

7.0 OTHER MANDATORY CEQA CONSIDERATIONS

INTRODUCTION

This section summarizes the findings with respect to growth inducing impacts; significant, unavoidable environmental impacts; irreversible environmental changes; potential secondary effects; and less than significant impacts of the project.

1. CONSIDERATION AND DISCUSSION OF SIGNIFICANT ENVIRONMENTAL IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. Following is a summary of the impacts associated with the project that were concluded to be significant and unavoidable. These impacts are also described in detail in Chapter 5, Environmental Impact Analysis, of this EIR.

Noise and Vibration: As evaluated in Section 5.6, Noise and Vibration, implementation of the RAP would result in noise levels (Impact Statement Noise-1) and vibration (Impact Statement Vib-1) that would exceed the thresholds of significance. Given that side yards are narrow and residences are located within close proximity, it is infeasible to erect sound barriers to shield the adjacent homes, and traditional temporary sound barriers are not capable of reducing the noise levels sufficiently to levels below the City of Carson's threshold (65 dBA). Erecting noise barriers in the street or on public sidewalks for weeks at a time is not feasible, and those homes with direct line of site to a cluster are predicted to experience high levels of noise. With implementation of MM NOISE-1, the noise sensitive receptors (single-family residential uses) within approximately 90 feet of street trenching or 130 feet from an edge of residential remediation would be offered relocation and, if accepted, those individuals would not be exposed to high noise levels from implementation of the project. However, since relocation is voluntary, residents may choose to remain and would potentially be exposed to noise levels in excess of the thresholds. Thus, the impact is conservatively assumed to remain significant and unavoidable even with implementation of the mitigation measure.

In addition, during the street trenching phase of RAP implementation, MM NOISE-2 would reduce noise levels by approximately 10 dBA. However impacts during this phase would remain above the 65 dBA thresholds, and are considered significant and unavoidable.

With regard to vibration, peak velocities fall below the threshold for human annoyance at approximately 10 feet from the mini excavator and at 60 from a jack hammer. With the implementation of MM NOISE-1 during residential property remediation and MM VIB-1 during other phases involving the use of a jack hammer, human annoyance vibration impacts could be mitigated to less than significant. However, since relocation is voluntary, residents may choose to remain and would potentially be exposed to vibration levels in excess of the thresholds. Thus, the impact is conservatively assumed to remain significant and unavoidable even with implementation of the mitigation measures.

2. REASONS WHY THE PROJECT IS BEING PROPOSED, NOTWITHSTANDING SIGNIFICANT UNAVOIDABLE IMPACTS

In addition to identification of the project's significant unavoidable impacts, Section 15126.2(b) of the State CEQA Guidelines also requires a description of the reasons why the project is being proposed, notwithstanding significant unavoidable impacts associated with the project. The project is the Los Angeles Regional Water Quality Control Board's (Regional Board's) action to consider approval of a Remedial Action Plan (RAP) for the cleanup of the site in response to a Cleanup and Abatement Order (CAO) R4-2011-0046 dated March 11, 2011, as amended issued to Shell Oil Company by the Regional Board. Primary constituents of concern are methane, benzene and petroleum hydrocarbons.

The project is being proposed, notwithstanding its significant unavoidable impacts, because remediation of the site is required by the CAO with the intent of achieving Site-Specific Cleanup Goals established by the Regional Board on January 23, 2014. Additional site characterization investigations, remediation pilot tests, a Human Health Risk Assessment (HHRA) and a Feasibility Study have been completed for the site.

The reasons why the project is being proposed, notwithstanding its significant unavoidable impacts, are tied to the purpose and objectives of the project, which are described in Chapter 2, Project Description, of this EIR. The primary purpose and objective of the project is to remediate the site consistent with the Regional Board's CAO R4-2011-0046. Regarding individual project objectives, the RAP would comply with the CAO and would meet the media-specific (i.e., soil, soil vapor, and groundwater) Remedial Action Objectives (RAOs) developed for the site. The project would maintain the residential land use of the site and would avoid permanently displacing residents from their homes or physically dividing the established Carousel Tract community. Implementation of the RAP would also allow residents the long-term ability to safely and efficiently make improvements requiring excavation or penetration into shallow site soils (i.e., landscaping, hardscape, gardening, etc.) on their properties. The project (base remedy) would minimize short-term disruption to residents to the extent feasible. While implementation of the RAP under the base remedy would take approximately six years, the RAP would be implemented in clusters so as to minimize disruption to residents. The project would incorporate project design features (PDFs) that would serve to minimize environmental impacts that could occur with the implementation of the RAP.

