

Appendix J

LAX NORTHSIDE PLAN UPDATE

Hazardous Materials Technical Memorandum

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TECHNICAL MEMORANDUM

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HAZARDS AND HAZARDOUS MATERIALS ANALYSIS

LAX NORTHSIDE PLAN UPDATE

INTRODUCTION

The purpose of this Hazards and Hazardous Materials Technical Memorandum is to identify potentially hazardous environmental conditions in connection with the Los Angeles International Airport (LAX) Northside Plan Update (the proposed Project) located within the community of Westchester, City of Los Angeles, in the County of Los Angeles, California. This Technical Memorandum was accomplished by, and limited to, a desktop review of basic site background, agency databases and other reasonably ascertainable information regarding past and current land use for indications of potential existing and historic hazardous environmental conditions on the Project site and in the immediate vicinity.

PROJECT DESCRIPTION

The Project site is comprised of approximately 340 acres within the City of Los Angeles, located approximately 15 miles southwest of downtown Los Angeles. The Project vicinity includes the Westchester community of Los Angeles to the immediate north, the City of El Segundo and unincorporated community of Del Aire to the south of LAX, the City of Inglewood and unincorporated community of Lennox to the east of LAX, the Los Angeles community of Playa Del Rey to the immediate west, and the Pacific Ocean further west. Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State Park to the west, LAX to the south, and Interstate 405 to the east. The Project site is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and generally 91st Street, Manchester Avenue, and 88th Street to the north.

The Project site vicinity includes a diverse mix of low- to medium-intensity commercial, residential, and industrial development. To the north of the Project site are single- and multi-family residences in Westchester. Directly to the south are airfields, terminals, and LAX support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. The residential community of Playa Del Rey is located to the west, and further west are beaches and the Pacific Ocean. Open space, educational, public, and community-serving uses are also located near the Project site and include Otis College of Art and Design, Westchester Recreation Center, St. Bernard High School, Westchester Senior High School, Paseo Del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Visitation School, Playa Del Rey Care and Rehabilitation Center, several churches, and Carl E. Nielsen Park.

The Project site is composed of 13 Areas totaling approximately 340 acres of land and is referred to as the "LAX Northside." The entire Project site is owned by LAWA and included on the Airport Layout Plan for LAX. In general, the site contains no major structures, except for the existing animal quarantine facility, airport support uses, fire station, golf course, and child development center. In many areas, access is restricted by a chain-link fence. Street pavement, trees, and light posts from former development remains, and the site contains some vegetation, including shrubs, trees, and grasses. Westchester Parkway runs from east to west through several Areas. Westchester Parkway was completed in 1993 in anticipation of up to 4.5 million square feet of development that was previously approved, but mostly undeveloped at the



Project site. The Project Areas are grouped further below into the LAX Northside Campus District, located west of Lincoln Boulevard and north of Westchester Parkway; the LAX Northside Center District, located east of Lincoln Boulevard and north of Westchester Parkway; and the Airport Support District, located south of Westchester Parkway.

ENVIRONMENTAL SETTING

The Project site is located within a highly-developed, urbanized area consisting of airport, commercial, and residential uses. The majority of the Project site is currently vacant and the land was previously disturbed and in some areas paving and roads remain from previous development. Existing development within the Project site includes a fire station, airport support uses, a child care facility, golf course, and an animal quarantine facility. Portions of the Project site are covered with vegetation, including shrubs, trees, and grasses. The southern portion of the Project site is relatively flat. North of Westchester Parkway, the Project site is moderately sloping.

To the north of the Project site are single- and multi-family residences in the Westchester neighborhood of the City of Los Angeles. The Project site is located directly north of the LAX North Airfield. Retail and commercial uses are located to the east. The residential community of Playa Del Rey is located to the west. Public and community serving uses are also located near the Project site, including Otis College of Art and Design, the Westchester Recreation Center, and several churches. Schools near the project site include St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, and Visitation School.

Implementation of the proposed Project would alter ground access within the Project site during construction and could introduce new uses that could impact emergency access. Access to the site is provided via Westchester Boulevard from the east and west, and (from east to west) Sepulveda Boulevard, Lincoln Boulevard, and South Pershing Drive from the north and south.

