelines. The EPA uses a continuous exposure level of 4.0 picoCuries per liter of air (pCi/L) or greater as a guidance level at which further evaluation and potential remedial action are recommended.

According to EPA Office of Radiation and Indoor Air information/mapping, the site is located within a Level 2 Radon Zone. The Level 2 Radon Zone has a predicted average indoor radon gas screening level of less than 4.0 pCi/L, which is within EPA guidance levels. Therefore, no further evaluation of radon is recommended.

Soil Investigation

A Limited Phase II Investigation Report (limited Phase II) and Addendum to the Limited Phase II Investigation Report were prepared for the proposed project in order to investigate the areas of environmental concern identified in the Phase I ESA. A total of 51 soil samples and four soil gas samples were collected and analyzed as part of the investigations. The Limited Phase II drilled eight soil borings and four soil vapor probes for VOCs. One soil gas sample, located on the northwest side of the present Burger King parking lot, detected a PCE concentration above the California Human Health Screening Level (CHHSL) for Soil Gas in Commercial/Industrial land use. No other VOCs were detected in the soil vapor probes.

VOC concentrations were detected at a depth of 15 feet bgs in one soil sample, located within the former UST area of the car wash parking lot. The VOC concentrations ranged from non-detect to 610 milligrams per kilogram (mg/kg) for total xylenes. Three constituents were detected above the preliminary remediation goals for soil in an industrial setting. However, VOCs were not detected in the soil samples collected directly above and directly below this sample. This confirmed a known release of petroleum products from the former USTs removed from the gasoline station located on the car wash property.

During sample drilling, two of the borings located on the car wash property were marked as containing potential buried objects. The types of objects or their depth was not ascertainable.

An additional 20 soil samples were collected adjacent to and surrounding the area of the PCE detection. The soil samples were analyzed for VOCs, TPH and metals. Methylene chloride was present in every sample. Methylene chloride is a known laboratory contaminant. The concentrations in each in each soil sample were found to be similar across all borings at all depths. As such, the methylene chloride detected in each soil sample is representative of laboratory contamination and not actual soil conditions at the project site. The TPH and metals analysis of one sample was below the preliminary remedial goals and considered non-hazardous, and in the other sample, no TPH or metals were detected.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *2008 California Environmental Quality Act (CEQA) Statutes and Guidelines*. Impacts related to hazards and hazardous materials are considered significant if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (issue is addressed in **Appendix 1.0, Notice of Preparation (NOP), Comments on the NOP, and Initial Study**).

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

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school (issue is addressed in **Appendix 1.0**).

- 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, would create a significant hazard to the public or the environment.

- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area (issue is addressed in **Appendix 1.0**).

- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area (issue is addressed in **Appendix 1.0**).

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (issue is addressed in **Appendix 1.0**).

- 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 (issue is addressed in **Appendix 1.0**).

Impact Analysis

Each applicable threshold of significance is listed below followed by analysis of the significance of potential impacts and the identification of mitigation measures that would lessen or avoid potential impacts. Finally, the significance of potential impacts after implementation of all identified mitigation measures is presented.

Threshold: **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 Analysis: The following discussion addresses the possibility of the release of hazardous materials into the environment.

Polychlorinated Biphenyls (PCBs) – PCBs can be present in coolants or lubricating oils used in older electrical transformers, hydraulic systems, and other similar equipment. In 1976, the United States Congress enacted the Toxic Substance Control Act (TSCA), which regulates all industrial chemicals, including PCBs. In 1979, the USEPA, which has regulatory authority, generally prohibited the domestic manufacture of PCBs in electromagnets, transformers, and heat-transfer and hydraulic equipment. Southern California Edison-owned transformers are located on the project site in a fenced and locked storage area adjacent to the car wash facility. There is no evidence of spills or releases of PCBs from the transformers.