Three alternatives to the project were selected for evaluation in the EIR. Chapter 3, Description of Alternatives, discusses the selection of alternatives and provides a description of the three alternatives that are evaluated in Chapter 5 of this EIR. Chapter 6 of this EIR provides a comparison of the alternatives relative to the project in terms of impacts as well as the ability of each to meet the project objectives. While Alternative 1, No Project Alternative, would reduce the significant and unavoidable noise impacts, the No Project Alternative would not comply with the CAO nor meet the media-specific (i.e. soil, soil vapor, and groundwater) Remedial Action Objectives (RAOs) developed for the site. Alternative 2, Excavation Beneath Landscape and Hardscape to 10 Feet Alternative, would require a greater volume of excavation and would require a longer time period for completion than the project. While Alternative 2 would remove greater volumes of COCs and could result in a greater decrease in the risk of long-term exposure of TACs for onsite residents, Alternative 2 results in an increase in lifetime cancer risks in excess of thresholds, requiring mitigation. With implementation of mitigation, the health risks would be less than significant. Alternative 2 would not reduce or mitigate the significant and unavoidable noise and vibration impacts of the proposed project and would take approximately 2.4 years longer to implement. Alternative 3, No Excavation Beneath Hardscape – 5 Feet to Targeted 10 Feet, would require less excavation and a shorter time period for

completion compared with the project. While Alternative 3 would result in less noise and vibration associated with excavation and hauling, Alternative 3 would not reduce or mitigate the impacts of the proposed project. While Alternative 3 would comply with the CAO and meet the media-specific RAOs, Alternative 3 would potentially result in a greater risk of long-term exposure than under the RP's Proposed Remedy.

While the project would result in significant and unavoidable noise and vibration impacts, alternatives have not been identified that would avoid these impacts and comply with the CAO and meet the media-specific RAOs. Thus, the project would provide a balance between compliance with the CAO and meeting the media-specific (i.e., soil, soil vapor, and groundwater) RAOs developed for the site and the environmental impacts that would occur with the implementation of the RAP.

3. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to Sections 15126(c) and 15126.2(c) of the *CEQA Guidelines*, an EIR is required to address any significant irreversible environmental changes that would occur should the project be implemented. As stated in CEQA Guidelines Section 15126.2(c) indicates:

"[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during the active construction remediation activities and would continue throughout the operational lifetime of the SVE and sub-slab vapor systems. Project remediation activities would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the site. Project activities would require the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources could include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in landscape and hardscape areas, and road and parking surfaces (i.e., city streets and driveways when repaving occurs) such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the site.

The resources that would be used following the active construction remediation activities would be similar to those currently used within the City of Carson and greater County of Los Angeles. These would include energy resources and fossil fuels such as electricity and natural gas, petroleum-based fuels required for vehicle-trips and operation of the SVE and sub-slab vapor systems. Fossil fuels would represent the primary energy source associated with both construction and operational activities at the site, and the existing, finite

supplies of these natural resources would be incrementally reduced. The energy requirements associated with the project would nonetheless, represent a commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of urbanized uses (i.e., cleaning supplies, oil, and grease) would occur during the operation and maintenance of the SVE and sub-slab vapor systems. The use of these materials would be in small quantities and used, handled, stored, and disposed of in accordance with the manufacturer's instructions and applicable government regulations and standards.

