

4.10 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 summarizes the findings of a report prepared by Applied Environmental Technologies, Inc. (AET) entitled, Phase I Environmental Assessment (ESA) and Review of Previous Environmental Reports and Documents, 15.5 Acre Glendale Town Center project, Northeast of Colorado Street and Central Avenue, Glendale, California. This report is contained within **Appendix 4.10** of this Draft EIR. The purpose of this report was to identify the environmental conditions on the site, including the likely presence of any hazardous substances or conditions that indicate an existing release, past release, or a material threat of a release into structures or onto property, or into the ground, ground water, or surface drainages on the site.*

ENVIRONMENTAL SETTING

Existing Conditions

Definitions

Hazardous Material

A number of properties may cause a substance to be considered hazardous, including 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

criterion that render a material hazardous make a waste hazardous: toxicity, ignitability, corrosivity, or reactivity.

Phase I ESA Methodology and Findings

Federal and State Database Review

A government database report, prepared by Environmental Data Resources (EDR) of available federal, state, and county agency databases was reviewed to identify government regulated properties having known recognized environmental conditions and potential environmental concerns within the vicinity of the project site. Because of the size of the project site, the radii of investigation for the federal and state agency lists were extended up to 1.5 miles in accordance with the ASTM Standards for Environmental Project Site Assessments (E-1527-00). Descriptions of the government databases reviewed are detailed in the EDR report. Also included in the EDR report are maps illustrating the location of listed properties relative to the location of the project site. A complete copy of the EDR report, dated December 6, 2002, is provided in **Appendix 4.10** of this Draft EIR.

A summary of properties that could not be mapped by EDR due to poor or inadequate address information is also included in the EDR reports. Based on a review of the unmappable properties, none were identified through a review of the available addresses and/or a visual site visit, which was either on or adjacent to the project site. The pertinent findings of the government database review are summarized below.

- Ten parcels within the project site are listed in the EDR report on various government lists. Parcels on the Resource Conservation and Recovery Act–Small Generator (RCRIS-SQG)¹ and HAZNET² lists as registered generators of hazardous or petroleum wastes include: the former Salerno Radiator at 219 West Colorado Street (now a parking lot); the former Glendale Motor Cars at 230 South Central Avenue (now a parking lot); the former Richard Owen Trust at 229 South Orange Street (now a storage yard); Automotive Service Garage at 226 South Orange Street (vacant building); property owned by the City of Glendale at 216 South Central for asbestos disposal (now a parking lot); Pacific Bell at 208 West Harvard (vacant building); PEP Boys at 201 South Brand Boulevard (vacant building); and Rite-Aid Drug Store at 130 South Central Avenue (occupied building). One parcel is listed on the active Underground Storage Tank (UST) List: the Union 76 Station at 200 South Central (active gas station). One parcel is listed on the Historical UST List: the Glendale Fire Department (Fire Station No. 21) at 210 South Orange Street (vacant building). Parcel listing on the Historical UST list simply implies that at one time a UST was located at this

¹ The RCRIS database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act. The source of the database is the U.S. Environmental Protection Agency.

² The HAZNET data is extracted from copies of hazardous waste manifests received each year by the California Department of Toxic Substance Control.

location. Being a registered generator of wastes and/or having registered formerly on the USTs list does not indicate that a release has occurred on the parcel.

- The project site is identified in the EDR report as being within the boundary of a National Priority List (NPL or Superfund) Area, the San Fernando Valley (Area 2), and the Crystal Springs Wellfield Area. The ground water beneath large areas of the San Fernando Valley, including the Crystal Springs Wellfield Area, is contaminated with chlorinated solvents from industrial sources. The ground water beneath the San Fernando Valley is a source of drinking water for over 3 million people. The responsible parties have been identified by the USEPA and have undertaken a long-term response action. There is no indication that the project site has contributed to the regional chlorinated solvent ground water problem or that the project would affect the ground water due to excavating due to the depth of ground water being below 80 feet.
- There are a number of properties within 0.25 mile of the project site boundary that are identified in the EDR Report. Most of these properties are listed on the HAZNET or RCRIS-SQG lists as waste generators. Being a generator of hazardous waste does not indicate that a release has occurred. One property is listed on the Underground Storage Tank List (UST); the Pacific Bell building at 124 South Orange Street, and it has a registered diesel UST (possibly for a back-up electrical generator). There is a low probability that the listed off-site properties have impacted the project site due to the regulatory status (historical USTs or waste generators), their distance from the site, and/or their flank or down-gradient locations.

Oil and Gas Development

The *Munger Map Book of California-Alaska Oil and Gas Fields*, 1990 Edition, was reviewed to assess the presence of known active or abandoned oil and gas wells within the project site vicinity. Based on the review, there are no oil fields or oil wells within 1 mile of the project site.

Agency Records Review

City of Glendale Fire Division

The City of Glendale Fire Department Environmental Management Center (EMC) maintains records regarding industrial waste, UST removal permits and leaking UST cases. AET reviewed all available files at the EMC for on-site properties. The following addresses contained within the project site had files at the EMC: the former Tidewater gas station at 240 South Central Avenue, which also has an address of 225 West Colorado Street (not listed on federal and state database due to USTs being removed prior to agencies keeping records on removals); the former Fire Station at 210 South Orange Street (Fire Station No. 21); and active Union 76 Station at 200 South Central Avenue.

The former gas station (Tidewater Station) at 240 South Central Avenue was permitted to operate USTs in December 1959. On May 2, 1979, three USTs were removed. The tanks were listed as a 7,500-gallon gasoline tank; a 5,000-gallon gasoline tank; and a 280-gallon waste oil tank. Based on the file review

at the EMC, there is no information concerning the soil condition at the former Tidewater Station at 240 South Central Avenue.

Seven USTs and one in-ground hydraulic lift were removed at the former fire station at 210 South Orange Street in May 1995. One of the soil samples collected from beneath the former USTs (Sample SS-4 collected from the fill-end of the 1,000 gallon diesel tank) contained 3,780 milligrams per kilogram (mg/kg) of total petroleum hydrocarbons as diesel fuel. Five cubic yards of soil were excavated and disposed of off site. The two soil samples (SS-17 and SS-18) collected from the bottom of the excavation did not contain any diesel. The EMC issued a Closure Letter for the tank removals on June 12, 1995. A copy of the Closure Letter and a drawing showing the locations of the former USTs and hydraulic lift are provided in **Appendix 4.10** (Attachment C). Based on the file review at the EMC, there is no indication of impacted soil at the former Fire Station at 210 South Orange Street.