Physical Setting

The Project site is located in the Coastal Plain physiographic area of Los Angeles County. Specifically, it is in the Los Angeles Basin, approximately 2 miles south of the Santa Monica Mountains. The Los Angeles Basin is bounded to the north by the Santa Monica Mountains, to the west by the Pacific Ocean, and extends southerly and easterly towards Orange County.

Historical geological maps indicate that the LAX area is underlain by both discrete areas of artificial fill indicated by brown-colored areas labeled artificial fill ("af") as well as tan and yellow areas labeled Pleistocene eolian deposits ("Qoe") and Pleistocene alluvial fan and valley deposits ("Qoa").

According to the Hydrology and Water Quality Technical Report prepared for the LAX Master Plan EIS/EIR, the Project site is located within the West Coast Basin. The groundwater basin extends from south of the Ballona escarpment and Baldwin Hills to the Los Angeles-Orange County line and west of the Newport Inglewood Uplift/Fault to the Santa Monica Bay. Regional groundwater flow in the West Coast Basin is generally in a westerly direction toward the Pacific Ocean. An apparent groundwater divide exists on the western edge of the airport causing groundwater to flow west toward the Pacific Ocean and inland to the east/southeast. The depth to groundwater under LAX is about 100 feet. Semi-perched groundwater exists on discontinuous, unconfined clay lenses. Perched groundwater is encountered at depths of approximately 20 to 60 feet below ground surface.



During Project site reconnaissance, no natural surface water bodies were identified on the subject property. Stormwater discharges into municipal stormwater drains located in the streets surrounding the property. The nearest surface water is the Santa Monica Bay (Pacific Ocean) located approximately ½ -mile west of the Project site.

According to the Los Angeles City Planning Department, several Project areas, namely Areas 1, 2 and 4, are located within an area that has been identified as a Methane Buffer Zone or a Methane Zone by the City of Los Angeles and the California Division of Oil, Gas and Geothermal Resources under Ordinance Number 175790, which took effect in March 2004 (Los Angeles City Planning Department, Zone Information Map Access System, 2012). There is a potential methane hazard at the Project site due to its proximity within or adjacent to a known methane gas source (such as a landfill, oil well, oil field, or underground gas storage facility). Any new construction at the Project site would be required to be designed and permitted to the regulations established by the City of Los Angeles Department of Building and Safety for sites located within Methane Zones.

Existing Site Conditions

In general, Project site access is restricted by a chain-link fence. Street pavement from former streets remains, and the site contains some vegetation, including shrubs, trees, and grasses. Existing development includes Jet Pets, a facility for quarantined animals entering the United States via LAX; an Airport Surveillance Radar (ASR) Facility; the Westchester Golf Course; City of Los Angeles Fire Station #5; and the First Flight Child Development Center. Some parcels are currently used as temporary construction staging areas. The remainder of the Project site is vacant and access to many areas are restricted by a chain-link fence. Street pavement from former streets remains, and the Project site contains some vegetation, including shrubs, trees, and grasses.

Health and Safety Operating Procedures

The Project site is located within the LAX Plan, the LAX Specific Plan, and the Los Angeles County Airport Land Use Comprehensive Land Use Plan (CLUP). These plans contain policies to ensure safety within airport influence areas. The proposed Project would permit new uses within the area that would need to be consistent with the adopted safety policies.

PUBLIC RECORDS REVIEW

A review of databases maintained by various federal and state environmental agencies was conducted for this Technical Memorandum. The purpose of the review was to identify reported listings for the project site. The reviewed databases included federal and state lists of known or suspected contaminated sites, known handlers or generators of hazardous waste, known waste disposal facilities, and permitted underground storage tanks.

California Environmental Protection Agency (Cal/EPA), State Water Resources Control Board, GeoTracker Database (GeoTracker)

URS reviewed databases maintained by the RWQCB, Los Angeles Region through the GeoTracker website. GeoTracker database includes listings for Leaking Underground Storage Tank (LUST) Sites, Permitted Underground Storage Tank (UST) Sites, Site Cleanup Program Sites, Military Sites, and Land Disposal (Land Fill) Sites. The Project site was not identified in the databases.



California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC), EnviroStor Database (EnviroStor)

URS performed a database search of sites regulated by the DTSC. The database includes cleanup sites such as Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, and Tiered Permit Sites. In addition, the database includes hazardous waste facilities that are permitted and operating, are post-closure and permitted, and/or are historical. The Project site was not identified in these databases.