In summary, implementation of the remediation plan and associated long-term operational activities would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would incrementally limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be on a very small scale and consistent with regional and local growth forecasts in the area. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

4. GROWTH INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires agencies to address potential growth inducing effects of their actions. Growth-inducing effects are defined as those effects that could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The proposed RAP for the site would include the implementation and installation of various remediation features (i.e., soil excavation and removal, SVE/bioventing and sub-slab vapor systems) to address contaminated soils and groundwater resulting from former on-site oil storage facilities. The site, which is currently developed with 285 single family residences known as the Carousel Tract, is designated for residential land uses in the City of Carson General Plan. Following completion of the active construction remediation activities, the same 285 residences would remain on the site. No new residential land uses or infrastructure beyond what currently exists would occur following project implementation. Therefore, the project would not enable direct or indirect population growth. Accordingly, the project would not result in growth inducing impacts.

5. POTENTIAL SECONDARY EFFECTS

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires that if mitigation measures would cause one or more significant effects in addition to those that would be caused by the project as proposed, that the effects of the measures be discussed, but in less detail than the significant effects of the project. The following provides a discussion of the potential secondary effects that could occur as a result of implementation of the project mitigation measures contained in the EIR. The EIR contains mitigation measures for noise and vibration as discussed below.

Noise and Vibration

Mitigation Measure NOISE-1 requires that the RP offer relocation to residents of properties within approximately 90 feet of street trenching or 130 feet from an edge of residential remediation. If people were to relocate, no secondary physical impacts would occur as a result of the relocation. Mitigation Measure NOISE-2 requires the use of noise blankets/temporary noise barriers to be installed between the street trenching and occupied residences. Noise and vibration from the installation of noise barriers would be negligible and would be short-term. Mitigation Measure NOISE-3 requires the RP to retain the services of a qualified acoustical engineer with expertise in design of sound isolations to ensure the mechanical fans and/or other related mechanical components to the cap system installed for long-term use is designed so as to meet the City's exterior noise limits (55 dBA). The sound isolation would be installed at the time of construction of the equipment. With regard to vibration, Mitigation Measure VIB-1 requires that the RP offer relocation to residents of properties located within 60 feet of the use of jack hammers. As with Mitigation Measure NOISE-1, no secondary physical impacts would occur if people were to relocate.

6. EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the project and is included in Appendix A of this EIR. The Initial Study provides a discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the Draft EIR. The Regional Board determined that the project would not result in potentially significant impacts related to Aesthetics, Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils (septic tanks) Hazards and Hazardous Materials (airports), Hydrology and Water Quality (groundwater recharge, drainage patterns, flooding, streams, floodplain), Land Use and Planning, Mineral Resources, Noise (permanent increase in ambient levels, airport noise), Population and Housing, Public Services, Recreation, Traffic/Circulation (airport, emergency access, alternative transportation), and Utilities (Water and Wastewater). The basis for these conclusions is discussed below.

Aesthetics

There are no scenic vistas or designated state scenic highways in the project area. In addition, no scenic resources, including historic buildings, are located on the site. Thus, no impacts regarding scenic vistas or scenic resources would occur as a result of project implementation.

The remediation activities would result in temporary changes to the visual environment in the residential neighborhood due to the staging of materials and equipment on site during excavation and installation of remediation systems. Equipment that may be used on the site include drill rigs, backhoes, mini-excavators, rubber-tired loaders, water buffalo trailers and soil vapor extraction equipment. Stockpiling of excavated soils would be minimized and if possible excavated soils would be loaded and transported off site the same day. Although the project would create minor short-term changes to the visual character during implementation of the RAP, the disturbed area would be restored and the visual character of the site and surroundings would not be substantially degraded. Thus, impacts regarding the visual quality and character of the site and its surroundings would be less than significant.

The RP's Proposed Remedy would prevent human exposures to concentrations of COCs in soil, soil vapor, and indoor air such that total (i.e., cumulative) lifetime incremental carcinogenic risks are within the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) risk range and prevent fire/explosion risks in indoor air and/or enclosed spaces (e.g., utility vaults) due to the accumulation of methane generated from the anaerobic biodegradation of petroleum hydrocarbons in soils. By improving such environmental conditions, the RP's Proposed Remedy would reduce the potential for abandonment of homes and a blighted condition that would, otherwise, affect the aesthetic character of the area.