Conoco Phillips owns the active Union 76 Station at 200 South Central Avenue. The parcel currently has two 10,000 gallon USTs for gasoline and one 550 gallon UST for waste oil. The USTs passed the secondary containment test (AB-989 test) on August 30, 2001. In July 1994, two previous 10,000-gallon USTs and a 550-gallon UST were removed. Petroleum hydrocarbon impacted soil was confirmed and 231 tons of soils were excavated and disposed of off the project site. The impacted soil extended beyond the 20-foot depth of the excavation. The new USTs were installed in the excavation. Soil borings confirmed that the impacted soil extended to a depth of approximately 40 to 45 feet below ground surface (bgs) (ground water is at least 80 feet bgs) and a Work Plan for soil vapor extraction (SVE) was submitted to the EMC. The Work Plan was approved, but no action was taken to install the SVE system. In January 1998, a request was submitted for suspension of the Work Plan and for low risk, soils only closure. The EMC issued a Closure Letter for the Union 76 Station (then owned by TOSCO) on May 13, 1998. At the time work was completed on this site, the analysis for the compound Methyl-Tertiary-Butyl-Ether (MTBE), a gasoline additive, was not required. As such, no analysis for MTBE was performed at the 76 Station. A copy of the Closure Letter is provided in **Appendix 4.10** (Attachment C). Based on the file review at the EMC, there is residual impacted soil between 20 and 45 feet bgs beneath the UST area at the Union 76 Station.

City of Glendale Redevelopment Agency Document Review

The Agency retained the environmental consulting firm of EP Associates of Glendale, California to perform a Preliminary Environmental Site Screening—performed on sites acquired by the Agency before Phase I requirements were instituted—and Phase I and Phase II site assessments for properties that have been acquired and properties to be acquired. Properties acquired by the Agency where no Phase I

assessment was conducted were evaluated through a Preliminary Environmental Site Screening. In conducting the Preliminary Environmental Site Screening, EP Associates visited the properties and obtained and examined records including building permits and certificates of use and occupancy, environmental permit records (including chemical inventories, industrial waste permits, business emergency plans, and underground storage tank records), historical directories from 1919 to 1977, historical aerial photographs from 1953 through 2000, and Sanborn Fire Insurance Maps of 1919, 1925, 1950, 1968, and 1970. This research was performed to assess the possible environmental concerns or risks associated with the properties and for the purpose of screening the properties for further action.

Properties previously acquired by the Agency were assigned a risk factor in the Preliminary Environmental Site Screening. Based on EP Associates' experience in evaluating land use and business practices, one of three levels of risk was assigned to each property. The risk levels were "none to low", "moderate", and "high". The criteria utilized to assess risk varied as follows:

- A "none to low" risk level was assigned to a property that had historically been a non-commercial and non-manufacturing use, such as a residential dwelling.
- A "moderate" risk level was assigned to a property that had been historically used for commercial and manufacturing purposes with some degree of risk for possible subsurface soil impacts based on hazardous material typically stored or used on this type of property. Properties identified under this category included those historically used for automobile-related businesses, which typically utilize equipment such as hydraulic hoists and/or wastewater clarifiers, or those with activities such as dry cleaning where chemical substances are stored and used.
- A "high" risk level was assigned to a property with known and documented subsurface contamination and to an environmentally high-risk property such as a gasoline service station with no subsurface closure report.

Phase I assessments were conducted on all properties that were recently acquired (after 1990) or that are being acquired by the Agency. The Phase I assessments consisted of government database search, review of City files, aerial and Sanborn Map review, and site reconnaissance. When it was determined that risk (based on the Preliminary Environmental Site Screening criteria) existed, further Phase II assessment was recommended or conducted. When there were no environmental hazards associated with soil contamination, the Phase I concluded that there were no recognized adverse environmental conditions.

The findings and recommendations for the Preliminary Environmental Site Screening, Phase I assessments, and Phase II assessments are summarized in **Table 4.10-1, Summary of Hazardous Materials Assessments**, located on the following page. It should be noted that City of Glendale standards/thresholds for contamination clean up are as follows: Total Petroleum Hydrocarbons (TPH)

gasoline to 100 parts per million (ppm), TPH Diesel and Heavy-end hydrocarbons to 1,000 ppm, and for Volatile Organic Compounds (VOCs) such as Benzene to 10 parts per billion (ppb), Toluene to 1 ppm, Ethylene Benzene to 6.8 ppm, Xylenes to 17 ppm, Perchloroethylene (PCE) to 55 ppb and Methyl-Tertiary-Butyl-Ether (MTBE) to 143 ppb.

**Table 4.10-1
Summary of Hazardous Materials Assessments**

Property Not Acquired		
Address	APN	Hazardous Materials Assessment Status
129 S. Brand Blvd.	5642-001-075	Phase I assessment completed 12/1/03. Moderate Risk due to former auto body and dry cleaning uses. Shallow soil testing is being conducted.
134 S. Orange St.	5642-001-049	Phase I assessment completed 12/8/03. Low to moderate risk due to former automotive use. Shallow soil testing is being conducted.
205 S. Brand Blvd.	5642-014-002	Phase I interim assessment has been completed, full report on hold pending site inspection. No recognized environmental conditions.
219 S. Brand Blvd.	5642-014-007	Phase I interim assessment completed, full report on hold pending site inspection. No recognized environmental conditions.
221 S. Brand Blvd.	5642-014-008	Phase I report completed 12/1/03. No recognized environmental conditions.
243 S. Brand Blvd.	5642-014-023	Phase I report completed 12/1/03. Informed that site contained UST (removed). Phase II assessment completed 12/7/03, detectable contamination below corrective thresholds. No further action necessary.
133 S. Orange St.	5642-001-037	Phase I assessment completed. No recognized environmental conditions.
126 S. Central Ave.	5642-001-035	Phase I assessment completed. Subsurface testing required due to former auto repair and dry cleaning uses.
126 S. Central Ave.	5642-001-058	Phase I assessment completed 12/1/03. No recognized environmental conditions.
200 W. Harvard St.	5642-014-025	Phase I interim assessment has been completed; full report on hold pending site inspection. No recognized environmental conditions.
205 S. Orange St.	5642-014-026	Phase I interim assessment has been completed; full report on hold pending site inspection. No recognized environmental conditions.
205 S. Orange St.	5642-014-027	Phase I interim assessment has been completed; full report on hold pending site inspection. No recognized environmental conditions.
217 S. Orange St.	5642-014-033	Phase I interim assessment has been completed, full report on hold pending site inspection. No recognized environmental conditions.
200 S. Central Ave.	5642-014-030	Phase I interim assessment has been completed, full Phase I report due mid-December 2003. Phase II soils testing will be needed. Site has been gas station since 1925 (3 different locations). Hydrocarbons present 55 feet below ground surface and low concentrations of VOCs.
135 S. Brand Blvd.	5642-001-044	Phase I completed. No recognized environmental conditions.

