4.7 HAZARDS AND HAZARDOUS MATERIALS

This section of the EIR addresses non-geologic and non-air quality related hazards, such as hazardous material exposure, secondary and emergency access, airport hazards, and fire hazards. Preparation of this section included review of California Environmental Protection Agency (CalEPA) Department of Toxic Substances Control (DTSC) records and databases including Envirostor (DTSC 2014a) and Cortese list resources (DTSC 2007, 2014b, 2014c), and the SWRCB GeoTracker database (SWRCB 2014). In addition, information from the Port Master Plan Final Program EIR (CMCA 2004) and Geologic/Geotechnical Hazards Study (Earth Systems Pacific 2014) are incorporated by reference. The Port Master Plan Final Program EIR is available for review at the Harbor District office and Geologic/Geotechnical Hazards Study is located in Appendix E of this EIR.

4.7.1 Existing Conditions

A hazardous material is defined by the CalEPA DTSC as a material that poses a significant present or potential hazard to human health and safety or the environment if released because of its quantity, concentration, or physical or chemical characteristics (26 CCR §25501). Worker safety and public health are potentially at risk whenever hazardous materials are used or exposed. It is often helpful to distinguish between the "hazard" associated with these materials and the "risk" they pose to human health or the environment. A hazardous material has the potential to cause damage upon accident or incidental exposure.

The term "risk" means the potential losses associated with a hazard, defined in terms of expected probability and frequency, exposure, and consequences. The International Organization of Standardization defines the term "risk" as the combination of the probability of an event and its consequences, where probability" is the extent to which an event is likely to occur, event, is the occurrence of a particular set of circumstances, and consequences are the outcome of an event (California Office of Emergency Services [OES] 2013). The likelihood of exposure to a hazardous material coupled with its inherent hazardous properties determines the degree of risk to public health or the environment. To be of high risk, exposure to a hazardous material must be both likely and have negative consequences.

Portions of the community of Avila Beach were rebuilt after an oil spill remediation effort was completed by Unocal in 2001. The Avila Beach area was historically a major terminus for crude oil on the Central Coast. Years of leaking pipelines led to contamination of beach and commercial district, including the soils under the beach managed by the Harbor District. The contamination has either been extricated or stabilized, and Unocal continues to monitor the progress of the effort.

Port San Luis facilities and the community of Avila Beach are located just east of the PG&E Diablo Canyon Nuclear Power Plant. The Plant poses hazards to the community associated with accidental release, spill, or other exposure of the public to radioactive materials. PG&E maintains an extensive public information and evacuation program to inform and organize the public in response to exposure events.

Access to the Port is currently limited to Avila Beach Drive. Emergency evacuation via Diablo Canyon Road is recognized by the Harbor District, PG&E, the County Office of Emergency Services (County of San Luis Obispo 2014), and CAL FIRE (CAL FIRE 2002).

4.7.1.1 Local Setting

Hazardous Materials

Previous use of the project site included storage of crude oil in aboveground oil storage tanks, which were removed in or around 1938. Oil storage activities on site resulted in crude oil releases. Soil assessments conducted on the Harbor Terrace in 1998 detected soils contaminated by crude oil. It was recommended at that time that the existing contaminated soils be left in place.

In order to leave these contaminated soils in place, a Tier 1 RBCA Assessment (incorporated by reference and available for review at the Harbor District offices) was completed on the project site. The Assessment identified potential contaminant sources, environmental impacts, including potentially impacted human and environmental resources, and the potential for significant transport pathways of the contaminants. Based on sources and impacts identified, conservative risk based screening levels were determined. The screening levels were calculated based on exposure scenarios and toxicological parameters as recommended by the US EPA. A total of 22 soil borings were drilled on the project site. The locations of the borings were designed to assess the footprints of the former aboveground crude oil storage tanks and the locations of other features, such as the crude oil pump house and previously identified locations of crude oil contamination.

Contaminants identified in soil borings consisted of low levels of crude oil derived hydrocarbons. No volatile organic compounds were found on-site. No free-phase hydrocarbons were identified in any of the soil borings or groundwater seeps. No hydrocarbons were identified seeping from the property into creeks or the ocean.