Construction remediation activities would be scheduled during daytime hours and would generally occur Monday through Friday, starting as early as 7:00 a.m., with employee arrival, safety meetings, and work day preparations (e.g., equipment inspections), ending as late as 5:00 p.m. If extended hours were necessary, such activity would occur with necessary City approvals. Any lighting associated with these activities would be temporary and directed to the working area with shielding applied to lighting, as feasible. Overall, project implementation would not introduce substantial new sources of light or glare on the site.

Agricultural and Forestry Resources

The site is a residential subdivision in a highly urban area with no agricultural or forestry resources on the site or within proximity of the site. The project would not conflict with existing zoning for agricultural use or convert agricultural or forest land to non-agricultural or non-forest use. Therefore, no impacts regarding agricultural and forestry resources would occur.

Biological Resources

The project site is a residential subdivision in a highly urbanized area. The site does not contain sensitive plant or wildlife species, riparian habitat, a sensitive natural community, federally protected wetlands, migratory wildlife corridors, or native wildlife nursery sites. No impacts to sensitive biological resources would occur with project implementation.

Cultural Resources

There are no known historic, archaeological, paleontological or unique geologic resources that exist at the site or near the site as described in a technical report entitled *Cultural Resources Investigations, Former Kast Property, Carson, California, Site Cleanup No. 1230, Site ID 2040330*, prepared by URS Corporation in 2011. The remediation activities would result in excavation of shallow soils. However, given that the site has been previously disturbed with the removal/demolition of the reservoirs and development of homes and remediation activities would occur in these already disturbed areas, the likelihood of encountering cultural resources is considered low. Therefore, there would be no significant cultural resources impacts resulting from project implementation.

Geology and Soils

The site is located in an urbanized area that is served by existing sanitary sewer infrastructure. The project would not involve the use of septic tanks or alternative wastewater disposal systems. Thus, no impact would occur regarding the ability of soils to adequately support the use of septic tanks or alternative waste disposal systems.

Hazards and Hazardous Materials

The nearest airport to the site is the Torrance Municipal Airport, located over 3.3 miles to the west of the site. Therefore, no public or private airport-related safety hazards would occur to people working or residing in the project area.

With regards to potential conflicts with an adopted emergency response plan or emergency evacuation plan, there may be temporary street blockage for several minutes at a time as trucks maneuver to dump loads (backfill soil as an example), but no long-term street closures are expected. Drilling and trenching in the streets for well and piping installation would be required for installation of the soil vapor extraction system. Similar to installation of water and sewer lines, there may be short-term blockages of driveways to individual residential properties for less than a day. Trenching that interferes with access would be covered with steel plates to allow access at night and if construction activities are delayed. It is not uncommon in the City of Carson or elsewhere for construction activities to result in temporary lane closures or blockages. All lane closures needed during the soil excavation portion of the RAP would be done in accordance with the Construction Traffic Management Plan and Encroachment Permits issued from the City of Carson, which would ensure that project implementation would comply with the City's applicable fire and safety codes that require adequate access for fire and police personnel and equipment in and out of the site. Therefore, less than significant impacts regarding emergency response plans or evacuation plans would occur with project implementation.

The site is also located in an urbanized area and does not interface with any wildland areas. Thus, there is no potential for wildland fires to occur as a result of project implementation.

Hydrology and Water Quality

The project would not directly deplete groundwater supplies as no groundwater extractions are proposed. Implementation of the RAP would remove existing impervious surfaces (i.e., residential hardscape and paved sidewalk/street surfaces) during the excavation and installation of the project's remediation components. These existing impermeable surfaces would be replaced with similar surfaces such that there would be minimal change to the overall extent of impervious surfaces on the site. Also, implementation of the RAP would result in beneficial impacts to groundwater beneath the site by removing or treating LNAPL to the extent technologically and economically feasible and reduction in concentrations of wastes in groundwater. Based on these considerations, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the level of the local groundwater table.

