4.9 Hazards and Hazardous Materials

This section discusses potential public safety and hazardous materials impacts associated with the Project. The information in this section outlines the environmental setting, regulatory setting, significance criteria, potential Project spill scenarios and their significance, and recommends measures to mitigate any significant impacts, if applicable. The section also provides a discussion of cumulative impacts. Alternatives are discussed in Chapter 5.0, Alternatives.

As described in Chapter 2.0, Project Description, the Project would include the demolition of aboveground infrastructure and remediation of the site, followed by soil stabilization or revegetation of disturbed areas, with some minor long-term operations associated with remediation.

For a discussion of air toxic health risk impacts, please see Section 4.3, Air Quality.

4.9.1 Environmental Setting

For the Project, environmental setting or baseline conditions reflect the baseline risks of upset associated with operations of the Santa Maria Refinery (SMR) and transportation of refinery-related materials.

An upset condition at the listed facilities or along transportation routes could have an adverse impact to the public and environmental resources in the study area. Impacts to air, water, cultural, agricultural, and biological resources are discussed in the appropriate sections of this Environmental Impact Report (EIR). For public safety, the study area includes the area in the SMR vicinity, associated pipelines, and transportation routes. The study area would include residences, businesses, educational institutions, etc.

As per the California Department of Conservation, Geologic Energy Management Division (CalGEM), there are no abandoned oil and gas wells located on or near the site.

4.9.1.1 Existing Refinery Operations

The Rail Spur EIR prepared in 2015 (County 2015) quantified the potential risks associated with the SMR operations. Additional information on the existing hazards at the SMR can also be found in the Throughput Increase EIR (County 2012). This analysis is summarized below.

The SMR processed crude oil and produced gas, both of which could present risks to the public if released. Crude oil is processed and then stored in tanks that could spill and ignite, creating thermal radiation impacts. Thermal radiation impacts from crude oil tank fires could cause injury 220 feet away. The closest population to the crude oil tanks at the SMR is an industrial land use area 425 feet northeast of the crude oil storage facilities. The closest residence to the crude oil tanks, which is located within the industrial land use area, is 1,200 feet northeast of the tank storage area. The gas processing equipment and piping are within the SMR, at least 1,700 feet from the SMR fence

line. Given the limited population and significant distance between these receptors and the SMR, there would not be a significant risk level.

A search of historical release data for the SMR through the Federal Emergency Response Notification System associated with the Rail Spur EIR indicated that, over 28 years, a total of 16 reportable releases occurred (from 1982 through 2010). Fifteen of these releases were associated with routing of excess gases to the emergency-only flare stack due to several equipment failures, including boiler and compressor failures. A database search of the California Office of Emergency Services from 2011 through June 2023 indicated 15 releases associated with the SMR, most related to flaring, pump seal leaks or drain line leaks.

The rail operations associated with the SMR consists of the export of petroleum coke from the SMR for commercial use throughout the U.S. and abroad. A train typically arrives and drops off 18 to 20 empty cars. After delivering the empty cars, the engine picks up any full cars and leaves the SMR. Each full car hauls approximately 100 tons. The delivered empty cars are filled with coke during the following week and moved around on site by a 'shuttlewagon'. The shuttlewagon, also referred to as a 'switching locomotive', is a small unit compared to an actual train locomotive.

Spills of coke from rail cars along transportation routes, or within the SMR, could cause localized environmental impacts necessitating cleanup of spilled materials. However, as the coke is in solid (powder) form, it would not volatilize, explode, or travel substantial distances and therefore would not cause significant risks along the transportation routes.

Trucks also have historically been used at the SMR to transport materials, including solid (powdered) sulfur and other materials. Truck trips over the last five full years of operations have averaged 37 trucks per day. Spills of sulfur from trucks along transportation routes, or within the SMR, could cause localized environmental impacts necessitating cleanup of spilled materials (note that the sulfur is often used as an agricultural resource and is therefore relatively non-toxic). However, as the sulfur is in solid form (powder), it would not volatilize, explode, or travel substantial distances and therefore would also not cause significant risks along the transportation routes.

The historical transportation of crude oil by pipeline and truck associated with the SMR operations also occurs, with crude oil and SMR products being transported to and from the SMR by pipeline and some crude oil being transported to the SMR by truck and to pipeline transfer areas. Spills of crude oil and refined products by pipeline or truck can produce substantial impacts. Santa Barbara County ExxonMobil Trucking Project EIR (SBC 2021) demonstrated with quantitative analysis that impacts of trucking crude oil can produce significant environmental risks through spills and subsequent impacts to the environment.

For pipeline spills, historical EIRs for the SMR associated pipeline systems (SBC 1991 #91 EIR 08 and SEIR 2001, 00-EIR-09, SCH #1991061017) indicate that spills could generate Class I significant impacts to biology and water resources. Significant impacts to biology and water resources were identified that could potentially occur in the event of an oil spill at locations where the pipeline is near or crosses under sensitive biological and water resources.

Contamination databases, such as the Department of Toxic Substances Control (DTSC) database system EnviroStor (DTSC 2023) and GeoTracker (https://geotracker.waterboards.ca.gov/), indicate that although the site is not on the Cortese list (as per June 2023 listing https://www.envirostor.dtsc.ca.gov/public/), the EnviroStor and Geotracker databases lists a number of facilities in the Project site vicinity, including:

- SMR Site - Conoco Phillips Company (80001825), corrective action, with activities dating back to 1985, with recent actions primarily related to the coke piles; media of concern: soils; contaminants of concern: polynuclear aromatic hydrocarbons, vanadium and compounds. The most recent inspection date is May 2022;
- SMR Site – Phillip 66 Refinery PFAS Investigation (T10000017182), open site assessment as of 9/15/2023. Potential impact to aquifer for drinking water supply, soil and surface water.
- SMR Site- Phillips 66 Santa Maria Refinery (SL203121248), cleanup program, with activities dating back to 1965, with recent actions primarily related to the Slop Oil Line Release and Northern Inactive Waste Site (NIWS); media of concern: groundwater; Contaminants of concern: metals/heavy metals, petroleum/fuels/oils, polynuclear aromatic hydrocarbons. The most recent inspection date are soil excavation reports dated July 2022;
- Wrecking Yards And Automobile Dismantlers (71003740) (along Sheridan Road and Highway 1, about one mile east of the SMR entrance), tiered permit, corrective action under consent agreement dated to 2002. No further action as of 2002 recorded in the database; and
- Brushpoppers Riding Club Site (40860001) (about one mile north of the SMR entrance along Highway 1, Mesa View Drive), school investigation, Phase 1 completed 2000, DTSC indicated no further action in 2000.