Table 4.10-1 (continued)
Summary of Hazardous Materials Assessments

Acquired Property		
Address	APN	Hazardous Material Status
212 S. Orange St.	5642-014-900 (900)	Phase I report completed. In 1994, subsurface soil sampling was conducted. Results were either non-detectable levels or well below regulated levels for chemical constituents. 7 UST were removed in 1995 and 5 cubic yards of contaminated soil removed. One hydraulic hoist removed.
128-32 S. Orange St.	5642-001-901	No Phase I assessment was prepared when purchased. On-site building demolished between 1950 and 1968. Preliminary Environmental Site screening indicated none to low risk level. No further action recommended.
214 Harvard St.	5642-014-901 (800)	No Phase I assessment was prepared when purchased. On-site building demolished in 1968. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
237 S. Orange St.	5642-014-902 (902)	No Phase I assessment was prepared when purchased. On-site building demolished between 1970 and 1976. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
225 W. Colorado St. and 240 S. Central Ave.	5642-014-921 (903)	No Phase I assessment was prepared when purchased. On-site building demolished in 1979. Preliminary Environmental Site Screening indicated a high-risk level. Three UST and clarifier removed in 1979, no closure report because conducted prior to 1986. Phase II assessment was completed. TPH impacted soils located at one boring at northeast corner of property. Additional testing is being conducted on adjacent properties.
237 S. Brand Blvd.	5642-014-904 (904)	No Phase I assessment was prepared when purchased. On-site building demolished in 1974. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
204-06 Hawthorne	5642-001-914 (914)	No Phase I assessment was prepared when purchased. On-site building demolished in 1981. Preliminary Environmental Site screening indicated none to low risk level. No further action recommended.
202 Hawthorne	5642-001-915 (915)	No Phase I assessment was prepared when purchased. On-site building demolished in 1981. Preliminary Environmental Site Screening indicated a moderate risk level due to dry cleaners and termite control uses. Phase II assessment was completed. VOC and TPH detected below thresholds, no corrective action recommended.
233 S. Brand Blvd.	5642-014-905 (905)	No Phase I assessment was prepared when purchased. Preliminary Environmental Site Screening indicated moderate risk level due to auto repair garage. Phase II assessment was completed. TPH and VOC detected below thresholds, no corrective action recommended.
216 S. Central Ave.	5642-014-906 (32)	No Phase I assessment was prepared when purchased. On-site building demolished in 1994. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
219 W. Colorado St.	5642-014-912 (45)	No Phase I assessment was prepared when purchased. On-site building demolished in 1991. Preliminary Environmental Site Screening indicated a moderate risk level. Incomplete records of auto repair garage. Phase II assessment is being completed.
217 W. Colorado St.	5642-014-911 (44)	No Phase I assessment was prepared when purchased. On-site building was demolished in 1991. Preliminary Environmental Site Screening indicated a moderate risk level. Phase II is being completed.
228 S. Central Ave.	5642-014-907 (38)	No Phase I prepared when purchased. Demolished in 1993. Preliminary Environmental Site Screening indicated High-Risk Level. Hydraulic hoists and clarifier removed. Soils investigation report available. Phase II assessment is being completed
233 S. Orange St.	5642-014-908 (41)	No Phase I assessment was prepared when purchased. On-site building demolished in 1954. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
225 S. Orange St.	5642-014-909 (37)	No Phase I assessment was prepared when purchased. On-site building demolished 1961 and 1972. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
146 S. Orange St. Street (N/E Corner Orange St./Harvard St.)	5642-001-928 (48)	No Phase I assessment was prepared when purchased. On-site building demolished in 1964 and 1991. Preliminary Environmental Site Screening indicated a moderate risk level due to auto repair and metal manufacturing. Phase II assessment was completed. Heavy-end and diesel hydrocarbons detected at 3 locations above threshold, limited to 1-foot below ground surface (bgs). Additional soil sample collected in Orange Street right-of-way to determine horizontal extent of contamination.