Currently, the generally flat site is developed with single-family residential properties as part of the Carousel Tract. No streams or rivers occur on the site. The project, which would involve the replacement and restoration of remediated areas back to generally similar existing conditions, would not substantively change the amount of impervious surface area or drainage patterns/conditions on the site. Thus, the project would not result in substantial erosion or siltation on- or off-site, nor would it substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Furthermore, as post-remediation runoff quantities would not increase over those of existing conditions, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The site is not located within a 100-year flood plain or within an inundation area associated with the failure of a levee or dam. Thus, no impact would occur with regard to flood flows. In addition, the site is located approximately five (5) miles north of the Pacific Ocean and is not in close proximity to an enclosed body of water. As such, there is no potential for exposure of people to a seiche or a tsunami. In addition, the site is not positioned in an area of potential mudflow. Potential impacts associated with inundation by seiche, tsunami, or mudflows would not occur.

Land Use and Planning

The project proposes to implement a remediation plan to address contamination within an existing single-family residential neighborhood. Thus, the project does not have the potential to physically divide an established community.

As the project would not change the existing land designation or use of the site, the project would not conflict with applicable land use plans, policies or regulations applicable to the site.

Also, the site is not located within the boundaries on any habitat conservation plan or natural community conservation plan. As such, the project would not conflict with such a plan.

Mineral Resources

The site has no known mineral resources and implementation of the RAP would not change the availability of mineral resources at the site. Thus, no mineral resources impacts would occur with project implementation.

Noise

Following completion of the active construction remediation activities, the SVE/bioventing treatment system(s) would be the only stationary noise source constructed by the project. Although the specific location has not yet been selected, the system(s) would likely be located outside of the residential Carousel Tract within the developed industrial area to the immediate west or northwest of the site. The SVE system would be installed in an enclosed structure constructed with sound attenuation insulation to reduce operating noise levels in accordance with City of Carson Noise Ordinance. Thus, the system would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The nearest airport to the site is the Torrance Municipal Airport, located over 3.3 miles to the west of the site. Therefore, no airport-related noise impacts would occur to people working or residing in the project area.

Population and Housing

Displacement of housing would not occur from the project as the excavation would be conducted in landscaped and hardscaped areas of identified residences (e.g., uncovered patios, walkways, etc.). While some temporary relocation of residents may be required during excavation activities, there are a substantial number of hotel/motel rooms in the area and construction of replacement housing is not expected.

The site, which is developed with 285 single family residences, is designated for residential land uses in the City of Carson General Plan. Following completion of the active construction remediation activities, the existing residences would remain on the site. No new residential land uses or infrastructure beyond existing conditions to support new land uses would occur following project implementation. Therefore, the project would not enable direct or indirect population growth. Accordingly, the project has no growth-inducing element and the project would not result in impacts to population or housing.

Public Services

The project would not generate an increase in the demand for public services as the demand for public services is generally associated with population or employment growth. No new housing would be constructed that would generate a need for additional schools or parks. The RAP has no component or activity that would cause substantial adverse physical impacts requiring changes or impacts to fire, police, schools, parks or other public services facilities. The nature and extent of the project would not generate a need for any new or physically altered governmental facilities. Therefore, no significant impacts to public services would occur.

Recreation

No recreational facilities are located on the site and project activities would not require new/expanded recreational facilities or increase the use of existing facilities. The nature and extent of the proposed project would not generate a need for any new or physically altered recreational facilities. Therefore, no impact relative to recreation would occur.

Traffic and Circulation

The nearest airport to the site is the Torrance Municipal Airport, located over 3.3 miles to the west of the site. As such, the project would not result in a change in air traffic patterns including increases in traffic levels or changes in location that would result in substantial safety risks.

The project does not propose new or modified roads or access ways. The project would not result in a new or modified land uses that would be incompatible with the existing roadways, in that upon completion of the remediation activities, the site would remain in its current residential state. Therefore, project implementation would not substantially increase hazards due to a design feature or incompatible uses.