Additionally, three active and at least three abandoned in-ground automotive lifts were identified in the automotive repair building at the project site. Two additional aboveground lifts are also in use in this area. Since these features are likely to have been refilled with hydraulic fluid in the last 10 years, it is likely that the hydraulic reservoirs no longer store PCB-containing fluid and PCBs are not expected to be contained in these features. Nonetheless, development of the proposed project could result in significant hazardous impacts associated with PCBs. Implementation of mitigation, identified below, would ensure that no significant impact to construction workers on site or surrounding land uses would occur.

Asbestos-Containing Materials – Structures constructed or remodeled between 1930 and 1981 have the potential of ACMs. These materials can include, but are not limited to acoustical ceiling texture, resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, roofing materials, piping insulation, electrical insulation, and fireproofing materials. The northern portion of the project site was developed in the 1950s and 1960s, before the ban on ACM; therefore, the likelihood that the project site contains these materials is high. Additionally, possible ACM in the form of drywall, floor tile, and mastic were observed in the carwash and automotive repair/tire retail structures located on the northern portion of the project

site. As a result of the suspected ACMs in the carwash and automotive repair/tire retail structures, hazardous impacts would be significant. With implementation of standard ACM remediation recommended below, impacts would be reduced to less than significant. Standard ACM remediation would ensure that no significant impact to construction workers on site or surrounding land uses would occur.

The southern portion of the project site was redeveloped in 1997, after the ban on ACM; therefore, the likelihood that this portion of the project site contains ACM materials is low. Therefore, impacts are less than significant.

Lead-Containing Material – The structures on northern portion of the project site were constructed prior to the ban on lead-containing paints in 1978. Exposure to lead from older, vintage paint is possible when the paint is in poor condition or during its removal. Lead can enter the body by inhaling dust, fumes, or sprays containing lead or by the ingestion of food or other substances that contain lead. Lead poisoning can result in neurological damage, developmental impairment, and other health problems. Considering the Burger King building was developed after the recognized 1978 LBP determination date, the presence of LBP is unlikely in this building. However, the buildings in the northern portion of the project site were developed prior to the generally accepted 1978 lead-based paint determination date. As such, there is a potential for LBP to be located within these project site buildings. The majority of the painted surfaces were observed to be in good condition and free of cracking and/or peeling paint, with the exception of some building exteriors. Since demolition is planned for the buildings, applicable federal, state, and local LBP regulations should be adhered to during demolition. Due to the likely presence of LBP on site, hazardous impacts would be significant. With implementation of standard removal and disposal practices of lead-based paint, recommended below as mitigation, impacts would be reduced to less than significant. Standard removal and disposal practices of lead-based paint would ensure that no significant impact to construction workers on site or surrounding land uses would occur.

Radon Gas – As indicated above, the project site is located within a Level 2 Radon Zone. The Level 2 Radon Zone has a predicted average indoor radon gas screening level of less than 4.0 pCi/L, which is within USEPA guidance levels. As such, impacts related to radon gas are less than significant.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

The following measures are required by state and federal law to mitigate impacts related to release of hazardous materials to a less than significant level:

4.5-1 Removal of the automotive lifts shall be supervised to ensure release of hydraulic fluid does not occur, which could be encountered during site excavation in the automotive repair building area. Hydraulic fluids used in automotive lifts shall be collected and properly disposed of in accordance with all applicable standards from the City of Glendale Fire Department.

4.5-2 The structures on the northern portion of the project site shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structures, all asbestos-containing materials shall be removed under acceptable engineering methods and work practices by a licensed asbestos abatement contractor prior to demolition. These practices include, but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant.

4.5-3 The asbestos removal process shall comply with all applicable National Emission Standards for Hazardous Air Pollutants (NESHAP) and South Coast Air Quality Management District (SCAQMD) Rule 1403, which require specific notification and training procedures for removing asbestos-containing materials before demolition and renovation when such activities involve more than 100 square feet (Rule 1403) or 160 square feet (NESHAP) of surface area of asbestos-containing materials. These rules apply to friable and nonfriable materials that may become friable during demolition and renovation activities. Additionally, the requirements of Section 1529, Title 8, California Code of Regulations pertinent to asbestos-containing construction materials, as it applies to asbestos exposure in construction work, shall be complied with prior to and during demolition activities.