Table 4.10-1 (continued)
Summary of Hazardous Materials Assessments

Acquired Property (continued)		
Address	APN	Hazardous Materials Assessment Status
117 E. Harvard St.	5642-001-927 (47)	No Phase I assessment was prepared when purchased. On-site building demolished in 1964 and 1991. Preliminary Environmental Site Screening indicated a moderate risk level due to auto repair and metal manufacturing. Phase II assessment was completed. Heavy-end and diesel hydrocarbons detected at 3 locations above threshold, limited to 1-foot below ground surface (bgs). Additional soil sample collected in Orange Street right-of-way to determine horizontal extent of contamination.
141 S. Brand Blvd.	5642-001-926 (46)	No Phase I assessment prepared when purchased. On-site building demolished in 1994. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
218-20 Harvard St.	5642-014-910 (29)	No Phase I assessment was prepared when purchased. Never developed. Preliminary Environmental Site Screening indicated none to low risk level. Property tested due to proximity to Unocal. Preliminary indication shows no further action recommended.
209 S. Brand Blvd.	5642-014-913 (3)	No Phase I assessment was prepared when purchased. On-site building demolished in 1991. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
213 S. Brand Blvd.	5642-014-914 (4)	No Phase I assessment was prepared when purchased. On-site building demolished in 1991. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
215 S. Brand Blvd.	5642-014-915 (5)	No Phase I assessment was prepared when purchased. On-site building demolished in 1991. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
210 S. Central Ave.	5642-014-916 (31)	No Phase I assessment prepared when purchased. Preliminary Environmental Site Screening indicated none to low risk level. Property tested due to proximity to Unocal. Preliminary indication shows no further action recommended.
220 S. Central Ave.	5642-014-917 (34)	No Phase I assessment was prepared when purchased. On-site building demolished in 1991. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
241 S. Orange St. / 201-09 W. Colorado St.	5642-014-918 (43)	No Phase I assessment was prepared when purchased. On-site building demolished in 1975 and 1991. Preliminary Environmental Site screening indicated a moderate risk level due to auto repair use. Phase II was completed. TPH above threshold detected at 1-foot below ground surface at 2 locations. Additional soil sampling is being completed.
224 S. Central Ave.	5642-014-920 (36)	No Phase I assessment was prepared when purchased. On-site building demolished in 1992. Preliminary Environmental Screening indicated a high-risk level. Presence of underground storage tanks, contamination of subsurface soils. One UST removed and one clarifier removed in 1993. Soil Contamination of soils near former clarifier, hydraulic hoist, and maintenance pits locations. Phase II is being completed.
221 S. Orange St.	5642-014-919 (35)	No Phase I assessment was prepared when purchased. On-site building demolished in 1993. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
139 S. Brand Blvd.	5642-001-929 (45)	No Phase I assessment was prepared when purchased. On-site building demolished in 1994. Preliminary Environmental Site Screening indicated none to low risk level. No further action recommended.
229 S. Orange St.	5642-014-922 (039)	No Phase I assessment was prepared when purchased. On-site building demolished in 1996. Preliminary Environmental Site screening indicated none to low risk level. One gasoline UST removed in 1995, impacted soils excavated, closure report available. No further action recommended.
224 S. Orange St.	5642-014-020 (20)	Phase I and Phase II subsurface soil sampling completed. Presence of wastewater clarifier and 3 hydraulic hoists. Subsurface testing performed at these locations. Insignificant level of volatile organic compound discovered. No corrective action necessary.

**Table 4.10-1 (continued)
Summary of Hazardous Materials Assessments**

Acquired Property (continued)		
Address	APN	Hazardous Materials Assessment Status
217 S. Brand Blvd.	5642-014-006	Phase I and Phase II subsurface soil sampling completed. Soil samples discovered no VOCs. No recognized environmental conditions.
129 S. Orange St.	5642-001-028	Phase I assessment was completed. No recognized environmental conditions.
201 S. Brand Blvd.	5642-014-001	Phase I and Phase II subsurface soil sampling completed. Soil sampling discovered TPH and VOC-contamination at bottom of former mechanic pit in old service bay (rear of property). Quantity of impacted soils estimated to be less than 2 cubic yards. Recommends removal prior to closure of property.
225 S. Brand Blvd.	5642-014-021	Phase I assessment was completed. No recognized environmental conditions.
201 W. Harvard St.	5642-001-031	Phase I assessment was completed. No recognized environmental conditions.
213 S. Orange St.	5642-014-800	Phase I assessment was completed. No recognized environmental conditions.
232 S. Central Ave.	5642-014-040	Phase I assessment was completed. Phase II assessment is being completed due to encroachment of potential contamination from 228 S. Central Ave. and 240 S. Central Ave.

Source: Glendale Redevelopment Agency, November 2003.

Aerial Photograph Map Review

Copies of historical aerial photographs dated 1928, 1940, 1952, 1965, 1989, and 1994 and Sanborn Fire Maps dated 1919, 1950, and 1970 were reviewed to document the historic development of the project site and vicinity. A summary of the historical development of the site is presented below.

The 1919 Sanborn Fire Map shows the streets and alleys as they are today: displaying the grids of Streets and Avenues. The project site is developed with residential dwellings and vacant lots along the east side of Central Avenue and both sides of Orange Street. Three commercial buildings and vacant lots are present along the west side of Brand Boulevard. The 1928 aerial photograph shows the area of the project site north of Harvard Street and east of Orange Street to be mixed commercial and possible residential. The portion of the project site along Brand Boulevard appears to be developed with commercial buildings. Several commercial buildings are present along the north side of Colorado Street. Portions of the project site west of Orange Street are still vacant lots. The area west of Central Avenue appears to be a fully developed residential neighborhood.

The 1940 aerial photograph shows the project site to be developed with apparent commercial buildings with several possible dwellings along Orange Street and north of Colorado Street. The gas station at

200 South Central Avenue is present. A large commercial building is present at 126 to 130 Central Avenue with parking in the rear.

The 1950 Sanborn Fire Map shows Pacific Telephone on the southwest corner of Harvard Street and Orange Street and the gasoline station to the west (200 Central Avenue). Stores and shops are present along Central Avenue, Colorado Street, and Brand Boulevard. Some dwellings are still present along Orange Street. The parcel at 240 Central Avenue/225 W. Colorado Street (Tidewater gasoline station) is identified as auto-service gas and oil station.

The 1952 aerial photograph shows the project site to be little changed since the 1950 Sanborn Map.

The 1965 aerial photograph (Fairchild, 1" = 666') shows that most of the lots that had dwellings are now parking lots or small commercial buildings. The large commercial building at 126 to 130 Central Avenue that appeared in the 1940 aerial has been removed and replaced with a new structure with the parking lot along Central Avenue (currently Rite-Aid and Big 5). The area west of the project site remains residential.

The 1976 aerial photograph shows the project site to be little changed since the 1965 photograph. A large commercial development is present west of Central Avenue (Glendale Galleria Shopping Center). The area north of the project site is still occupied by small commercial buildings.

The 1989 aerial photograph shows the project site to be little changed since the 1976 photograph. The area north of the project site has been developed with the expansion of the Glendale Galleria and a parking structure.

The 1994 aerial photograph shows the southwest portion of the project site along Central Avenue to be vacant lots. One commercial building remains south of the Union 76 Station. Several buildings along Orange Street are also gone and the parcels appear to be parking lots.