Risk-based screening levels for BTEX (benzene, toluene, ethylbenzene, and xylene), naphthalene, and benzo(a)pyrene in soil did not exceed the thresholds for exposure from soil ingestion, inhalation, or to sensitive habitat.

Based on results of soil analysis, the project site was classified as a Class 4 site. This classification is applied to sites that possess “no demonstrable long-term threat to human health or safety or sensitive environmental receptors.” Such a classification is considered appropriate for the project site because potable water is not impacted, sensitive species are not affected, and the toxicity of the chemicals do not appear to pose an immediate or long term threat to human and environmental health and safety. Groundwater wells are not located in the area and the potential for groundwater production from this property is low. The nearest sensitive species habitat is the San Luis Obispo Creek estuary, approximately 0.7 mile from the project site, a sufficient distance from the project area to avoid contamination.

The project site is not listed on the Cortese list, Envirostor database, or Geotracker database.

Radon is a naturally occurring, gaseous element formed by radioactive decay of radium atoms, and is associated with certain rock or soil units. When buildings are constructed above radon bearing soil or rock, the gas can seep upward and gain entrance to the structure via cracks in concrete floors or walls, through floor drains, joints, bricks, or other conduits. Accumulation of radon gas within a structure can create significant health risks. Geologic units that are associated with radon gas include Mesozoic granitic rocks, Tertiary sedimentary rocks derived from Mesozoic granitic rocks, and Tertiary marine sedimentary rocks. Although the Monterey Formation that underlies portions of the site is a Tertiary marine sedimentary rock, according to Special Report 208 by the California Geological Survey (2008), the project site is in an area of

low potential for radon. Consequently, no significant impacts to the project associated with radon are anticipated (Earth Systems Pacific 2014).

Airport Hazards

The project site is not located within an Airport Review Area, or within 2 miles of a private or public airport.

Fire Hazards

The project site is located within a high severity risk area for fire, and is within an area defined by the California Department of Forestry and Fire Protection (CAL FIRE) as a "state responsibility" area. CAL FIRE provides fire protection and emergency medical services for the community of Avila Beach, Port San Luis Harbor District and unincorporated areas including the Diablo Canyon Nuclear Power Plant, and is a key participant on the County Hazardous Materials Team. The closest responding fire station is Station #62 on Sparrow Lane, in Avila Beach. The response time from this station is 5-10 minutes. CDF/San Luis Obispo County Fire Department personnel are trained in cliff, swift water and surf rescue and the department has a Technical Rescue Team for complex rescues.

Diablo Canyon Nuclear Power Plant has an Industrial Fire Brigade for first response to an emergency at the Power Plant. Ambulance service is provided by a private ambulance company, San Luis Obispo Ambulance. The closest hospitals are located in San Luis Obispo, French and Sierra Vista.

Water distribution lines within the community of Avila Beach provide fire flows for fire suppression.

The project was referred to CAL FIRE, and fire hazard concerns included the following:

- **Special Concerns.** The project would bring additional vehicle and visitor traffic to the end of a one-way access road (Avila Beach Drive). Emergency response may be slowed by existing traffic in the area, including seasonal tourist traffic and special events. The response notes that "secondary egress must be coordinated with other development in the valley to mitigate this reduction in emergency response time and evacuation time for residents and visitors. The cumulative effects of large scale special events, increased commercial operations on a one-way access road to the community of Avila Beach will further challenge CAL FIRE/County Fire's ability to provide emergency services to visitors and residents".

- **Public Assemblage and Events.** This comment noted that permitting from the County of San Luis Obispo and fire safety review would be required for special events. The project does not propose any special events.

- **Fire Safety and Evacuation.** A written Fire Safety Plan is required to be prepared in compliance with California Fire Code Chapter 4 Emergency Planning and Preparedness. Fire evacuation plans and fire safety plans are required for review and approval by CAL FIRE.