4.9.2 Regulatory Setting

4.9.2.1 Federal Regulations

Federal Regulation of Transportation by Rail, Highway, and Pipeline

The Federal Railroad Administration (FRA), which is part of the U.S. Department of Transportation (U.S. DOT), is responsible for regulating the safety of the nation's railroad system. FRA promulgates railroad safety regulations (49 Code of Federal Regulations [CFR] subtitle B, chapter II (parts 200-299)) and orders, enforces those regulations and orders as well as the Hazardous Materials Regulations at 49 CFR Parts 171-180, and the federal railroad safety laws, and conducts a comprehensive railroad safety program.

FRA's regulations promulgated for the safety of railroad operations involving the movement of freight address: (1) railroad track; (2) signal and train control systems; (3) operating practices; (4) railroad communications; (5) rolling stock; (6) rear-end marking devices; (7) safety glazing; (8) railroad accident/incident reporting; (9) locational requirements for the dispatch of U.S. rail operations; (10) safety integration plans governing railroad consolidations, mergers, and acquisitions of control; (11) alcohol and drug testing; (12) locomotive engineer and conductor certification; (13) workplace safety; (14) highway-rail grade crossing safety; and other subjects.

The FRA inspects rail facilities throughout the country in order to ensure compliance with its own regulations, and those adopted by the Pipeline and Hazardous Materials Safety Administration (PHMSA).

PHMSA is another department within the U.S. DOT. Pursuant to the Hazardous Materials Transportation Act, PHMSA adopts regulations governing the transport of hazardous materials by rail, highway, air, and water. The PHMSA regulations are set forth in Chapter I of Subtitle B of Title 49 of the CFR. The FRA enforces the requirements set forth in PHMSA regulations.

The National Transportation Safety Board (NTSB) is an independent federal agency. The NTSB reviews transportation accidents, including rail accidents, and makes recommendations to FRA and PHMSA for regulatory changes.

The American Association of Railroads (AAR) is an industry trade association that represents railroads, including the major freight railroads in the United States, Canada, and Mexico. AAR adopts standards for the design and construction of tank cars used by its members. In some cases, these standards are more stringent than the requirements set forth in FRA or PHMSA regulations.

The PHMSA regulations classify hazardous materials based on each material's hazardous characteristics. Crude oil is assigned to hazard Class 3, based on specified characteristics of flammability and combustibility (49 CFR 173.120).

Liquid Pipelines and Oil Facilities

Hazardous liquid pipelines are under the jurisdiction of the U.S. DOT and must follow the regulations in 49 CFR Part 195, Transportation of Hazardous Liquids by Pipeline, as authorized by the Hazardous Liquid Pipeline Safety Act of 1979 (49 USC 2004).

Other applicable federal requirements are contained in 40 CFR Parts 109, 110, 112, 113, and 114, pertaining to the need for Oil Spill Prevention Control & Countermeasures Plans; 40 CFR Parts 109–114 promulgated in response to the Oil Pollution Act of 1990.

Overview of the 49 CFR 195 Requirements

Part 195.30 incorporates many of the applicable national safety standards of the:

- American Petroleum Institute (API);
- American Society of Mechanical Engineers (ASME);
- American National Standards Institute (ANSI); and
- American Society for Testing and Materials (ASTM).

Part 195.50 requires reporting of accidents by telephone and in writing for:

- Explosion or fire not intentionally set by the operator;
- Spills of five gallons or more or five barrels if confined to company property and cleaned up promptly;
- Daily loss of five barrels a day to the atmosphere;
- Death or injury necessitating hospitalization; or

- Estimated property damage, including cleanup costs, greater than $50,000.

The Part 195.100 series includes design requirements for the temperature environment, variations in pressure, internal design pressure for pipe specifications, external pressure, and external loads, new and used pipe, valves, fittings, and flanges.

The Part 195.200 series provides construction requirements for standards such as compliance, inspections, welding, siting and routing, bending, welding and welders, inspection and nondestructive testing of welds, external corrosion and cathodic protection, installing in-ditch and covering, clearances and crossings, valves, pumping, breakout tanks, and construction records.

The Part 195.300 series prescribes minimum requirements for hydrostatic testing, compliance dates, test pressures and duration, test medium, and records.

The Part 195.400 series specifies minimum requirements for operating and maintaining steel pipeline systems, including:

- Correction of unsafe conditions within a reasonable time;
- Procedural manual for operations, maintenance, and emergencies;
- Training;
- Maps;
- Maximum operating pressure;
- Communication system;
- Cathodic protection system;
- External and internal corrosion control;
- Valve maintenance;
- Pipeline repairs;
- Overpressure safety devices;
- Firefighting equipment; and
- Public education program for hazardous liquid pipeline emergencies and reporting.

Overview of 40 CFR Parts 109, 110, 112, 113, and 114
The Spill Prevention, Control and Countermeasure (SPCC) Plans covered in these regulatory programs apply to oil storage and transportation facilities and terminals, tank farms, bulk plants, oil refineries, and production facilities, as well as bulk oil consumers, such as apartment houses, office buildings, schools, hospitals, farms, and state and federal facilities as follows:

- Part 109 establishes the minimum criteria for developing oil-removal contingency plans for certain inland navigable waters by state, local, and regional agencies in consultation with the regulated community (i.e., oil facilities);
- Part 110 prohibits discharge of oil such that applicable water quality standards would be violated, or that would cause a film or sheen upon or in the water. These regulations were updated in 1987 to adequately reflect the intent of Congress in Section 311(b) (3) and (4) of the Clean Water Act, specifically incorporating the provision "in such quantities as may be harmful.";

- Part 112 deals with oil spill prevention and preparation of Spill Prevention Control and Countermeasure Plans. These regulations establish procedures, methods, and equipment requirements to prevent the discharge of oil from onshore and offshore facilities into or upon the navigable waters of the United States. These regulations apply only to non-transportation-related facilities;
- Part 113 establishes financial liability limits; however, these limits were preempted by the Oil Pollution Act of 1990; and
- Part 114 provides civil penalties for violations of the oil spill regulations.

Overview of 6 CFR Part 27
Chemical Facility Anti-Terrorism Standards, 6 CFR 27. The Federal Department of Homeland Security established the chemical facility anti-terrorism standards of 2007. This 2007 rule established risk-based performance standards for the security of chemical facilities. It requires covered chemical facilities to prepare Security Vulnerability Assessments, which identify facility security vulnerabilities, and to develop and implement Site Security Plans, which include measures that satisfy the identified risk-based performance standards.

Emergency Planning and Community Right-to-Know Act
Under the Emergency Planning and Community Right-to-Know Act, or Title III of the Superfund Amendments and Reauthorization Act of 1986, the United States Environmental Protection Agency (U.S. EPA) requires local agencies to regulate the storage and handling of hazardous materials and requires development of a plan to mitigate the release of hazardous materials. Businesses that handle any of the specified hazardous materials must submit to government agencies (i.e., fire departments or Public Health Departments), an inventory of the hazardous materials, an emergency response plan, and an employee training program. The business plans must provide a description of the types of hazardous materials/waste on site and the location of these materials. The information in the business plan can then be used in the event of an emergency to determine the appropriate response action, the need for public notification, and the need for evacuation.