Based on the historic aerial photograph and Sanborn Fire Map review, the project site was primarily developed with residential dwellings and vacant lots in 1919. Commercial development started in the 1920s and continued through the 1950s. Two parcels were developed with gasoline stations (Tidewater Station removed in 1979 and the still active Union 76 Station).

Project Site Reconnaissance

On Site

On February 4, 2003, an AET representative visited the project site to observe project site conditions. The project site was observed to be mixed commercial parcels and vacant lots used for parking. Parcels along the west side of Brand Boulevard from north to south included: retail businesses at 129 to 137 Brand Boulevard with an old wood and metal structure at the rear, a parking lot at 137 1/2 to 147; the Harvard Street right-of-way; a vacant PEP Boys at 201; retail businesses at 205 to 207; a parking lot at 209 to 215; a vacant restaurant at 217; a dental office at 219; the Armenian Society of Los Angeles building at 221; Cort Furniture Rentals at 225; a vacant Pappy's Night Club at 233; a parking lot at 237 to 239; and a Just Tires Store at 245 Brand Boulevard at Colorado Street.

Parcels along the east side of Orange Street from north to south included: a parking lot at 128 to 132 Orange Street; a small vacant building at 136; a parking lot at 146 (including 113 to 121 Harvard Street); the Harvard Street right-of-way; a parking lot at 200; a vacant fire station at 210; a parking lot at 220; and a vacant building (ERF's Garage) at 226 Orange Street. A north-south alley is present at the rear of the parcels. A recording studio at 230 Orange Street and a Best Western Motel facing Colorado Street are not a part of the project site.

Parcels along the west side of Orange Street from north to south included: a driveway; a vacant store at 131; retail shops at 135 to 137; a side parking lot loading area for a warehouse building at 205 Harvard Street and a small vacant building at 201 Harvard Street; across Harvard Street were two vacant buildings formerly occupied by Pacific Bell at 208 Harvard. Continuing on the west side of Orange Street south of Harvard Street were Scotty's and Sons Tools at 200 Harvard; a beauty salon/nails at 201 to 207 Orange Street; a foot clinic and six small business suites at 217; an equipment storage lot and City skate park at 221 to 235; and a school in temporary classroom buildings at 241 to 245 Orange Street and 201 to 211 Colorado Street.

Parcels along the east side of Central Avenue from north to south included a Big 5 Sporting Goods and a Rite-Aid Drug Store at 126 to 130 Central Avenue, and a Union 76 Station at 200 Central Avenue. The remaining parcels along Central Avenue (210 to 240) and those on the north side of Colorado (215 to 227) had been cleared and were a parking lot. At the time of the project site visit no pits, ponds, stressed vegetation, significant debris or significantly stained soil were observed on the project site. Except for the portion of the project site occupied by the 76 Service Station, no current USTs were observed. Because AET was not authorized to enter any of the occupied buildings, no building interiors were observed during the project site visit.

Adjacent Properties

Adjacent properties around the project site were observed by AET for evidence of recognized environmental conditions. The Glendale Galleria is located west and north of the project site. The east side of Brand Boulevard and the south side of Colorado Boulevard were developed with commercial/retail shops and businesses. No recognized environmental conditions were observed on the adjacent properties at the time of the project site visit.

ENVIRONMENTAL IMPACTS

Methodology

A Phase I ESA or Preliminary Environmental Site Screening was performed for all properties. In general, the investigation included: a review of current federal, state, and county databases of known and potential environmentally impacted properties; a review of reasonably available government agency records; a review of available historical aerial photographs and historical maps; a review of environmental reports and documents pertaining to the site at the City of Glendale, and a project site reconnaissance to observe current conditions at the project site.

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 California Environmental Quality Act (CEQA) *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.
- 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 one-quarter mile of an existing or proposed school (issue is addressed within **Section 5.0, Effects Found Not to be Significant**).
- 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 two 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 within **Section 5.0, Effects Found Not to be Significant**).
- 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 within **Section 5.0, Effects Found Not to be Significant**).
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 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 within **Section 5.0, Effects Found Not to be Significant**).

Impact Analysis

Threshold: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Analysis: The project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to other commercial-retail uses directly adjacent to the project site. Existing federal and state laws adequately address risks associated with the transport of hazardous materials. These include regulations outlined in the Hazardous Materials Transportation Act, administered by the U.S. Department of Transportation. The California Department of Transportation is mandated to implement the regulations established by the U.S. Department of Transportation, which are published as the Code of Federal Regulations, Title 49, commonly referred to as 49 CFR. In regards to the transportation of hazardous materials and wastes, these regulations govern the manufacture of packaging and transport containers; packing and repacking; labeling; and the marking of hazardous material transport. Any transport of hazardous materials to the project site would be subject to the federal and state regulations described above. Potential impacts are considered to be less than significant through the implementation of standard state and federal requirements.

Commercial-retail uses proposed on site might store and use hazardous materials such as fuels, oils, solvents, and other materials. These materials would be stored on site in small quantities. A variety of state and federal laws govern the generation, treating, or disposing of hazardous wastes. The City of Glendale Fire Department and Los Angeles County have the authority to inspect on-site uses and to enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, Los Angeles County requires that an annual inventory of hazardous

materials in use on site, as well as a business emergency plan, be submitted for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. These requirements would be mandated according to state and federal law. As such, potential impacts are considered to be less than significant through the implementation of standard state and federal requirements.

Project Design Features:

PDF 4.10-1(a) All hazardous materials delivered and hazardous waste removed from the project site shall be in accordance with Title 49 of the Code of Federal Regulations.

PDF 4.10-1(b) An annual inventory of hazardous materials in use on site, as well as a business emergency plan, shall be submitted for an annual review, as required by SARA Title III and Chapter 6.95 of the California Health and Safety Code.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Less than significant.

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.

Phase I assessments on properties containing buildings identified the following issues:

Impact Analysis:

Asbestos-Containing Building Materials – Structures constructed or remodeled between 1930 and 1981, such as Fire Station No. 21, have the potential of asbestos-containing building material (ACBM). 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 site was initially developed prior to the ban on ACBM; therefore, the likelihood that the site contains these materials is high. As such, potential impacts to the public or environment from asbestos-containing building materials are considered to be potentially

significant. However, implementation of the following mitigation measures would reduce this impact to less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.10-1(a) All buildings to be demolished shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials is determined to be present in the structures to be demolished, all asbestos-containing material materials shall be removed under acceptable engineering methods and work practices by the 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. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies (currently the City Building Official and South Coast Air Quality Management District) and shall include all on-site structures with ACBMs.

