

## **VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:**

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant impact

Existing aviation facilities at the project site routinely use, transport and store potentially hazardous materials. These materials generally include fuels, oils, and fluids for the maintenance and operation of aircraft. Current operations at the site includes the sale of both AV-gas and Jet-A fuel to tenants which are stored in two, underground 10,000 gallon tanks. However, these tanks were previously removed to make room for the proposed installation of (one) 12,000 gallon above-ground, fuel tank for the sale of Jet-A fuel to tenants only. The location of the new 12,000-gallon tank is to the west of the proposed hangar locations, along the southern property line. As the proposed facilities will not function as an FBO, fuel will be provided for tenants/based-aircraft only, and will not serve transient aircraft.

The shipment and storage of hazardous materials to and on the site must conform with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities to properly dispose of such materials and their containers. Many agencies regulate the use of hazardous materials. These include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), the Department of Transportation (DOT), and the Food and Drug Administration (FDA) for the federal government. State agencies, including the Health and Welfare Agency (HWA), under which is the Department of Toxic Substances Control (DTSC), have parallel, and in some cases more stringent, rules governing the use of hazardous materials. The Los Angeles Fire Department is the local regulating body for hazardous materials, due to the passage of AB 2185 and AB 2187, which require full disclosure of the use and storage of hazardous materials that could lead to public exposure to these substances. Prior to the issuance of a Certificate of Occupancy for the Project, the applicant shall provide a letter from the LAFD permitting the use, storage and creation of hazardous substances.

Due to the age of the existing structures at the project site, the potential for asbestos containing materials (ACM) does exist. Demolition and construction activities at the project site could result in the potential for the release of ACM. Project demolition of any existing structures found to contain ACM will not occur prior to appropriate stabilization and/or removal of such materials in compliance with the South Coast Air Quality Management District's Rule 403 as well as all other state and federal rules and regulations. With adherence to applicable regulations for ACM, project construction and demolition will result in a less than significant impact due to the release of hazardous materials.

Development at the project site will not include subterranean levels and therefore will not include extensive excavation which will reduce the potential for significant hazardous materials impact to the community. Conformance with laws regarding hazardous materials is anticipated to reduce to an acceptable level the risk associated with hazardous materials on the project site. All potentially hazardous materials would be contained, stored and used in accordance with instructions and handled in compliance with applicable standards. The project is not expected to exceed maximum regulatory requirements for hazardous materials and is not expected to release hazardous materials within the project area. Therefore, the project will not create a significant hazard to the public or to the environment and will result in a less than significant impact

due to the routine use, transport, and disposal of hazardous wastes.

- 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?

Finding: Less than significant impact

See response to Section VII (a), Hazards and Hazardous Materials. The project is not expected to create a significant hazard to the public or to the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, the project will result in a less than significant hazardous materials impact.

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

Finding: No impact

See response to Section VII (a), Hazards and Hazardous Materials. The closest school to the project site is Cohasset Elementary School located at 15810 Saticoy Street, Van Nuys, CA 91406. Cohasset Elementary is located approximately .9 miles southeast from the project site which is greater than the threshold of one-quarter mile. Therefore, the project would not result in a significant impact to existing or proposed schools in the area as a result of hazardous emissions.

- d) 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 it create a significant hazard to the public or the environment?

Finding: No impact

The Cortese List of hazardous materials sites, compiled pursuant to Government Code Section 65962.5 does not list the project site as having a hazardous materials problem needing cleanup.<sup>18</sup> Therefore, the project will not create a significant hazard to the public or environment as a result of a listing on the Cortese List.

- 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 for people residing or working in the project area?

Finding: Less than significant impact

The project site has been developed with aviation operations that routinely requires the use, disposal and related transport of hazardous materials since approximately the late 1960s. The proposed aviation facility

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<sup>18</sup>DTSC Hazardous Waste and Substances Site List (Cortese List). Search for Van Nuys Airport, August, 23, 2006. Website: [http://www.dtsc.ca.gov/database/Calsites/Cortese\\_List.cfm?county=19](http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm?county=19).

will include uses similar to the existing facilities. A Business Plan for the existing facility outlining strategies for treating, storing, and/or disposing of hazardous waste materials is on file with the Fire Department's Hazardous Materials Section. This Plan is required by City Ordinance to be updated with occupancy of the new facility.

Furthermore, the FAA's Airport Design Standards require that "safety zones" be established to keep areas surrounding the runway approach clear of habitable structures. This reduces the number of people in the immediate area surrounding the Airport grounds. Additionally, the City of Los Angeles Ordinance No. 132,319 regulates building heights and land uses within these "safety zones" established by the Planning and Zoning Code to protect aircraft and pedestrians on the ground during operations. Therefore, the project will result in a less than significant impact due to safety hazards to people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Finding: No impact

See response to Section VII (a), Hazards and Hazardous Materials. The project is located on a portion of the Van Nuys Airport which is considered to be a public airport. The project site is not a private airstrip. The FAA's Airport Design Standards require that "safety zones" be established to keep areas surrounding the runway approach clear of habitable structures. This reduces the number of people in the immediate area surrounding the Airport grounds. Additionally, the City of Los Angeles Ordinance No. 132,319 regulates building heights and land uses within these "safety zones" established by the Planning and Zoning Code to protect aircraft and pedestrians on the ground during operations. Therefore, the project will not result in a significant impact due to safety hazards to people residing or working within the vicinity of a private airstrip.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant impact

The project site is currently fully developed with aviation uses that are required to file an Emergency Response and Evacuation Plan with the City of Los Angeles. With the proposed project, the Emergency Response and Evacuation Plan would be required to be updated. Therefore, the project would not impair implementation or interfere with an adopted emergency response plan or evacuation plan and would result in a less than significant impact due to interference with such a plan.

- h) 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?

Finding: Less than significant impact

The project area is characterized as an urban, major industrial and aviation corridor. The project site is bordered to the north by a taxiway internal to the Airport and aviation uses north of the taxiway; to the west by existing Airport operations; to the south by Waterman Drive and Airport operations that exist south of Waterman Drive; and to the east by Airport operations that border Woodley Avenue. There are no residential properties located adjacent to or within one quarter mile of the project site. Furthermore, there are no wildlands on or adjacent to the project site. Therefore, the risk of hazard involving wildland fires to residents in the community is considered low and the project will result in a less than significant fire hazard impact.