In 1990, Congress passed the Pollution Prevention Act which requires facilities to report additional data on waste management and source reduction activities to U.S. EPA under the Toxics Release Inventory Program. The goal of the Toxics Release Inventory is to provide communities with information about toxic chemical releases and waste management activities and to support informed decision making at all levels by industry, government, non-governmental organizations, and the public.

Hazardous Materials Management Planning
Section 112(r) of the Clean Air Act Amendments of 1990, 40 CFR 68
The U.S. EPA requires facilities that handle listed regulated substances to develop Risk Management Programs (RMP) to prevent accidental releases of these substances. RMP materials are submitted to both local agencies (generally the fire department) and the U.S. EPA. Stationary sources with more than a threshold quantity of a regulated substance shall be evaluated to determine the potential for, and impacts of, accidental releases of that substance. Under certain conditions, the owner or operator of a stationary source may be required to develop and submit a RMP. RMPs consist of three main elements: a hazard assessment that includes off-site

consequences analyses and a five-year accident history; a prevention program; and an emergency response program.

National Contingency Plan Requirements

Spill Prevention Control and Countermeasures Plans, 40 CFR 112.3 and 112.7

Facilities that store large volumes of hazardous materials are required to have an SPCC Plan per the requirements of 40 CFR 112 submitted to the U.S. EPA. The SPCC Plan is designed to prevent spills from on-site facilities and includes requirements for secondary containment, provides emergency response procedures, and establishes training requirements.

Worker Health and Safety

Occupational Safety and Health Act, 29 CFR et seq.

Under the authority of the Occupational Safety and Health Act of 1970, the Federal Occupational Safety and Health Administration (OSHA) has adopted numerous regulations pertaining to worker safety (29 CFR) and provides oversight and enforcement (along with Cal/OSHA in California). These regulations set standards for safe workplaces and work practices, including the reporting of accidents and occupational injuries. Some OSHA regulations contain standards relating to hazardous materials handling, including workplace conditions, employee protection requirements, first aid, and fire protection, as well as material handling and storage.

Hazard Communication, 29 CFR 1910.1200

The OSHA Hazard Communication law ensures that the hazards of all chemicals produced or imported are evaluated and that information about any potential hazards is transmitted to employers and employees. This information transmittal is to be accomplished through comprehensive hazard communication programs, including container labeling and other forms of warning, material safety data sheets, and employee training.

Process Safety Management, 29 CFR 1910.119

Under this section, facilities that use, store, manufacture, handle, process, or move hazardous materials are required to:

- Conduct employee safety training;
- Have an inventory of safety equipment relevant to potential hazards;
- Have knowledge on use of the safety equipment;
- Prepare an illness and injury prevention program;
- Provide hazardous substance exposure warnings;
- Prepare an emergency response plan; and
- Prepare a fire prevention plan.

In addition, in 29 CFR 1910.119, Process Safety Management of Highly Hazardous Chemicals, OSHA specifically requires prevention program elements to protect workers at facilities that have toxic, flammable, reactive, or explosive materials. Prevention program elements are aimed at preventing or minimizing the consequences of catastrophic releases of chemicals and include process hazard analyses, formal training programs for employees and contractors, investigation of equipment mechanical integrity, and an emergency response plan.

Toxic Substances Control Act
The Toxic Substances Control Act (TSCA) of 1976 authorizes the U.S. EPA to require reporting, record keeping, testing requirements, and restrictions related to chemical substances and/or mixtures. Food, drugs, cosmetics, and pesticides are generally excluded from TSCA. There are six primary substances that the U.S. EPA focuses on under the TSCA, including polychlorinated biphenyls (PCBs), asbestos, radon, lead, formaldehyde, and mercury. TSCA requirements most often affect the regulation of PCBs, asbestos, and lead in federal facilities. For example, under the TSCA, asbestos regulations require that only properly trained and certified persons perform asbestos abatement activities in public or commercial buildings.

Comprehensive Environmental Response, Compensation, And Liability Act
The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 provides a federal "superfund" to aid in the cleanup of uncontrolled or abandoned hazardous waste sites, as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. The "superfund" was established by taxing the chemical and petroleum industries. Under CERCLA, the U.S. EPA is given the power to seek out parties responsible for pollutant or contaminant release and assure their cooperation in cleanup. CERCLA also established the revision of the National Contingency Plan, which provides guidelines and procedures necessary to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. In addition, the National Contingency Plan created the National Priorities List (NPL), which is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States.

4.9.2.2 State Regulations

State laws address gas and liquid pipelines, oil and gas facilities, and hazardous materials and waste. These are discussed in the following sections.

California Public Utilities Commission
The California Public Utilities Commission (CPUC) is the state agency charged with ensuring the safety of freight railroads, inter-city and commuter railroads, and highway-railroad crossings in the State of California. CPUC performs these railroad safety responsibilities through the Railroad Operations and Safety Branch (ROSB) of the Safety & Enforcement Division.

ROSB's mission is to ensure that California communities and railroad employees are protected from unsafe practices on freight and passenger railroads by enforcing rail safety rules, regulations, and inspection efforts; and by carrying out proactive assessments of potential risks before they create dangerous conditions. ROSB personnel investigate rail accidents and safety-related complaints, and recommend safety improvements to the CPUC, railroads, and the federal government as appropriate.

The CPUC is responsible for enforcing federal and state railroad safety requirements, including those governing railroad tracks, facilities, bridges, rail crossings, motive power and equipment, operating practices, and hazardous material shipping requirements.

ROSB has rail inspectors that conduct inspections in five railroad disciplines:

1. Operating Practices – oversight of main, branch and yard train operations, including hours of service, carrier operating rules, employee qualification guidelines, and carrier training and testing programs to determine compliance with railroad occupational safety and health standards, accident and personal injury reporting requirements, and other requirements.
2. Track – oversight of track construction, maintenance and inspection activities.
3. Signal & Train Control – oversight of signal system construction, maintenance and inspection activities.
4. Motive Power & Equipment – oversight of locomotives, freight and passenger rail cars, air brakes, and other safety appliances maintenance and inspection activities.
5. Hazardous Materials – oversight of the rail movements of hazardous materials, such as petroleum and chemical products; and inspection of hazardous materials shippers.

At a minimum, mainline track within California is inspected by ROSB inspectors on an annual basis. Any identified track deficiencies are reported to the FRA and the track operator, and repairs are required to be made.

Gas and Liquid Pipelines and Oil Facilities

Overview of California Pipeline Safety Regulations
State of California regulations Part 51010 through 51018 of the Government Code provide specific safety requirements that are more stringent than the Federal rules. These include:

- Periodic hydrostatic testing of pipelines, with specific accuracy requirements on leak rate determination;
- Hydrostatic testing by state-certified independent pipeline testing firms;
- Pipeline leak detection; and
- Reporting of all leaks required.