- **Building Construction.** Materials used for construction must comply with California Fire and Building Code Chapter 7A Ignition Resistant Construction in Wildland Urban Interface areas, and must be designed to withstand a fire. Additional standards are

identified for buildings greater than two stories and greater than 20,000 square feet; no structures are proposed that would exceed these standards. If solar photovoltaic systems are proposed, they shall be installed and marked consistent with existing code (Sections 605.11.1-605.11.4). Roof access points shall be provided, including a six-foot wide clear perimeter around the roof edges. Commercial buildings shall install a Knox key box for fire department emergency access, pursuant to California Fire Code Section 506.1. Sprinklers and automatic fire extinguishing systems must be installed in new buildings, in compliance with National Fire Protection Association (NFPA) 13, and shall be approved by the CAL FIRE. Commercial cooking equipment shall include a Type 1 Hood and automatic fire extinguishing system. Electrical systems shall be installed and maintained pursuant to California Fire Code Section 605 and the California Electrical Code.

- **Address Requirements.** Clearly visible address numbers or approved identification is required. Campgrounds and trails may be required to provide directories, maps, and signs to be approved by the fire code official.

- **Site Plan.** Site plans are required to identify all potential hazards (i.e., storage of maintenance and housekeeping materials and other flammable materials), fire alarm and suppression features (i.e. extinguishers, hoses), normal, secondary, and emergency access routes, and areas of refuge.

- **Vegetation Management.** A written Wildland Fire/Vegetation Management Plan is required for approval by CAL FIRE. Fire resistant landscaping is required within 100 feet of site improvements (structures and water tanks). Intense vegetation management is required within 30 feet of structures.

- **Secondary Access.** Secondary access is required. CAL FIRE approved the proposed primary and secondary access routes (May 2014).

- **Access Roads.** Road grade shall not exceed 16% unless approved by the fire code official. Based on review by CAL FIRE, road widths ranging from 20 to 24 feet is acceptable (CAL FIRE 2014). Additional standard requirements including signage, fire lanes, all-weather surfaces, vertical clearance (13'6"), and fuel modification (10 feet on each side of the road) were identified. An approved traffic plan is required. Any gates shall be setback a minimum of 30 feet from Avila Beach Drive, must be two feet wider than the road on each side, must have a turnaround at each gate, must automatically open, and include a Knox key box.

- **Setbacks.** A minimum 30-foot setback from the property line is required.

- **Fire Suppression.** Commercial fire suppression system water storage tanks must be steel and located a minimum of 20 feet from structures, pursuant to NFPA Standards 22, 24, and 25. Water required to be held in storage for domestic and/or landscaping purposes will be in addition to or separate from that required for fire suppression, and will be determined and approved by a registered licensed Fire Protection Engineer in cooperation with CAL FIRE. Fire hydrants shall be required; plans shall be approved by CAL FIRE. A Fire Alarm System is required for the project.

- **Hazardous Materials.** A Hazardous Materials Management Plan is required in accordance with California Fire Code Section 2701.5.1/Title 19 Division 2, Chapter

4/Health and Safety Code Chapter 6.95. A written plan addressing safeguards to minimize the risk of unwanted releases, fires, or explosions is required, and pre-planning with CAL FIRE. Storage of materials shall be in compliance with California Fire Code Section 2703.9. CAL FIRE identified applicable regulations related to compressed gasses, flammable and combustible liquids, liquefied petroleum gases, combustible waste material, and storage, stockpiles, and enclosures.

- **Fire Safety During Construction.** Prior to construction, an operational water system and established access roads shall be installed pursuant to California Fire Code Section 501.4. Use of spark arresters, provision of adequate clearance around welding operations, smoking restrictions, and onsite extinguishers are required.

4.7.2 Regulatory Setting

4.7.2.1 Federal and State Regulations

The US EPA is the Federal agency responsible for enforcement and implementation of Federal laws and regulations pertaining to hazardous materials. In addition, the US EPA provides oversight and supervision for some site investigation/remediation projects. For disposal of certain hazardous wastes, the US EPA has developed land disposal restrictions and treatment standards. Legislation includes the Resources Conservation and Recovery Act of 1986 (RCRA), the Superfund Amendments and Reauthorization Act of 1986 (SARA), and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). The Federal regulations are primarily codified in CFR Title 40. These laws and regulations include specific requirements for facilities that handle, generate, use, store, treat, transport, and/or dispose of hazardous materials, as well as for investigation and cleanup of contaminated property.