The project would include the implementation of a Construction Traffic Management Plan, which would set forth requirements for the management of truck traffic and coordination with emergency providers, including flagmen to coordinate truck movements from Neptune Avenue or Lagoon Avenue onto Lomita Boulevard or at other turning points within the residential subdivision. The Construction Traffic Management Plan would require the project contractor to provide emergency access through construction work areas by maintaining at least one travel lane at all times or the provision of detours and to coordinate with emergency providers (sheriff, fire, ambulance and paramedic services) regarding any lane closures or other construction activities that would impact emergency access. The project's plans would be subject to review and approval by the City of Carson and Los Angeles County Fire Department, including site access and circulation plans, which would serve to ensure that adequate vehicular access for emergency vehicles is provided. Any recommendations or other requirements pertaining to emergency access would be stipulated in a Construction Traffic Management Plan to be issued by the City prior to project implementation. Thus, impacts regarding emergency access would be less than significant.

The project would be consistent with City of Carson Transportation and Infrastructure Element Goal T1-1 since haul trucks would access the project site through City's currently designated truck routes on Lomita Boulevard, Wilmington Avenue, Sepulveda Boulevard, and Main Street.

The project would not impede the use of alternative forms of transportation, such as buses, bicycles, and walking since the project would not adversely affect street service levels along transit lines, or impact existing bus stops. In addition, the project would not conflict with the Safe Routes to Schools. The proposed haul route streets (Lomita Boulevard, Wilmington Avenue, Sepulveda Boulevard, and Main Street) are designated truck routes under Municipal Code Section 35701, and are all proposed Class II bicycle facilities. It is anticipated that designated truck routes would accommodate truck traffic and that any future Class II lanes for cyclists would accommodate bicycle traffic concurrently with truck traffic. The separation of these uses would support bicycle safety on these roadways. In addition, the project would not increase traffic in a manner that would exceed service level thresholds that would significantly affect the operation of study area streets and as such, would not be a detriment to the movement of bicycle traffic in adjacent bike lanes. In addition, the project would include the implementation of a Traffic Construction Management Plan that would ensure pedestrian separation from hazardous areas and other traffic control measures that would allow pedestrian access throughout the area. The project would not create pedestrian hazards with regard to the Safe Routes to Schools with the implementation of the Traffic Construction Management Plan. The project does not propose to alter any existing bus turnouts or established alternative transportation programs within the City. In addition, sidewalks within the neighborhood would not be subject to remediation activities. Thus, pedestrian routes within the neighborhood would be available. Overall, given the nature and extent of the project, it would not conflict with adopted policies, plans, or programs supporting alternative transportation. Thus, less than significant impacts regarding alternative transportation facilities would occur with project implementation.

Utilities and Service Systems

Project implementation would not include the development of uses that would generate new wastewater flows. The project does not propose a change in land use that would result in greater average daily flows than are currently produced. Thus, no significant impacts regarding wastewater would occur with project implementation.

The project could result in a marginal increase in water demand during the implementation of the active construction remediation activities over what currently is experienced at the site. However, the amount of water usage is expected to be nominal as it would be limited primarily to watering down the site for dust control and irrigation of newly planted vegetation, and it would be short-term, lasting only through the duration of the active remediation activities. However, the increase in water use for dust control would be offset by the reduction in water use for irrigation of landscaping. Thus, it is expected that the City's municipal water sources can accommodate the project's water requirement. Furthermore, upon completion of the RAP, land uses are not expected to change from current uses, and therefore, no change to water demand would result that would generate a long-term effect to available water supplies provided by the City. As such, a less than significant impact would occur related to water supplies.

The capacity of facilities for the materials excavated from the site is evaluated in this EIR. The impacted soil that would be excavated from the site would be transported to a facility that would treat the soil to remove the VOCs. Any such materials would be examined and/or profiled before leaving the site to ensure they are suitable for treatment at the designated facility. Landscape materials would also be removed from the site

and disposed in accordance with applicable regulations. Accordingly, the project would comply with federal, state, and local statutes and regulations related to solid waste. Thus, the EIR will include an evaluation of the capacity of facilities to treat impacted soils and for disposal of materials. Since the project would comply with applicable federal, state, and local statutes and regulations related to solid waste no further analysis of the regulations is necessary.

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