Recent amendments require pipelines to include means of leak prevention and cathodic protection, with acceptability to be determined by the California Office of the State Fire Marshal (OSFM). All new pipelines must also be designed to accommodate passage of instrumented inspection devices (smart pigs) through the pipeline.

California Pipeline Safety Act of 1981
The California Pipeline Safety Act gives regulatory jurisdiction for the safety of all intrastate hazardous liquid pipelines and all interstate pipelines used for the transportation of hazardous or highly volatile liquid substances to the OSFM. The law establishes the governing rules for interstate pipelines to be the Federal Hazardous Liquid Pipeline Safety Act and federal pipeline safety regulations.

Oil Pipeline Environmental Responsibility Act (Assembly Bill 1868)
This Act requires every pipeline corporation qualifying as a public utility and transporting crude oil in a public utility oil pipeline system to be held strictly liable for any damages incurred by "any

injured party which arise out of, or are caused by, the discharge or leaking of crude oil or any fraction thereof ..." The law applies only to public utility pipelines for which construction would be completed after January 1, 1996, or that part of an existing utility pipeline that is being relocated after the above date and is more than three miles in length. The major features signed into law in October 1995 include:

- Each pipeline that transports any crude oil in a common carrier (i.e., public) oil pipeline system shall be absolutely liable, without regard to fault, for any damages incurred by any injured party that arise out of, or are caused by, the discharge or leaking of crude oil;
- Damages for which a pipeline corporation is liable under this law are: all costs of response, containment, cleanup, removal, and treatment, including monitoring and administration cost; injury or economic losses resulting from destruction of, or injury to, real or personal property; injury to, destruction of, or loss of natural resources, including but not limited to, the reasonable cost of rehabilitating wildlife habitat, and other resources and the reasonable cost of assessing that injury, destruction, or loss, in any action brought by the state, county, city, or district; loss of taxes, royalties, rents, use, or profit shares caused by the injury, destruction, loss, or impairment of use of real property, personal property, or natural resources; and loss of use and enjoyment of natural resources and other public resources or facilities in any action brought by the state, county, city, or district;
- A pipeline corporation shall immediately clean up all crude oil that leaks or is discharged from a pipeline;
- No pipeline system subject to this law shall be permitted to operate unless the State Fire Marshal certifies that the pipeline corporation demonstrates sufficient financial responsibility to respond to the liability imposed by this section. The minimum financial responsibility required by the State Fire Marshal shall be seven hundred fifty dollars ($750) times the maximum capacity of the pipeline in the number of barrels per day up to a maximum of one hundred million dollars ($100,000,000) per pipeline system, or a maximum of two hundred million dollars ($200,000,000) per multiple pipeline system;
- Financial responsibility shall be demonstrated by evidence that is substantially equivalent to that required by regulations issued under Section 8670.37.54 of the Government Code, including insurance, surety bond, letter of credit, guaranty, qualification as a self-insurer, or combination thereof or any other evidence of financial responsibility. The State Fire Marshal shall require that the documentation evidencing financial responsibility be placed on file with that office; and
- The State Fire Marshal shall require evidence of financial responsibility to fund post-closure cleanup spots. The evidence of financial responsibility shall be 15 percent of the amount of financial responsibility stated above.

California Accidental Release Prevention

The California Accidental Release Prevention (CalARP) program mirrors the Federal Risk Management Program, except that it adds external events and seismic analysis to the requirements and includes facilities with lower inventories of materials. A California Accidental Release Prevention or Risk Management Plan, as administered by the Fire Departments and the California

Environmental Protection Agency (CalEPA), if applicable, is a document prepared by the owner or operator of a stationary source containing detailed information including:

- Regulated substances held on site at the stationary source;
- Off-site consequences of an accidental release of a regulated substance;
- The accident history at the stationary source;
- The emergency response program for the stationary source;
- Coordination with local emergency responders;
- Hazard review or process hazard analysis;
- Operating procedures at the stationary source;
- Training of the stationary source's personnel;
- Maintenance and mechanical integrity of the stationary source's physical plant; and
- Incident investigation.

Hazardous Materials and Hazardous Waste

Hazardous Waste Control Law

The Hazardous Waste Control Law is administered by CalEPA, DTSC. DTSC has adopted extensive regulations governing the generation, transportation, and disposal of hazardous wastes. These regulations impose cradle-to-grave requirements for handling hazardous wastes in a manner that protects human health and the environment. The Hazardous Waste Control Law regulations establish requirements for identifying, packaging, and labeling hazardous wastes. They prescribe management practices for hazardous wastes; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills. Hazardous waste is tracked from the point of generation to the point of disposal or treatment using hazardous waste manifests. The manifests list a description of the waste, its intended destination, and regulatory information about the waste.

Hazardous Materials Management Planning

The Office of Emergency Services, in support of local government, coordinates overall state agency response to major disasters. The office is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response, and recovery efforts. During major emergencies, the Office of Emergency Services may call upon all state agencies to help provide support. Due to their expertise, the California National Guard, California Highway Patrol (CHP), California Department of Forestry and Fire Protection (CAL FIRE), Conservation Corps, Department of Social Services, and California Department of Transportation (Caltrans) are the agencies most often asked to respond and assist in emergency response activities.

Hazardous Materials Transportation in California

California regulates the transportation of hazardous waste originating or passing through the state in Title 13 of the California Code of Regulations. The CHP and Caltrans have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. The CHP enforces materials and hazardous waste labeling and packing regulations that prevent leakage and spills of material in transit and provide detailed information to cleanup crews in the event of an incident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the

responsibility of the CHP. The CHP conducts regular inspections of licensed transporters to ensure regulatory compliance. Caltrans has emergency chemical spill identification teams at locations throughout the state.

Hazardous waste must be regularly removed from generating sites by licensed hazardous waste transporters. Transported materials must be accompanied by hazardous waste manifests.

Hazardous Material Worker Safety, California Occupational Safety and Health Act
The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for assuring worker safety in the handling and use of chemicals in the workplace. Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in Title 8 CCR. Cal/OSHA hazardous materials regulations include requirements for safety training, availability of safety equipment, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

Cal/OSHA also enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances. The hazard communication program also requires that Safety Data Sheets (SDS), formerly Material Safety Data Sheets, be available to employees and that employee information and training programs be documented.

Cortese List
The Cortese List, which is a hazardous waste and substances site list, is a planning document used by the state, local agencies, and developers to comply with the requirements of the California Environmental Quality Act (CEQA), which requires the disclosure of hazardous waste sites subject to corrective action. California Government Code Section 65962.5 requires the CalEPA to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. CalEPA may seek assistance from the DTSC, California Department of Health Services, State Water Resources Control Board (SWRCB), or California Department of Resources Recycling and Recovery (CalRecycle) when compiling the list. In regard to a new project, before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the subject site is included on the Cortese List.