California regulations are equal to or more stringent than federal regulations. US EPA has granted the State of California primary oversight responsibility to administer and enforce hazardous waste management programs. State regulations require planning and management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human health and the environment. In California, the DTSC, a branch of CalEPA, works in conjunction with or in lieu of the US EPA to enforce and implement specific hazardous materials laws and regulations. California has enacted its own legislation pertaining to the management of hazardous materials. The California legislation for which the DTSC has primary enforcement authority are the Hazardous Waste Control Act, a statute that primarily regulates the management of hazardous waste, and the Hazardous Substance Account Act, a statute that governs the cleanup of contaminated property and is modeled after CERCLA. CCR Title 22, enacted pursuant to the Hazardous Waste Control Act, establishes criteria for identifying hazardous wastes and presents hazardous waste management requirements. These regulations are reprinted in CCR Title 26, Toxics. The DTSC acts as the Lead Agency for some soil and groundwater cleanup projects. For sites where water quality is potentially endangered, the DTSC consults with the RWQCB on technical and regulatory issues.

Section 65962.5(f) of the California Government Code states that “before a lead agency accepts as complete an application for any development project which will be used by any person, the applicant shall consult the lists sent to the appropriate city or county and shall submit a signed statement to the local agency indicating whether the project and any alternatives are located on a site which is included on any of the lists compiled pursuant to this section and shall specify any list. If the site is included on a list, and the list is not specified on the statement, the lead agency shall notify the applicant pursuant to Section 65943”. The Harbor District signed and submitted an Information Disclosure Form, including a Hazardous Waste and Substance Sites

and Landfill Disclosure upon application for the Coastal Development Permit in March 2014 based on the County's available list. During preparation of the Initial Study for the project, preliminary scoping included review of the CalEPA and SWRCB website, including all available lists and data sources such as Envirostor, GeoTracker, and Cortese lists. Information regarding the project site is available in the certified Port Master Plan Final Program EIR and NOP Initial Study. The NOP was available to the public and circulated through the State Clearinghouse; responses to the NOP did not identify any potential hazardous materials sites. Under the Emergency Services Act, the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, which is administered by the California OES. The office coordinates the responses of other agencies, including US EPA, the California Highway Patrol (CHP), RWQCBs, air quality management districts, and County disaster response offices.

The transport of hazardous materials is locally governed by Caltrans and the CHP. Federal regulations mentioned above are contained primarily in CFR Titles 29, 40, and 49; state laws have largely been consolidated into CCR Title 26.

The California PRC defines hazardous fire areas, restrictions on fire use, and minimum fire protection requirements for the state. The Code is administered by CAL FIRE, and sets forth provisions for the reduction of fire hazards and utilization of firebreaks around buildings, removal all flammable vegetation or combustible growth around buildings or electrical transmission poles and towers, and additional provisions under extra-hazardous conditions. Firebreak clearance is also required around electrical transmission poles and towers.

4.7.2.2 Local Regulations and Policies

Pursuant to State law and local ordinance, the Environmental Health Services division of the County Health Agency conducts inspections to ensure proper handling, storage, and disposal of hazardous materials and proper remediation of contaminated sites. In addition, information is collected under the Business Plan Act is collected and certified by the County Environmental Health Services for emergency response purposes.

The County OES is an emergency management agency with responsibilities that include coordination of emergency and disaster preparedness planning, response, and recovery with and between local, state, and federal agencies. To address the potential for an uncontrolled hazardous material release in San Luis Obispo County, and to ensure that adequate resources are available to respond to a significant hazardous materials release, the County OES has prepared a Hazardous Materials Emergency Response Plan (updated 2003).