Level of Significance After Mitigation: Less than significant.

Lead-Containing Material – There are a number of structures on site that were constructed prior to the ban on lead-containing paints in 1979. 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. Exposure to small amounts of leads, such as in a construction setting, from lead-based paints is unlikely to have this effect. Nonetheless, potential health and safety impacts associated with the proposed project could affect anyone in the area (including workers and neighbors) who may be exposed to lead paint. As such, potential impacts to the public or environment from lead materials are considered to be potentially significant. However, implementation of the following mitigation measures would reduce this impact to less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.10-1(b) Prior to the demolition of the buildings, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations.

4.10-1(c) The contractor shall be informed that all paint on the buildings shall be considered to contain lead unless testing procedures prove otherwise. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations.

Level of Significance After Mitigation: Less than significant.

Polychlorinated Biphenyls – In 1976, the United States Congress enacted the Toxic Substance Control Act (TSCA), which regulates all industrial chemicals, including polychlorinated biphenyls (PCBs). Since the TSCA, the production and use of PCBs has been prohibited, limited or phased out. Each fluorescent light ballast (a light ballast is the electrical component at the end of fluorescent light fixtures under a metal overplate) manufactured between July 1, 1978 and July 1, 1998 that does not contain PCBs is required to be marked by the manufacturer with the statement, "No PCBs". If no label is present, then the ballast is assumed to contain PCBs and must be managed in accordance with applicable rules and regulations. Within the construction settings, workers can be exposed to PCBs during demolition work. Repeated or sustained exposure to considerable quantities causes a skin condition similar to adolescent acne. Liver damage is also possible. Exposure to small amounts of PCBs such as in a construction setting from damaged light ballasts is unlikely to have this effect. Nonetheless, the potential health and safety impacts associated with the proposed project could affect anyone in the area (including workers and neighbors) who may be exposed to PCBs. As such, potential impacts to the public or environment from PCBs are considered to be potentially significant. However, implementation of the following mitigation measures would reduce this impact to less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.10-1(d) All on-site fluorescent light ballasts and electrical transformers that are not marked “No PCBs” shall be assumed to contain PCBs and shall be removed prior to demolition activities and disposed of by a licensed and certified PCB removal contractor, in accordance with local, state, and federal regulations.

Level of Significance After Mitigation: Less than significant.

Soil Contamination – As stated previously, the City of Glendale standards for contamination clean up are as follows: Total Petroleum Hydrocarbons (TPH) gasoline to 100 parts per million (ppm), TPH Diesel and Heavy-end hydrocarbons to 1,000 ppm, and for Volatile Organic Compounds (VOCs) such as Benzene to 10 parts per billion (ppb), Toluene to 1 ppm, Ethylene Benzene to 6.8 ppm, Xylenes to 17 ppm, Perchloroethylene (PCE) to 55 ppb and Methyl-Tertiary-Butyl-Ether (MTBE) to 143 ppb. The following properties either exceed or potentially could exceed the City of Glendale’s standards:

- **134 South Orange** - As stated previously, a Phase I assessment was completed. There is a low to moderate risk due to former automotive use. Shallow soil testing is currently being conducted. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **146 South Orange Street** - In April 2003, EP Associates investigated soil conditions beneath the parking lot at 146 South Orange Street and 115 to 121 West Harvard Street. A total of 14 borings were drilled and sampled at depths of 1, 6 and 11 feet bgs. Toluene and xylenes were detected in trace concentrations in one sample collected at 1-foot bgs. The maximum TPH concentration was detected at 1-foot at 13,200 mg/kg (equivalent to 13,200 parts per million). TPH was detected at 6.7 mg/kg in the 6-foot sample from the same boring. The results indicate that a volume of shallow soil has been impacted by petroleum hydrocarbons that are above standards. Potential impacts are considered potentially significant due to exceeding the City of Glendale standards. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **241 South Orange and 201 to 209 West Colorado Street** - In April 2003, EP Associates investigated soil conditions at 241 to 245 South Orange Street (the location of the temporary school). A total of 16 borings were drilled and sampled at depths of 1, 6, and 11 feet bgs. No VOCs were detected in the samples. The maximum TPH concentration was detected in a sample from 1-foot bgs at 1,390 mg/kg in the heavy oil range. No TPH was detected in the 6-foot samples. The detected TPH as heavy oil at 1-foot bgs may be related to the asphalt surface on the parcel. Nonetheless, potential impacts are considered potentially significant due to exceeding the City of Glendale standards. However, implementation of the mitigation measures below would reduce this impact to less than significant.