Asbestos Airborne Toxic Control Measure For Construction, Grading, Quarrying, And Surface Mining Operations
The California Air Resources Board (CARB) identifies asbestos as a toxic air contaminant. In the County of San Luis Obispo (County), asbestos naturally occurs in serpentine rock located throughout the County. According to CARB's Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, And Surface Mining Operations, prior to any grading activities at a site identified as having the potential for naturally occurring asbestos (NOA), the owner or operator will be required to comply with the applicable sections contained in the NOA ATCM. For those projects within an area identified as having the potential for NOA, the following requirements apply:

- For grading projects qualifying for NOA ATCM exemption, an NOA exemption form must be submitted with geologic evaluation;

- For grading projects in serpentine rock, less than one acre, a project form with geologic evaluation must be submitted and dust control measures shall be included during grading; and

- For grading projects in serpentine rock, more than one acre, a project form with geologic evaluation must be submitted, and an Asbestos Dust Mitigation Plan must be submitted for approval to be implemented during grading.

California Title 8 Section 1529
This section addresses asbestos exposure in all construction work and includes items such as demolition and salvage, spill emergency procedures, transportation and storage, exposure assessments and monitoring, compliance methods, respiratory protection, and protective clothing.

4.9.2.3 County of San Luis Obispo Regulations

General Plan Energy Element and Conservation and Open Space Element
In 1995, the County adopted the Energy Element as part of the County's General Plan, subsequently merged with the Conservation and Open Space Element. The Conservation and Open Space Element contains a goal of protecting public health, safety, and environment and several policies that promote the stated goal (County 2010). The applicable policies include:

- Policy 56. Encourage existing and proposed facilities to focus on measures and procedures that prevent oil, gas, and other toxic releases into the environment. This policy is to ensure that facilities: (1) take measures to prevent releases and spills; (2) prepare for responding to a spill or release; and (3) provide for the protection of sensitive resources. A review of a facilities spill response plan, or reports from other agencies, should be completed to monitor compliance.
- Policy 64. Guideline 64.1. To reduce the possibility of injury to the public, facility employees, or the environment, the applicant shall submit an emergency response plan which details response procedures for incidents that may affect human health and safety or the environment. The plan shall be based on the results of the comprehensive risk analysis. In the case of a facility modification, the existing response plan shall be evaluated by the safety review committee and revisions made as recommended.
- Flammable and Combustible Liquid Storage. County Coastal Zone Land Use Ordinance Section 23.06.126 includes requirements for flammable and combustible liquid storage relating to: applicability, permit requirements, limitation on use, limitation on quantity, setbacks, and including California Department of Forestry and Fire Prevention (CAL FIRE/County Fire) recommendations, as applicable. Without approval through a Development Plan, aboveground storage limits of combustible liquid is 20,000 gallons and 2,000 gallons for flammable liquids.

County Of San Luis Obispo Environmental Health Services
County Environmental Health Services (EHS) provides a Certified Unified Program Agency (CUPA) Program, based on CalEPA's CUPA program, for hazardous materials and waste. Under the County's CUPA Program, the following programs are monitored and enforced:

- Aboveground Petroleum Storage Tank Program: The purpose of this program is to protect public health and the environment from a potential source of surface and groundwater contamination by regulating aboveground storage tanks containing hazardous materials. Program objectives are accomplished through inspection, plan review, incident investigation, enforcement, public education, and assistance to industry;
- Underground Storage Tank Program: The intent of the identified program is to protect public and environmental health from a potential source of groundwater contamination by regulating underground storage tanks containing hazardous materials. This is accomplished through inspection, plan check, incident investigation, enforcement, public education, and assistance to industry;
- California Accidental Release Prevention Program: As described above, the purpose of the CalARP is to protect the public health and the environment from the uncontrolled release of extremely hazardous substances by requiring businesses to establish programs to reduce the risk of an accidental hazardous substance release and manage emergency operations in the event of a release;
- Hazardous Materials Business Plan: As described above, the purpose of this program is to protect public health, emergency responders, and the environment from the release of hazardous materials at a regulated facility by ensuring proper handling and storage, and to provide timely and accurate information to emergency response personnel and to the public;
- Hazardous Waste Generator Program: This program protects the public health and the environment from the release of hazardous wastes by regulating industries that generate hazardous waste. This is accomplished through inspection, surveillance, incident investigation, assistance to industry, enforcement, and public education; and
- Household Hazardous Waste Disposal: This program regulates the release of hazardous wastes stored and generated by the general public by providing public education as well as opportunities to the general public to dispose of common household hazardous wastes in a manner that prevents contamination to the environment. This program is implemented by the County Integrated Waste Management Authority (IWMA).

4.9.2.4 Other Applicable Guidelines, National Codes, and Standards

Safety and Corrosion Prevention Requirements — American Society of Mechanical Engineers, National Association of Corrosion Engineers, American National Standards Institute, API

The following design requirements are generally enforced by local building departments, fire departments and public health departments during plan review and permit issuance. The code requirements address a range of issues that would reduce impacts, including equipment design, material selection, and use of safety valves.

- ASME & ANSI B16.1 Cast Iron Pipe Flanges and Flanged Fittings;
- ASME & ANSI B16.9, Factory-Made Wrought Steel Butt Welding Fittings;
- ASME & ANSI B31.1a, Power Piping;

- ASME & ANSI B31.4a, addenda to ASME B31.4a, Liquid Transportation Systems for Hydrocarbons, Liquid Petroleum Gas, Anhydrous Ammonia, and Alcohols;
- NACE Standard RP0190, Item No. 53071. Standard Recommended Practice External Protective Coatings for Joints, Fittings, and Valves on Metallic Underground or Submerged Pipelines and Piping Systems;
- NACE Standard RP0169, Item No. 53002. Standard Recommended Practice Control of External Corrosion on Underground or Submerged Metallic Piping Systems;
- API 510 Pressure Vessel inspection Code;
- API 570 Piping Inspection Code, applies to in-service metallic piping systems used for the transport of petroleum products;
- API 572 Inspection of Pressure Vessels;
- API 574 Inspection Practices for Pipe System Components;
- API 575 API Guidelines and Methods for Inspection of Existing Atmospheric and Low-pressure Storage Tanks;
- API 576 Inspection of Pressure Relieving Devices;
- API 650 Welded Steel Tanks for Oil Storage;
- API 651 Cathodic Protection of Aboveground Storage Tanks;
- API 653 Tank Inspection, Repair, Alteration, and Reconstruction;
- API 2610, Design, Construction, Operation, Maintenance, and Inspection of Terminal & Tank Facilities; and
- API Spec 12B - Bolted Tanks for Storage of Production Liquids.