The County OES has also adopted an Emergency Operations Plan (EOP) (revised 2008), an extension of the State Emergency Plan, which addresses the government's responsibility to preserve life, property, and the environment by anticipating and identifying events that would require emergency management and response. The plan includes the following potential hazards and threats: earthquakes, hazardous materials, storm damage and flooding, dam or levee failure, nuclear power plant, fire, transportation emergencies, tsunami, aircraft incidents, civil disturbance, and terrorism.

Road traffic hazards are regulated by the County Department of Public Works, through consistency review with the Road Improvement Standards. These standards include safe sight

distance at intersections, road widths, road surfacing requirements, shoulders, striping, and stormwater management.

In addition to the PRC, several local ordinances direct fire prevention activities within San Luis Obispo County. Sections 23.05.080 through 23.05.086 of the CZLUO is devoted entirely to Fire Safety and includes standards pertaining to the preparation and review of fire safety plans and application of fire safety standards. In addition, the Safety Element of the County General Plan includes goals, policies, implementation measures, and standards for pre-fire management, reduction of the threat of fires, readiness and response to fires, and loss prevention. The Plan also includes Harbor District-specific Standard Operating Procedures for tsunami and Diablo Canyon related emergencies. Harbor District staff are trained in emergency response and management; participate in training and evaluation of the County's EOP; and Facilities and Harbor Patrol are certified First Responder Operations (FRO).

San Luis Bay Coastal Area Plan

The proposed project is subject to the following standard identified in the San Luis Bay Coastal Area Plan:

Hazards

1. ***Natural Hazards.*** *New development within areas subject to natural hazards from geologic or flood conditions (including beach erosion) shall be located and designed to minimize risks to human life and property. All new development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion and geologic instability. Along the shoreline new development (with the exception of coastal-dependent uses or public recreation facilities) shall be designed so that shoreline protective devices (such as seawalls, cliff retaining walls, revetments, breakwaters, groins) that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure. Construction of permanent structures on the beach shall be prohibited except for facilities necessary for public health and safety such as lifeguard towers.*

Port Master Plan and Port Master Plan Final Program EIR

The Port Master Plan Final Program EIR identified mitigation measures to address potential hazards, which will be applicable to the project:

HAZ-1 *The use, transport, storage and disposal of hazardous materials on all Harbor District property shall be carried in accordance with the provisions of all applicable federal, State and local laws and regulations.*

HAZ-2 *During project grading in areas known to contain contaminants, monitoring of earthwork shall be performed to determine if levels of BTEX or other compounds of interest to the APCD (lead, volatile organic compounds such as gasoline and solvents, and asbestos exceed established exposure thresholds.*

HAZ-3 *Grading shall either be performed during the dry season or will be subject to specific erosion control measures (see "Mitigation Measures" in Drainage and Watershed Resources) to prevent erosion of the soil and possible transport of contaminated soils into off-site watercourses.*

HAZ-4 *Any oil-contaminated soil discovered during construction shall be disposed off-site at an appropriate facility or used as fill in parking lots or roadways. Areas of finished grade shall not have any surface exposures of oil-contaminated soils. Any activities involving remediation or the handling and disposal of hazardous materials or waste shall comply with all relevant regulations and permitting requirements of the Air Pollution Control District prior to the commencement of such activities.*

HAZ-5 *Vapor barriers shall be placed below the foundation of all new structures in order to eliminate the potential for vapors entering any buildings.*

PS-4 *The Harbor District shall ensure that all proposed developments are reviewed for compliance with fire safety standards per the California Fire Code and other standards and ordinances of the CDF/San Luis Obispo County Fire Department. Issues to be considered in the review of future development include, but are not limited to, the following:*

a. Improved emergency access to Harford Pier;

b. Improved fire protection systems on the pier, including hydrants, sprinklers and standpipes to meet current fire codes;

c. The installation of grates on the pier for automatic ventilation to stop the spread of fire;

d. Improved access to the Lightstation for fire protection;

e. Development of an all-weather secondary access road from Port San Luis to San Luis Bay Drive.