- **219 West Colorado Street** - As stated previously, no Phase I assessment was prepared when the site was purchased. The Preliminary Environmental Site Screening indicated a moderate risk level. This was primarily due to incomplete records of auto repair garage previously contained on the site. A Phase II is being completed including soil testing. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **225 West Colorado Street/240 South Central Avenue (Tidewater)** - In June 2003, EP Associates investigated soil conditions beneath the parking lot at 240 South Central Avenue (the location of the former Tidewater Service Station). A total of 55 borings on approximately 15-foot centers were drilled and sampled at depths of 30 or 40 feet bgs. A surface soil sample was collected at 1-foot bgs in each boring. The drill cutting was observed in the field for evidence of petroleum hydrocarbon impacts such as staining, odor, or photo-ionization detector readings. A total of 68 samples, including the 55 surface samples, were selected for laboratory analysis (approximately 13 subsurface samples). Low concentrations of VOCs were detected in two samples (B-28 at 20.5 feet and B-28 at 25.5 feet bgs). Seven samples contained TPH concentrations above 100 mg/kg. The maximum TPH concentration of 2,500 mg/kg was detected in Boring B-28 at 20.5 feet bgs. Boring B-28 was located in the northeast corner of the parcel. The results of the field soil screening, with a limited number of laboratory analyses of subsurface soil samples, indicate that a volume of soil in the northeast portion of the parcel has been impacted by petroleum hydrocarbons. EP Associates is conducting additional subsurface assessment to delineate the extent of TPH impacted soil to the north and east of Boring B-28. Potential impacts are considered potentially significant due to exceeding the City of Glendale standards. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **126 South Central Avenue** - As stated previously, a Phase I assessment was completed. The Phase I recommended subsurface testing due to the site containing a former auto repair. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **200 South Central Avenue (Conoco)** - Conoco Phillips owns the active Union 76 Station at 200 South Central Avenue. The parcel currently has two 10,000 gallon USTs for gasoline and one 550 gallon UST for waste oil. The USTs passed the secondary containment test (AB-989 test) on August 30, 2001. In July 1994, two previous 10,000-gallon USTs and a 550-gallon UST were removed. Petroleum hydrocarbon impacted soil was confirmed and 231 tons of soil were excavated and disposed of off site. The impacted soil extended beyond the 20-foot depth of the excavation. The new USTs were installed in the excavation. Soil borings confirmed that the impacted soil extended to a depth of approximately 40 to 45 feet below ground surface (bgs) (ground water is at least 80 feet bgs) and a Work Plan for soil vapor extraction (SVE) was submitted to the EMC. The Work Plan was approved, but no action was taken to install the SVE system. In January 1998, a request was submitted for suspension of the Work Plan and for low risk, soils only closure. The EMC issued a Closure Letter for the Union 76 Station (then owned by TOSCO) on May 13, 1998. A copy of the Closure Letter is provided in **Appendix 4.10** (Attachment C). Based on the file review at the EMC, there is residual impacted soil between 20 and 45 feet bgs beneath the UST area at the Union 76 Station. At the time work was completed on this site, the analysis for the compound Methyl-Tertiary-Butyl-Ether (MTBE), a gasoline additive, was not required. As such no analysis for MTBE was performed at the 76 Station. Because of the existence of soil contamination below the existing tanks, which would need to be removed for purposes of the project and the lack of testing for MTBE, impacts are considered potentially significant since levels could exceed City of Glendale standards. However, implementation of the mitigation measures below would reduce this impact to less than significant.

- **224 South Central Avenue** - As stated previously, no Phase I assessment was prepared when the site was purchased. The Preliminary Environmental Site Screening indicated that a moderate risk level existed due to a previous auto repair use. A Phase II assessment was completed. TPH above thresholds was detected at 1-foot below ground surface at two locations. Additional soil sampling is currently being completed. Because there is existing documented soil contamination and there may be additional undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **228 South Central Avenue** - As stated previously, no Phase I assessment was prepared when the site was purchased. The Preliminary Environmental Site Screening indicated a high-risk level due to the removal of a hydraulic hoist and clarifier. A Phase II assessment is being completed. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **232 South Central Avenue** - A Phase I assessment was completed. A Phase II assessment is being completed due to encroachment of potential contamination from 228 S. Central Avenue and 240 S. Central Avenue. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **117 East Harvard Street** - As stated previously, no Phase I assessment was prepared when this site was purchased. Preliminary Environmental Site Screening indicated a moderate risk level due to auto repair and metal manufacturing activities. A Phase II assessment was completed. Heavy-end and diesel hydrocarbons were detected at 3 locations above threshold, and these were limited to 1-foot below ground surface (bgs). Because there is existing documented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **129 South Brand Avenue** - As stated previously, a Phase I assessment was completed. There is a low to moderate risk level due to former automotive use. Shallow soil testing is currently being conducted. Because there may be undocumented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.
- **201 South Brand Avenue (vacant PEP Boys)** - Based on the presence of in-ground hydraulic lifts, a Phase II assessment was recommended. In October and November 2001, a total of 18 shallow soil borings were drilled and sampled on the parcel. A sample from 6.5 feet bgs in one boring (inside a possible former mechanic pit) had petroleum hydrocarbons at 22,900 mg/kg and tetrachloroethylene (PCE) at 0.023 mg/kg. Based on the results, a limited volume of soil beneath the former PEP Boys is impacted by petroleum hydrocarbons and solvents. Soil sampling discovered TPH and VOC contamination at the bottom of a former mechanic pit in an old service bay (rear of property). The quantity of impacted soils is estimated to be less than 2 cubic yards. Because there is existing documented soil contamination on this site, impacts are considered to be potentially significant. However, implementation of the mitigation measures below would reduce this impact to less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.10-1(e) The contractor shall prepare and submit a Remedial Action Plan (RAP) that shall identify and define the soil planned for remediation on the project site. All soil contaminants identified on site shall be remediated to the acceptable standards established by the City of Glendale (which are consistent with state standards) as follows: Total Petroleum Hydrocarbons (TPH) gasoline to 100 parts per million (ppm), TPH Diesel and Heavy-end hydrocarbons to 1,000 ppm, Benzene to 10 parts per billion (ppb), Toluene to 1 ppm, Ethylene Benzene to 6.8 ppm, Xylene to 17 ppm, Perchloroethylene (PCE) to 55 ppb and Methyl-Tertiary-Butyl-Ether (MTBE) to 143 ppb. Soil remediation methods would include, but is not limited to, one or more of the following: excavation and on-site treatment, such as above ground bioremediation, soil washing, soil stabilization, soil vapor extraction, or high-temperature soil thermal desorption.

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: Ten parcels within the project site are listed in the EDR report as being on various government lists. Most of the parcels are on the RCRIS-SQG and HAZNET lists as registered generators of hazardous or petroleum wastes. One parcel is listed on the active Underground Storage Tank (UST) List: the Union 76 Station at 200 South Central (active gas station). One parcel is listed on the Historical UST List: the Glendale Fire Department at 210 South Orange Street (vacant building). The Union 76 Station at 200 South Central Avenue has confirmed residual soil contamination beneath the USTs at depths between 20 and 45 feet bgs. The Union 76 Station was granted regulatory closure in 1998. Nonetheless, because of the existence of soil contamination below the existing tanks, which would need to be removed for purposes of the project and the lack of testing for Methyl-Tertiary-Butyl-Ether (MTBE) beneath the tank area, impacts are considered potentially significant since levels could exceed City of Glendale standards. However, implementation of **Mitigation Measure 4.10-1(e)** would reduce this impact to less than significant. All soil contaminants shall be remediated to the acceptable standards established by the City of Glendale (which are consistent with state standards) as follows: Total Petroleum Hydrocarbons (TPH) gasoline to 100 parts per million (ppm), TPH Diesel and Heavy-end hydrocarbons to 1,000 ppm, Benzene to 10 parts per billion (ppb), Toluene to 1 ppm, Ethylene

Benzene to 6.8 ppm, Xylenes to 17 ppm, Perchloroethylene (PCE) to 55 ppb and Methyl-Tertiary-Butyl-Ether (MTBE) to 143 ppb.