4.5-4 The construction contractor shall comply with all applicable federal, state, and local lead based paint (LBP) regulations during demolition activities. Should the selected solid waste disposal facility or recycling facility require that suspected LBP debris be analyzed using toxicity characteristics leaching procedure (TCLP), the actual building materials designated for that facility shall be analyzed at that time.

Level of Significance After Mitigation: Less than significant.

Threshold: **Be located on a site that is included on a list of hazardous materials sites compiled by Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.**

Impact Analysis: The Phase I ESA and the Limited Phase II Investigation Report (Limited Phase II), as well as the Addendum to the Limited Phase II prepared for the project site addressed potentially hazardous conditions on and surrounding the project site.

As indicated above, historical and present uses on the project site have been or are currently listed on environmental databases for hazardous material sites. The California Car Wash, located at 3940 San Fernando Road, is listed in the HIST UST, LUST, and Haznet databases. Based on the project site assessment and closure documentation, limited affected soil remains in place beneath the former UST area. Although no further assessment is required to maintain this soil in place, special disposal considerations would be required for the impacted soil being excavated from the project site as part of project development. Therefore, development of the project site could result in a significant hazard impact associated with soil excavation. With implementation of mitigation, identified below, no significant impact to construction workers on site or surrounding land uses would occur.

In 1999, six USTs associated with the former gasoline station were excavated and removed from the northeastern portion of the project site. The City of Glendale issued closure for the LUST case associated with these tanks. An additional former UST location was confirmed to be located in the center of the parking lot of the car wash property. Since no documentation regarding the removal of USTs for the historical site occupants or investigation of chemical storage areas was available, additional assessment was conducted to characterize the site for proposed redevelopment. Based on the use of hazardous substances and petroleum products at the former entities operating at the site for the past 80 years, unknown historical material handling and disposal practices, additional subsurface investigation was conducted.

Additional investigation confirmed a known release of petroleum products from the former USTs, which was removed from the gasoline station located on the car wash property. An isolated area of total petroleum hydrocarbons (TPH) impacted soil was observed at a depth of 15 bgs. However, no impacts were observed above or below this depth. Nonetheless, significant hazard impacts could occur if impacted soil is not disposed of appropriately during project construction. With implementation of mitigation, identified below, no significant impact to construction workers on site or surrounding land uses would occur.

Additional investigation also detected a PCE concentration above the CHHSL for Soil Gas in Commercial/Industrial land use in one soil gas sample, which was located on the northwest side of the present Burger King parking lot. However, additional soil sampling determined the methylene chloride detected in each soil sample was representative of laboratory contamination and not actual soil conditions at the project site. In addition, the soil samples analyzed for TPH and metals were below the preliminary remedial goals and considered non-hazardous. Therefore, hazardous impacts associated with soils located beneath the Burger King parking lot are less than significant.

Two locations at the car wash property were found and marked as containing potential buried objects, one at the northern edge and the other in the northeast corner of the project site. The types of objects or the depth of the objects was not ascertainable.

The following facilities in the vicinity of the project site were listed on various government databases for groundwater contamination: San Fernando Valley (Area 4) (also known as the Pollock Wellfield Area) is a large area of groundwater contamination in the San Fernando Valley Pollock Wellfield area of Los Angeles County. Although the area, defined as Area 4, is not identified to extend beneath the project site boundary, based on close proximity, this operable unit has the potential to negatively affect the groundwater beneath the project site.

San Fernando Valley (Area 2) (also known as the Crystal Springs Wellfield Area) is a large area of groundwater contamination in the San Fernando Valley Crystal Springs Wellfield Area of Los Angeles County. Based on location and groundwater flow direction, there is no indication that the groundwater beneath the project site has been affected by this operable unit; however, since the project site is located in a small area between Area 4 and Area 2, it's possible that ongoing assessment at Area 4 will show that the defined operable unit areas has commingled beneath the project site vicinity.