PS-8 *All water mains and fire hydrants shall provide required fire flows and shall be constructed in accordance with the specifications of the California Fire Code and CDF/San Luis Obispo County Fire Department. or other applicable standards.*

PS-9 *Where determined by the Harbor District, plans for new development shall be reviewed by the CDF/San Luis Obispo County Fire Department to insure that building materials, access, brush clearance and water storage capacity provide adequate fire protection to the proposed project.*

PS-10 *Prior to the approval of any site plans for development areas adjacent to open space, a Fuel Reduction Plan shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval. This Fuel Reduction Plan will provide for an acceptable level of risk in accordance with California Department of Forestry standards. Fuel reduction can be achieved through a gradual transition from native vegetation into irrigated landscape/building areas of the project. This fuel reduction program shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve the accepted fire prevention standards required to protect human lives and property, while preserving as much natural habitat as possible.*

PS-11 *The Harbor District or its designated assignee shall be responsible for maintenance of Fuel Reduction Zones where required of new development. Maintenance agreements*

shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval.

4.7.3 Thresholds of Significance

As defined by the County, in accordance with CEQA Guidelines Appendix G, hazards and hazardous materials impacts would be considered significant if the project would:

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

b. Create a hazard to the public or the environment through reasonably foreseeable upset and accidental 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 ¼ mile of an existing or proposed school;

d. Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Government Code 65962.5 ("Cortese List"), and result in an adverse public health condition;

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

f. If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area;

g. Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions;

h. Be with a "very high" fire hazard severity zone; or,

i. Be within an area classified as a "state responsibility" area as defined by CAL FIRE.

4.7.4 Impact Assessment and Methodology

The impact analysis focuses on potential health risks associated with the proposed project, particularly from on-site and surrounding land uses where the potential for hazardous material release could be encountered. Potential hazards and public safety issues associated with development of the project include increased risk for fire hazard, adequate secondary and emergency access, risks from road traffic, and exposure due to a known crude oil contamination site. These impacts are discussed below.

4.7.5 Project Specific Impacts and Mitigation Measures

Routine Transport, Use, or Disposal of Hazardous Materials

Transport and use of hazardous materials would be limited to legal storage of standard materials including but not limited to paints, cleaners, oils, and fuels during construction. Harbor District facilities and associated activities are generally commercial and industrial in nature; therefore, materials stored onsite will generally be limited to those typically used in these applications, including janitorial and maintenance supplies. However, materials used for

maintenance of boats, including lead-based paint, and solvents may pose a hazard. The Harbor District is required to prepare a Hazardous Materials Business Plan, and comply will all notifications to emergency responders including CAL FIRE. Based on compliance with existing regulations, this impact is considered less than significant.

Create a Hazard to the Public/Environment

Construction of the project would require the use of heavy equipment, which may leak fluids, oils, or hydrocarbons resulting in a potential hazard to the public and the environment. Compliance with the required SWPPP, CZLUO, and implementation of standard BMPs to prevent, contain, and clean-up any potential accidents, leaks, or spills during construction would address this impact.

HAZ Impact 1
During construction of the project, the use of heavy equipment may result in accidental spill or leakage of potentially hazardous materials (i.e., fuels, oil), resulting in a significant, short-term impact.
Mitigation Measures
HAZ/mm-1 *Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a RWQCB-approved SWPPP. The SWPPP and final grading and construction plans shall identify equipment and materials staging areas, and include measures to contain and remediate accidental spills and leaks. During construction, equipment, staging, and storage areas shall be inspected daily. The SWPPP shall be implemented during construction.*
Implement Port Master Plan Final Program EIR mitigation measures HAZ-1 and HAZ-3. *HAZ-1 The use, transport, storage and disposal of hazardous materials on all Harbor District property shall be carried in accordance with the provisions of all applicable federal, State and local laws and regulations.* *HAZ-3 Grading shall either be performed during the dry season or will be subject to specific erosion control measures (see "Mitigation Measures" in Drainage and Watershed Resources) to prevent erosion of the soil and possible transport of contaminated soils into off-site watercourses.*
Residual Impacts
Based on compliance with existing regulations and noted mitigation measures, potential hazards resulting from the use of equipment during construction would be mitigated to less than significant.