API 653, atmospheric tank inspection and repair addresses the following issues:

- Tank suitability for service;
- Brittle fracture considerations;
- Inspections;
- Materials;
- Design considerations;
- Tank repair and alteration;
- Dismantling and reconstruction;
- Welding;
- Examination and testing;
- Marking and recordkeeping;
- Pertinent issues related to tank inspections in API 653;
- External inspections by an authorized inspector every five years;
- Ultrasonic inspections of shell thickness every five years (when corrosion rate not known); and
- Internal bottom inspection every 10 years, if corrosion rates not known.

Fire and Explosion Prevention and Control, National Fire Protection Agency
The following design requirements are generally enforced by fire departments during plan review and permit issuance. The code requirements address a range of issues that would reduce impacts, including firefighting system design, and water supply requirements.

- NFPA 30 Flammable and Combustible Liquids Code and Handbook;
- NFPA 11 Foam Extinguishing Systems;
- NFPA 12 A&B Halogenated Extinguishing Agent Systems;
- NFPA 15 Water Spray Fixed Systems;
- NFPA 20 Centrifugal Fire Pumps; and
- NFPA 70 National Electrical Code.

4.9.3 Thresholds of Significance

As defined in Appendix G (the Environmental Checklist Form) of CEQA, a significant impact on hazards and hazardous materials is defined by the following. Would the Project:

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

b. 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;

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

d. Be located on a site which is included on a list of hazardous waste sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

e. 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

In order to address "significant hazards" in regard to environmental damage, the threshold applied due to accidental spills is as follows: an impact of spills would be potentially significant if activities would increase the probability or volume of significant spills over the baseline operations into an environment that contained sensitive resources.

In addition, the thresholds do not apply to occupational safety. Occupational risk, which is governed by state and federal OSHAs is considered to be more voluntary and is generally judged according to more lenient standards of significance than those used for involuntary exposure.

A significant impact associated with existing site contamination and hazardous waste would be determined if the Project would result in mobilization of contaminants currently existing in the soil and groundwater, creating potential pathways of exposure to humans or other sensitive receptors that would result in exposure to contaminant levels that would be expected to be harmful.

4.9.4 Impact Assessment Methodology

The methodology utilized to assess potential impacts relates to the CEQA Guidelines Appendix G, which defines impacts for routine and accidental releases, school proximity, hazardous waste sites, safety hazard or excessive noise near an airport, emergency response access/plans, and wildfire impacts. Each of these criteria are examined individually within the impacts discussed below. Generally, environmental impacts would need to produce impacts that have a significant exposure, such as large release of crude oil or other mobile materials that could cause impacts to environmental resources and cannot be readily cleaned up.

4.9.5 Project-Specific Impacts and Mitigation Measures

The Project would involve removing facilities that have historically been used to process and transport oil and gas. Concerns about hazards are related primarily to accidental releases of crude oil or other material inventory which has not been previously removed from equipment or pipelines; and accidental releases of materials associated with the use of construction equipment. These issues are discussed below in relation to the issues identified in Appendix G of the CEQA Guidelines.

Impact #	Impact Description	Residual Impact
HAZ.1	Threshold a): Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Class II

The Project would involve the excavation and transportation of contaminated soils (remediation) which may result in some exposure of the public to contamination. These soils would be handled and transported as described in Chapter 2.0, Project Description, and include methods to minimize public exposure, including dust suppression, sweeping of roadways to limit off-site migration of dust, soil sampling during excavation, segregation and stockpiling of soils considered hazardous, transportation in covered bins or truck beds, and disposal at an appropriate facility, based on contamination levels and components. However, during grading or demolition, hydrocarbon contaminated soils would be encountered, and mishandling of contaminated soils could potentially cause a significant impact through exposure. Special handling of these soils would reduce potential exposure of the public.

Any exposure to hazardous materials involving an accident is addressed under impact HAZ.2 below. Asbestos is also discussed under impact HAZ.2.

Mitigation Measures

HAZ.1-1 ***Contaminated Soil Management Plan:*** *The Project Applicant shall prepare and follow a contaminated soil handling management plan in coordination with the San Luis Obispo County Air Pollution Control District (SLOCAPCD) that provides the procedures for addressing the following issues: Soil samples that exceed reactive organic compound (ROC) concentrations of 50 parts per million (ppm) require special soil handling procedures to be implemented under the plan. Those special soil vapor testing and handling procedures would include:*

1. *Assuring sufficient moisture content of the soil to prevent dust during soil movement;*
2. *Covering excavated soil with tarps/impermeable coverings, or applying soil seal or "soil-sement" or equivalent, to minimize the generation of wind-blown dust as well as minimize ROC emissions;*
3. *Conduct ROC monitoring every 15 minutes during excavation activities;*
4. *The Plan shall include a compliance reporting schedule, a description of the information to be reported to the County, and include a sample report form.*

Submittal Timing: *Prior to County permit issuance.* ***Approval Trigger:*** *Issuance of County permit.* ***Responsible Party:*** *The Applicant or designee.* ***What is required:*** *Contaminated Soil Management Plan.* ***To whom it is submitted and approved by:*** *County Department of Planning and Building and SLOCAPCD.*

Residual Impacts

Mitigation measure HAZ.1-1 would reduce the potential for emissions from contaminated soils on site as well as minimize the migration of emissions off site, reducing the impact to the public. Further, the removal of contaminated soil would have the long-term benefit of permanently removing the potential for off-site migration of contamination. Therefore, the impacts associated with contaminated soils would be **less than significant with mitigation (Class II).**

Impact #	Impact Description	Residual Impact
HAZ.2	Threshold b): Would the Project 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?	Class II

This impact addresses accidental releases of hazardous materials and includes releases of crude oil or other materials located within equipment, asbestos, and lead-based paint.

Accidental Releases from Equipment: The Project would involve the removal of equipment (tanks, pipelines, vessels, etc.) that could potentially contain hazardous materials, such as small quantities of crude oil or other materials, that could accidentally be released to the environment during the removal process. Equipment is planned to be purged and pipelines pigged prior to removal and various requirements related to equipment preparation would reduce the potential that accidental spills could occur. Even so, there is still the potential for accidental release of materials that remain in the equipment. Construction equipment also has an inventory of hydraulic oils and

diesel fuel that, if spilled, could potentially cause impacts. Any spill of materials, depending on the location, size, and extent of the spill, could cause an impact. Most spills would be contained on site within the existing facility berms and would not generate an impact. However, should a spill occur within or extend into an area defined as Environmentally Sensitive Habitat Areas (ESHA), potentially significant impacts could occur.

Accidental Release from Transportation: The transportation of contaminated soils by rail and truck would present a minimal hazard to the public since the contaminated soils are neither volatile nor a combustible liquid. Environmental impacts resulting from spills of contaminated soils would also be minimal as the contaminated soils are not fluids and would generally be contained within the specific accident site, thus unlikely to produce impacts away from the spill location. Therefore, transportation accidents involving contaminated soils would be less than significant.