EPA Envirofacts Multisystem Search

URS performed a database search for information about hazardous waste, toxic and air releases, Superfund sites, and water discharge permits for facilities that are required to report activity to a state or federal system. The Project site was not identified in these databases.

Based on review of the preceding databases, the Project site is not 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 not create a significant hazard to the public or the environment.

HISTORIC RECORDS REVIEW

Based on URS' review of historical data, the Project site was originally acquired in the late 1970s by the City of Los Angeles Department of Airport as a buffer between LAX and the residential communities to the north of the Project site. The Project site was initially developed prior to 1950 with primarily residential structures. The residential structures were demolished in the late 1970s leaving the Project site mostly vacant.

Previous Environmental Documents

No documents pertaining to previous environmental investigations were available for review.

CONCLUSIONS

Impacts

Construction Impacts

There is the potential for exposure to contaminated soil and groundwater from existing and unidentified contamination that might be encountered during excavation activities. Exposure to contaminated soil by construction workers without taking proper precautions could potentially result in significant adverse human health and environmental impacts.

As indicated in the LAX Master Plan EIR Section 4.23 Hazardous Materials, hazardous materials currently used within the LAX Northside include pesticides, fertilizers, and motor vehicle fuels. Construction and operation associated with implementation of the proposed Project would include the use of additional potentially hazardous materials, such as fuels, oils, and cleaning solvents. Compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of hazardous material to occur and would minimize any potential impact of an accident. Nevertheless, there is potential for an accidental release.

During grading and construction activities, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. would be brought into the construction staging areas. Temporary bulk above-ground storage tanks and 55-gallon drums could be used by contractors for fueling and



maintenance purposes. Contractors could also use sheds/trailers as temporary storage areas for these substances. As with any liquid and solid, during handling and transfer from one container to another, the potential for an accidental release exists. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose a hazard to construction workers, the public, as well as the environment. These activities would be short-term or one-time events and would be subject to federal, state, and local health and safety requirements.

The proposed Project would require the demolition of existing infrastructure which, based on the age of the existing infrastructure may contain lead-based paint, asbestos-containing material, or other contaminants and hazards which may be disturbed during demolition.

Operational Impacts

Operation of the proposed Project would include the use of potentially hazardous materials, such as fuels, oils, and cleaning solvents which could be accidentally spilled or released. The operation of the proposed Project would have a less than significant impact in regards to hazards and hazardous materials as the use of these materials would be in compliance with existing regulations.

Recommended Mitigation Measures

Construction Impacts

No mitigation measures are required in regards to operation of the proposed Project. Although construction impacts could occur as discussed above, the proposed Project would comply with LAX Master Plan Commitment HM-2, Handling of Contaminated Materials During Construction. Hazards presented by asbestos, lead-based paint, and any other encountered hazardous materials would be minimized with implementation of this commitment. LAX Master Plan Commitment HM-2 is:

HM-2: Handling of Contaminated Materials Encountered During Construction.

Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations. As part of this program, LAWA will identify the nature and extent of contamination in all areas where excavation, grading, and pile-driving activities are to be performed. LAWA will notify the appropriate regulatory agency when contamination has been identified. If warranted by the extent of the contamination, as determined by the regulatory agency with jurisdiction, LAWA will conduct remediation prior to initiation of construction. Otherwise, LAWA will incorporate provisions for the identification, segregation, handling and disposal of contaminated materials within the construction bid documents. In addition, LAWA will include a provision in all construction bid documents requiring all construction contractors to prepare site-specific Health and Safety Plans prior to the initiation of grading or excavation. Each Health and Safety Plan would include, at a minimum, identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures;



emergency contacts; hospital map and contingency plan. In the event that any threshold of significance listed in the Hazardous Materials section of the EIS/EIR for the LAX Master Plan is exceeded due to the discovery of soil or groundwater contaminated by hazardous materials, or if previously unknown contaminants are discovered during construction or a spill occurs during construction, LAWA will notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified.

Compliance with LAX Master Plan Commitment HM-2 would address and reduce construction impacts to a level of less than significant. As LAX Master Plan Commitment HM-2 is an existing requirement established in the LAX Master Plan EIS/EIR, no mitigation measures are required.

Operational Impacts

No mitigation measures are required in regards to operation of the proposed Project other than following existing regulations.

Impacts After Mitigation

Construction Impacts

No mitigation measures are required.

Operational Impacts

No mitigation measures are required.



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