Based on studies performed in 1998, remediation of site contamination is not necessary prior to construction. The site has not been used to store crude oil for over 60 years; moreover, crude oil typically is lower in volatile hydrocarbons than refined oil products. Therefore, elevated levels of BTEX, naphthalene, and benzo(a)pyrene at this site were not expected or observed. In its current state, therefore, the site poses a minimal risk of exposure to the public (either on- or off-site) as well as to off-site streams or the ocean. Grading of the site may result in the need to over-excavate the site, increasing the potential for surface exposure of contaminants and volatization of hydrocarbons. Excavated soil may need to be exported and disposed of off-site. Excavation, onsite stockpiling, and off-site transport and disposal of contaminated soil is required comply with existing regulations, including dust suppression and notification of the SLOAPCD and County Environmental Health.

HAZ Impact 2
Development of the Harbor Terrace site may result in the exposure of existing contaminants in the soil, resulting in a potentially significant impact.
Mitigation Measures
Implement Port Master Plan Final Program EIR mitigation measures HAZ-2, HAZ-3, and HAZ-4. *HAZ-2 During project grading in areas known to contain contaminants, monitoring of earthwork shall be performed to determine if levels of BTEX or other compounds of interest to the APCD (lead, volatile organic compounds such as gasoline and solvents, and asbestos exceed established exposure thresholds.* *HAZ-3 Grading shall either be performed during the dry season or will be subject to specific erosion control measures (see "Mitigation Measures" in Drainage and Watershed Resources) to prevent erosion of the soil and possible transport of contaminated soils into off-site watercourses.* *HAZ-4 Any oil-contaminated soil discovered during construction shall be disposed off-site at an appropriate facility or used as fill in parking lots or roadways. Areas of finished grade shall not have any surface exposures of oil-contaminated soils. Any activities involving remediation or the handling and disposal of hazardous materials or waste shall comply with all relevant regulations and permitting requirements of the Air Pollution Control District prior to the commencement of such activities.*
Residual Impacts
Based on compliance with existing regulations and noted mitigation measures, potential hazards resulting from the disturbance and removal of contaminated soils would be less than significant.

Emit Hazardous Emissions or Handle Hazardous Materials within 0.25 Mile of a School

No schools are located within a one-mile radius of the project area. Existing hazardous materials on the project site will be remediated through methods identified in the mitigation section such that long-term risk of exposure or release will be minimized or eliminated.

Located on or Adjacent to Hazardous Materials Site on Cortese List

The project site is not located on or adjacent to any sites identified on the Cortese List, including Envirostor and Geotracker. Therefore, no impact would occur.

Impair Implementation or Interfere with Adopted Emergency Response/Evacuation Plan

In the event of an emergency, evacuation to higher ground within the project site, or evacuation off-site may be necessary. There is adequate area above the 50-foot elevation onsite in the event of coastal flooding or tsunami. In the event of a fire or other hazard that hinders evacuation via Avila Beach Drive, use of Diablo Canyon Road has been historically allowed by PG&E, as agreed to by the Harbor District and County of San Luis Obispo. The project would not impair implementation of or interfere with adopted plans.

Air Traffic

The project site is not located within an Airport Review Area or private landing strip. No features are proposed that would interfere with air traffic. Therefore, no significant impact would occur.

Fire Hazard Risk, High Fire Hazard Zone, and State Responsibility

The proposed project is located in an area of high fire risk, and is adjacent to wildlands. Based on review by CAL FIRE, the project is required to comply with all regulations in place to reduce the potential for fire ignition, structural damage, and loss of life and property. The proposed primary and secondary access routes have been approved by CAL FIRE (2014). An additional water tank and fire hydrants may be required to aid fire suppression. The most significant concern identified by CAL FIRE relates to the cumulative effect of reduced fire response time due to congested traffic on Avila Beach Drive. As noted above, fire prevention, fuel reduction, and on-site suppression standards are required, and would be implemented as part of the project. The Harbor District has the authority to remove or restrict use of fire pits in campsites in the event of high fire hazard conditions including severe drought and strong winds. Mitigation is identified to ensure all required plans are submitted to CAL FIRE for review and approval prior to construction or operation, as applicable. Emergency evacuation via Diablo Canyon Road is identified as an alternative route.