***Asbestos*:** Construction activities could encounter asbestos during the excavation and removal of pipelines and other equipment. The use of an asbestos minimization plan and a certified hazardous materials oversight specialist would minimize the potential for a release of asbestos to the environment to less than significant.

Naturally Occurring Asbestos: Serpentine rock is found in many regions of the County, including coastal areas, as far inland as Paso Robles, and the extreme eastern area along the San Andreas Fault. Figure 4.3-3 shows areas subject to the naturally occurring asbestos ATCM requirements. The Project site is not located in an area that is designated as requiring a naturally occurring asbestos analysis and as such most likely would not be subject to the SLOCAPCD requirements; consultation with the SLOCAPCD is still advised as per discussions with the SLOCAPCD.

***Lead*:** Onshore facilities have been inventoried and sampled for the presence of lead-based paint with some paint testing for lead. The Project could also involve the removal of equipment painted with lead-based paint (see Chapter 2.0, Project Description).

Mitigation Measures

HAZ.2-1 ***Spill Response Planning:*** *The Applicant shall prepare an Oil/Hazardous Material Spill Contingency Plan (Spill Contingency Plan) (including provisions for spill prevention, control, and countermeasures/responses) that demonstrates that effective prevention, protection, containment, and clean-up equipment and procedures will be in place to protect coastal resources in the event of such spills. The Plan must, at a minimum include/identify:*

1. *The sources of potential spills;*

2. *Spill prevention measures to minimize the risk of such spills;*

3. *A worst-case spill assessment, and identification of the coastal resources at risk from spill impacts at representative levels up to and including the worst-case spill;*

4. *A response capability analysis of the equipment, personnel, and strategies (both on site and under contract) capable of responding to spills, again at representative levels up to and including the worst case spill;*

5. Spill control, drainage and management at the Project site;

~~5.~~6.Spill containment measures and equipment to be implemented for contaminated soils transportation activities along transportation routes in the event of a transportation spill;

~~6.~~7.Spill notification procedures to be implemented in the event of a spill; and

~~7.~~8.The Plan shall include a compliance reporting schedule, describe the information to be reported to the County, and include a sample report form.

The Spill Contingency Plan must adequately cover all activities related to facility demolition and remediation (both aboveground and belowground), as well as the handling, transfer, and transportation of materials (e.g., via truck and/or train, etc.) to off-site locations. It must identify the reporting thresholds and requirements and identify the person/party responsible for monitoring and implementing actions needed.

Submittal Timing: *Prior to County permit issuance.* ***Approval Trigger:*** *Issuance of County permit.* ***Responsible Party:*** *The Applicant or designee.* ***What is required:*** *Spill Contingency Plan.* ***To whom it is submitted and approved by:*** *California Coastal Commission, Central Coast Water Board, and County Department of Planning and Building.*

HAZ.2-2 ***Asbestos and Lead Handling Plan:*** *The Applicant shall comply with asbestos-containing material (ACM) and lead-containing materials handling requirements detailed in a ACM/Lead Handling Plan. Requirements of the plan shall include requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M - asbestos NESHAP) and those of the SLOCAPCD for lead. These requirements include but are not limited to:*

1. *Notification to the SLOCAPCD;*
2. *An asbestos survey conducted by a Certified Asbestos Inspector;*
3. *Applicable removal and disposal requirements of identified ACM. More information on asbestos is available at http://www.slocleanair.org/business/asbestos.php; and*
4. *Obtaining a SLOCAPCD permit, as necessary, for lead-based paint removal activities.*

Submittal Timing: *Prior to County demolition permit issuance.* ***Approval Trigger:*** *Issuance of County demolition permit.* ***Responsible Party:*** *The Applicant or designee.* ***What is required:*** *ACM and Lead Handling Plan.* ***To whom it is submitted and approved by:*** *SLOCAPCD and County Department of Planning and Building.*

Residual Impacts

The volume of oil that could be spilled from most of the spill scenarios would be in the order of a few barrels with spill distribution limited to the site and immediate area. Any such spills could be isolated, and with sufficient response planning and capabilities immediately available, impacts would be substantially reduced. Impacts would be less than significant with mitigation.

Use of an asbestos/lead paint plan and certified removal companies, as required by the SLOCAPCD and state regulations, will help to ensure that exposure to the public is minimized. Measures under state laws that prevent exposure of workers to asbestos and lead-based paint also reduce the exposure of the public to those contaminants. Asbestos abatement is overseen by the SLOCAPCD, and asbestos and lead removal are well-established construction techniques under state and federal requirements. Therefore, impacts would be **less than significant with mitigation (Class II).**

Impact #	Impact Description	Residual Impact
HAZ.3	Threshold c): Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Class III

The Project site proposed for removal of Project infrastructure and contaminated soils is not located within one quarter mile of an existing or proposed school. The closest schools are Lopez Continuation High School (1.5 miles), Pacific Academy (1.4 miles), and Mesa Middle School (2.2 miles) located to the north of the Project site. Therefore, impacts would be **less than significant (Class III).**

Impact #	Impact Description	Residual Impact
HAZ.4	Threshold d): Is the Project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would not create a significant hazard to the public or the environment?	Class II

The Project site is not listed as an active, open hazardous waste site pursuant to Government Code Section 65962.5 (DTSC 2023). The DTSC EnviroStor and the SWRCB GeoTracker databases indicate active cases at the facility site (SL203121248). Remediation actions, which are also part of this Project, are ongoing and overseen by the Central Coast Regional Water Quality Control Board (Central Coast Water Board). As cleanup of the site is part of this Project, the resulting cleanup would ensure impacts are removed and any future impact of either contaminated soils, or potential spills from remaining inventories (see impact HAZ.2 above) would be eliminated. However, failure to appropriately clean up the site or missing contaminated areas could potentially be a significant impact.

Mitigation Measures

HAZ.4-1 ***Sampling and Remediation Plan:*** *The Applicant shall develop a plan that includes sampling of soils and remediation details to ensure that all areas of the site are*

appropriately remediated. The plan shall address measures to be performed if groundwater is suspected to be contaminated and shall include a contaminated soil management plan. The plan shall include sampling intervals and patterns delineated on maps, and include all process, tank, and coke areas. It shall define testing requirements and methods, including testing for coke area leaching to ensure that groundwater is protected. It shall include measures to prevent runoff from contaminated soils during remediation activities. It shall define measures to be taken if additional contamination is discovered, such as in soils outside the site or in groundwater. It shall also define the management and containment and handling of contaminated soils. It shall also include sampling of proposed backfill materials analyzed for potential contaminants of concern to confirm that it is clean prior to use as backfill. The Plan shall include a compliance reporting schedule, describe information to be reported to the County and other agencies, and include a sample report form. The reports shall be provided monthly at a minimum.