All properties listed on various government databases within .25 mile of the project site have a low probability to have impacted the site due to regulatory status (historical UST or waste generator), distance from the site, and down-gradient locations of the site. Impacts are considered to be less than significant.

The project site is identified in the EDR report to be within the boundary of a National Priority List (NPL or Superfund) Crystal Springs Wellfield Area. There is no indication that the project site has contributed to the regional ground water problem. The ground water below the project site is located at least 80 feet or more below the surface, and the project would include excavation for subterranean garages up to 30 feet below the surface. Since this would not be deep enough to disturb the existing contaminated ground water, impacts are considered to be less than significant.

On-site contamination has been previously discussed. Impacts due to existing on-site contamination would be mitigated to a less than significant level.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: None are required.

Level of Significance: Less than significant.

Threshold: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact Analysis: According to the City of Glendale Safety Element, Brand Boulevard, which is to the east of the project site, is a City disaster response route, and Colorado Street, which is to the south of the project site, is a County evacuation route. These routes are the main thoroughfares to be used by emergency response services during an emergency and, if the situation warrants, the evacuation of an area. Implementation of the project would neither result in a reduction of the number of lanes along these roadway segments in the project area nor result in the placement of an impediment to the flow of traffic such as medians. In the event of an emergency, all lanes would be opened to allow for traffic flow to move in one direction and traffic would be controlled by the appropriate agencies, such as the

City of Glendale Police Department. During the construction activities, the project would include short-term single lane closures along these routes, which could slow down evacuation along these route and result in significant impacts.

Project Design Features: None are required.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.10-2(a) The construction contractor shall notify the City of Glendale Police and Fire Department of construction activities that would impede movement (such as a lane closures) along Brand Boulevard or Colorado Street, which are adjacent to the project site to allow for these first emergency response teams to reroute traffic to an alternative route, if needed.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts accounts for Citywide Projects within the geographic area, except as otherwise identified.

Threshold: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Analysis: It is anticipated that Citywide Projects in the City of Glendale would result in an incremental increase in the amount of hazardous materials transported, used, treated, stored, and disposed areawide. Although each development site has potentially unique hazardous materials considerations, it is anticipated that all hazardous materials delivered and hazardous waste removed from the project site and each cumulative project site would be in accordance with Title 24 of the Code of Federal Regulations. In addition, the Citywide Projects (if applicable) would be required to prepare an annual inventory of hazardous materials used on site, as well as a business emergency plan, and submit to the City of Glendale for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. For these reasons, this cumulative impact would be less than significant. There is no cumulative impact. As

discussed above, the project would not result in significant public hazards as a result of hazardous materials used, treated, stored, or disposed. The project would comply with all applicable laws and regulations related to the transport, use, treatment, storage, and disposal of hazardous materials. Because the project impacts would be reduced to less than significant, the project's contribution to impacts would not be cumulatively considerable.

Project Design Features: None are required.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance: Less than significant.

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 Citywide 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. It is anticipated that each Citywide Projects would adhere to applicable federal, state, and local requirements that regulate worker and public safety. As a result, cumulative impacts would be less than significant. The Glendale Town Center project as well as the Citywide Projects would adhere to established regulations. Consequently, the project impacts would not be cumulatively considerable and would not be less than significant.

It is also possible that a number of the Citywide Projects could expose construction workers and other persons to contaminated soil. It is anticipated that future development would adhere to applicable federal, state, or local laws, and regulations that govern underground storage tanks, as well as the disposal and clean up of contaminants. As a result, cumulative impacts would be less than significant. As discussed above, the Glendale Town Center project has contaminated soil on site. In accordance with project specific mitigation measures all soil contaminants shall be remediated to the acceptable standards established by the City of Glendale (which are consistent with states standards) as follows: Total Petroleum Hydrocarbons (TPH) gasoline to 100 parts per million (ppm), TPH Diesel and Heavy-end hydrocarbons to 1,000 ppm, Benzene to 10 parts per billion (ppb), Toluene to 1 ppm, Ethylene

Benzene to 6.8 ppm, Xylene to 17 ppm, Perchloroethylene (PCE) to 55 ppb and Methyl-Tertiary-Butyl-Ether (MTBE) to 143 ppb. The implementation of the previously listed mitigation measures would reduce project impacts to less than significant. Consequently, the project impacts would not be cumulatively considerable and would not be less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance: 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: Development of Citywide 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. It is anticipated that development would 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 clean-up or treatment is not feasible. Accordingly, cumulative impacts to the public or environment associated with development on or near listed contaminated sites would be less than significant.

Ten parcels within the project site listed in the EDR report are on various government lists. Most of the parcels are on the RCRIS-SQG and HAZNET lists as registered generators of hazardous or petroleum wastes. One parcel is listed on the active Underground Storage Tank (UST) List: the Union 76 Station at 200 South Central (active gas station). One parcel is listed on the Historical UST List: the Glendale Fire Department at 210 South Orange Street (vacant building). The Union 76 Station at 200 South Central Avenue has confirmed residual soil contamination beneath the USTs at depths between 20 and 45 feet bgs. Implementation of the project would include the further clean up of this site. Consequently, the project impacts would not be cumulatively considerable and would be less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance: Less than significant.

Threshold: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact Analysis: Construction and development associated with Citywide Projects development could result in activities that interfere with adopted emergency response or evacuation plans, primarily by temporary construction barricades or other obstructions that could impede access. It is anticipated that future development would go through CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures to mitigate potential impacts. As a result, cumulative impacts would be less than significant. Construction impacts under the Glendale Town Center project with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede an adopted emergency access response plan or emergency evacuation plan would be mitigated. As a result, the project contribution to impacts would not be cumulatively considerable and less than significant.

Project Design Features: None are required.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance: Less than significant.