HAZ Impact 3	
Construction and operation of the proposed project within a high fire hazard zone may increase the potential for wildfire, including use of equipment, vehicles, campsite fires within fire rings, and increased human presence at the urban/wildland interface. Implementation of the proposed project would place additional structures, life and property at risk for damage or destruction from wildland fires and/or structural fires. Potential impacts would be significant.	
Mitigation Measures	
HAZ/mm-2	*Prior to issuance of grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall prepare and submit the following plans, which shall be reviewed and approved by CAL FIRE:* *a. Written Fire Safety Plan in compliance with California Fire Code Chapter 4 Emergency Planning and Preparedness;* *b. Building and construction plans incorporating fire prevention and suppression measures consistent with the complete California Fire and Building Code, California Fire and Building Code Chapter 7A Ignition Resistant Construction in Wildland Urban Interface Areas, National Fire Protection Association standards, the California Fire Code, and the California Electrical Code;* *c. Hazardous Materials Business Plan;* *d. Site access and addressing standards to the satisfaction of CAL FIRE;* *e. Operational fire water system, ~~F~~fire water storage tanks, and hydrants designed and located to the satisfaction of CAL FIRE; and,* *f. A fuel reduction/vegetation management plan to be implemented for the life of the project.*
HAZ/mm-3	*Prior to construction, an operational water system and established access roads shall be installed pursuant to California Fire Code Section 501.4. Use of spark arresters, provision of adequate clearance around welding operations, smoking restrictions, and onsite extinguishers are required.*
Implement Port Master Plan Final Program EIR mitigation measures PS-8, PS-9, PS-10, and PS-11. *PS-8 All water mains and fire hydrants shall provide required fire flows and shall be constructed in accordance with the specifications of the California Fire Code and CDF/San Luis Obispo County Fire Department, or other applicable standards.* *PS-9 Where determined by the Harbor District, plans for new development shall be reviewed by the CDF/San Luis Obispo County Fire Department to insure that building materials, access, brush clearance and water storage capacity provide adequate fire protection to the proposed project.* *PS-10 Prior to the approval of any site plans for development areas adjacent to open space, a Fuel Reduction Plan shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval. This Fuel Reduction Plan will provide for an acceptable level of risk in accordance with*	

HAZ Impact 3
California Department of Forestry standards. Fuel reduction can be achieved through a gradual transition from native vegetation into irrigated landscape/building areas of the project. This fuel reduction program shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve the accepted fire prevention standards required to protect human lives and property, while preserving as much natural habitat as possible. *PS-11 The Harbor District or its designated assignee shall be responsible for maintenance of Fuel Reduction Zones where required of new development. Maintenance agreements shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval.*
Residual Impacts
Based on compliance with existing regulations and noted mitigation measures, and review and approval of plans by CAL FIRE consistent with existing regulations, potential fire hazards would be less than significant. The construction and installation of an additional fire storage tank, fire hydrants, and associated infrastructure would occur within the grading and development footprint analyzed in this EIR. Potential impacts would include visibility from public roads and use areas, creation of erosion and sedimentation and accidental release of pollutants affecting water quality (captured in the construction-phase analysis of grading and construction impacts), creation of air emissions and dust (captured in the construction-phase air emissions model), and impacts to habitat (captured in the analysis of construction-related and long-term impacts to biological resources). These onsite requirements are considered part of the project, and would be subject to mitigation identified in this EIR and the Port Master Plan Final Program EIR related to resources including, but not limited to, aesthetics, air quality, biological resources, geology and soils, hydrology and water quality.

4.7.6 Cumulative Impacts

All potential hazardous materials impacts are largely confined to the project site given implementation of mitigation measures listed above. The proposed project and all other projects in the Harbor District and Avila Beach area are required to comply with existing regulations related to hazardous materials, fire risk, and other natural hazards identified above. Based on compliance with existing regulations and mitigation measures identified above, implementation of the proposed project would not result in a cumulatively considerable impact related to hazards or hazardous waste conditions.

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