Submittal Timing: *Prior to County permit issuance.* ***Approval Trigger:*** *Issuance of County permit.* ***Responsible Party:*** *The Applicant or designee.* ***What is required:*** *Sampling and Remediation Plan.* ***To whom it is submitted and approved by:*** *Central Coast Water Board and County Department of Planning and Building.*

Residual Impacts

Ensuring that the site is appropriately sampled would ensure that all contamination at the site is remediated. Impacts would be **less than significant with mitigation (Class II).**

Impact #	Impact Description	Residual Impact
HAZ.5	Threshold e): Is the Project located within an airport land use plan or within two miles of a public or public use airport?	Class III

The Project is not located with an airport land use plan nor within two miles of a public or public use airport. The closest airport is Oceano Airport located 4.3 miles to the north of the Project site. Impacts would be **less than significant (Class III).**

Impact #	Impact Description	Residual Impact
HAZ.6	Threshold f): Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Class III

Ingress and egress to the Project site is via access roads along Highway 1. The Project does not propose closing, blocking, or interfering with Highway 1 and the amount of truck traffic entering and exiting the SMR from/onto Highway 1 would be the same as, or less than, historical levels. Therefore, the traffic from the Project would not produce traffic levels exceeding maximum levels for area roadways, thereby not impacting Highway 1 or the access roads' ability to function as an egress route during an emergency. The Project would not interfere with any adopted evacuation or emergency response plan, and impacts would be **less than significant (Class III).**

Impact #	Impact Description	Residual Impact
HAZ.7	Threshold g): Would the Project not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Class II

The Project site is not located within a Very High Fire Hazard Severity Zone as designated by CAL FIRE/County Fire. The closest very high fire hazard area is located to the north of the Project site, north and west of Willow Road about 1/3 mile north of the SMR entrance roadway. (OSFM 2023). See Section 4.16, Wildfire, for more information on area fire hazard zones.

There is the potential for a fire to occur during the demolition or remediation phase of the Project, spreading to areas near the site. The ability to ensure proper firefighting equipment and water supplies during this phase of the Project would be an important measure to ensure proper response to any fire issues. The existing facility has a fire water system in place and an emergency response plan. Concerns expressed by CAL FIRE/County Fire during the Notice of Preparation (NOP) process are reflected in mitigation measure HAZ.7-1 below. Addressing these concerns and maintenance of these systems and coordination with the fire department on fire response capabilities on site would be important. Lack of response capabilities could have a potentially significant impact.

Mitigation Measures

HAZ.7-1 ***Fire Response Planning:*** *The Applicant shall ensure that fire response capabilities are in place during the entire Project, including the following:*

1. *All construction/demolition plans and use of the facility shall comply with all applicable standards, regulations, codes, and ordinances at time of Building Permit issuance;*
2. *A registered Fire Protection Engineer is required to provide a written technical analysis of the fire protection requirements for the demolition of the structures under each permit;*
3. *Project has existing water service that will need to be maintained and tested to NFPA 25 California addition;*
4. *Access roads shall be maintained to support apparatus weighing 75,000 lbs. Access to structures during the Project will remain open;*
5. *Provide fire department access roads to within 150 feet of any exterior portion of the buildings as measured by an approved route around the exterior of the building or facility;*
6. *Gates for driveways and/or roadways shall comply with the California Fire Code (CFC) Sec. 503;*
7. *Fire hydrants shaft be tested and maintained per NFPA 25 2016 edition during demolition;*

8. *Commercial - Fire Department Connections (FDC) for automatic sprinkler systems shall be located fully visible and recognizable from the street or fire apparatus access roads;*

9. *Fire equipment to remain in service until last possible minute. Ex. Fire Sprinklers/standpipes/hydrants etc. CFC 905 & Chapter 33 buildings being demolished will require fire protection systems to remain in operations with NFPA 25- California for testing and maintenance;*

10. *All buildings shall comply with CFC, Chapter 10 Means of Egress requirements. Including but not limited to; exit signs, exit doors, exit hardware and exit illumination. Additional egress requirements for demolition will be referenced in CFC Chapter 33;*

11. *Provide 100 feet of defensible space around all structures. This Project will develop and maintain a wildland fuel management program to provide fire safe zones around the facility and access roads. CFC Ch. 49 Wildland-Urban Interface Areas;*

12. *All demolition will meet CFC Chapter 33 and NFPA 241 references;*

13. *Project shall have a Hazardous Material Plan that addresses CFC Chapter 50. CFC 5001 and Facility Closer. 5001.5.2 Inventory Statement;*

14. *Cutting and welding shall comply with CFC 3304.6 and NFPA 51B;*

15. *Fire Watch shall conform to CFC 3304.5;*

16. *Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available;*

17. *Include with plans upon submittal the signed agreed upon operational plan stated in Project Description;*

18. *Fire extinguishers are required in accordance with CFC 3315 and 906;*

19. *All construction equipment used for any vegetation clearing shall be equipped with spark arrestors, and monitoring and training to prevent vehicle traffic off roadways to ensure activities do not impact dry brush and lead to fire;*

20. *Requirements shall be posted at all construction areas and placed on construction plans; and*

21. *If firefighting foam is proposed for use, it shall be PFAS-free.*

Submittal Timing: *Prior to County permit issuance.* ***Approval Trigger:*** *Issuance of County permit.* ***Responsible Party:*** *The Applicant or designee.* ***What is required:*** *Fire Response Assessments, a Wildland Fuel Management Program, and description of*

capabilities noted on all construction plans. ***To whom it is submitted and approved by:*** *CAL FIRE/County Fire and County Department of Planning and Building.*

Residual Impacts

Ensuring that firefighting capabilities are not compromised during the Project, and that coordination with the fire department and access to fire water supplies and equipment are maintained during the Project, would ensure that any response to a fire at the facility would be effective and efficient. Impacts would be **less than significant with mitigation (Class II).**

4.9.6 Mitigation Measure Impacts to Other Issue Areas

Mitigation measures are primarily related to planning and management of potential exposure to contaminated soils, asbestos, and lead, potential spills impacts, and potential fire impacts to nearby areas. None of the mitigation measures would generate potential impacts to other issues areas.

4.9.7 Cumulative Impacts

Cumulative projects are discussed in Chapter 3.0, Cumulative Study Area. Cumulative projects are discussed below.

Ongoing SMR projects, including the Slop Oil Line Release and the NIWS remediation projects and the remaining facilities off-site projects (Summit Pump Station and Santa Maria Pump Station), would continue remediation efforts and would not have a cumulative impact for hazardous materials.

Other projects in the area, such as the Arroyo Grande Oil Field, Caballero Battery project or the Dana Reserve development projects, or the Santa Barbara County projects, would entail the development in the area and could contribute to increases in traffic levels or potential spill risks in the area. However, as the Project would involve minimal on-site spill risks and hazards, a cumulative impact would not occur.

Roadway projects would not entail the use of large amounts of hazardous materials and would therefore not produce cumulative impacts.

4.9.8 References

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