Mobil #11-GD4, located at 1324 South Central Avenue, is northeast of the project site beyond the intersection of West Feliz Road and South Central Avenue, and is listed on several environmental databases. This facility received case closure in 1996 for a reported release to groundwater. Pollution characterization and/or remedial action are underway for an additional LUST case for a reported gasoline release to soil. Although the release at this property is reportedly limited to soil, groundwater-monitoring wells were observed off of this property at the time of the site inspection. Since the Mobil #11-GD4 is upgradient of the project site, periodic file or regulatory review should be performed at this property to ensure that releases have not affected the groundwater beneath the project site. Therefore, the aforementioned facilities could result in significant hazard impacts to the project site. With implementation of mitigation, identified below, no significant impact to construction workers on site or surrounding land uses would occur.

Additionally, numerous historical gasoline station and automotive repair facilities were identified within 0.125 and 0.25 mile of the project site. Although based on depth to groundwater and distance from the project site there is no indication that these properties have negatively affected the project site, concentrations of petroleum hydrocarbons and related VOCs may be present as a background condition in groundwater in the area. Based on depth to groundwater, no further assessment of groundwater is recommended at the project site at this time.

The database review did not identify any other facilities that appear to represent a potential source of migration of hazardous substances to soil or groundwater beneath the project sites. Impacts would be less than significant with incorporation of mitigation measures.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

The following mitigation measures have been identified to reduce impacts associated with construction of the proposed project:

4.5-5 Prior to grading, a soil management plan shall be prepared and implemented to address the handling of soil that may contain low residual concentrations of petroleum hydrocarbons. Profile sampling shall be conducted on excavated soils as part of the soil management plan. The excavated soil shall be disposed of at an appropriate permitted disposal facility based on profile sampling. The project applicant shall coordinate and submit the soil management plan to the City of Glendale Fire Department prior to construction activities.

4.5-6 As part of project design, a sub-slab vapor barrier shall be installed beneath the structure to ensure that potentially impacted groundwater is not a concern for future occupants of the site.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The potential for cumulative impacts associated with hazards and hazardous materials was assessed, based upon consideration of the proposed project and related projects in the City of Glendale. These related projects are identified in **Section 4.0, Environmental Impact Analysis**. The applicable threshold is listed below in bold followed by an analysis of the cumulative impact of the project and related projects, and their potential significance.

Threshold: **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 Analysis: It is possible that a number of the related projects would involve significant renovation or demolition activities, which could subject construction workers or other persons to health and safety risks through exposure to hazardous material. The individual workers or persons potentially affected by exposure would vary from project to project. Each related project would be required to adhere to applicable federal, state, and local requirements that regulate worker and public safety. It is anticipated that all hazardous materials delivered and hazardous waste removed from the project site and each related project site would be in accordance with Title 24 of the Code of Federal Regulations. In addition, the closest related project is located approximately 500 feet to the west of the proposed project site at 435 W. Los Feliz Boulevard. Therefore, none of the related projects are directly adjacent to the proposed project site to potentially result in cumulative hazard impacts. As a result, cumulative impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance After Mitigation: Less than significant.

Threshold: **Be located on a site that is included on a list of hazardous materials sites compiled by Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.**

Impact Analysis: Related projects may be located on or near a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Development of any of the related projects would be required to comply with applicable laws and regulations pertaining to hazardous wastes, and that risk with identified hazardous material sites would be eliminated or reduced through proper handling, disposal practice, and/or clean up procedures. Development would be denied by the City of Glendale if adequate cleanup or treatment is not feasible. In addition, the closest related project is located approximately 500 feet to the west of the proposed project site at 435 W. Los Feliz Boulevard. The related project, located downgradient of the project site, was listed on the HIST Auto Stations database. Because of its location and distance, this related project is not expected to adversely impact the project site. Accordingly, cumulative impacts to the public or environment associated with development on or near listed contaminated sites would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance After Mitigation: Less than significant.