1 3.7 HAZARDS AND HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>HAZARDS AND HAZARDOUS MATERIALS – Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐</td>
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<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>☐</td>
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<td>☐</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td>☐</td>
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</tr>
<tr>
<td>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</td>
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<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</td>
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<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
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<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td>☐</td>
<td>☐</td>
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<td>☒</td>
</tr>
</tbody>
</table>

2 3.7.1 Environmental Setting

The Project would use equipment and materials that would be transported and stored on vessels for the duration of Project’s 3-week construction period as described in Section 2. The presence or transportation of contaminated or hazardous materials in the
Environmental Checklist and Analysis – Hazards and Hazardous Materials

Project area could affect workers, residents, and the environment. All hazardous materials used for the Project would be transported from the contractor’s shore-based facilities to the Project site and stored on the barges or tugboats. Materials would be located on the barge and transported by crew boat and work skiff to the barge as needed. The above-mentioned materials could include fuel (diesel and gasoline), grout, compressed acetylene and other welding gases, penetrating oil, non-toxic biodegradable hydraulic oil, lubricating oils, batteries, and marking paint.

Contaminated or hazardous materials within the contractor’s shore-based facilities (see Section 2.5 for more details) could affect residents, workers, and visitors. The contractor’s shore-based facilities are permanent facilities that comply with all regulatory requirements and would not be located at the Project site.

The submerged portion of the pipeline was previously used for wastewater discharge and could potentially be partially filled with seawater.

3.7.2 Regulatory Setting

Federal and State laws and regulations pertaining to this issue area and relevant to the Project are identified in Table 3-1. Local goals, policies, and/or regulations applicable to this issue area are summarized below.

The City has a Hazardous Waste Management Plan incorporated into its General Plan with the following goals: safe and effective management of hazardous waste within the City; and protection of public health and safety and the environment (City of Hercules 1998). The County also has a Hazardous Waste Management Plan that is incorporated into its General Plan. The goals and policies relevant to waste disposal are to eliminate the generation and the disposal of hazardous waste to the maximum extent feasible (Contra Costa County 2005).

3.7.3 Impact Analysis

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

Less than Significant Impact. The Project would require the use of following hazardous materials (containing possible hazardous components) on the barges and onshore: fuel (diesel and gasoline); grout (for the pipeline); acetylene and other compressed gases for cutting torches; penetrating oils, lubricating oils and hydraulic oils for equipment; batteries; and marking paint.

The pipeline is expected to consist of schedule 40 asphalt-mastic and mortar-coated steel pipe, with welded joints surrounded by a steel casing sleeve underneath the UPRR ROW. The pipeline would be cut on the barge and taken to the contractor's
shore-based facility for testing and transport to an appropriate recycling or disposal facility. Although it is not expected to be contaminated and sediment testing around the pipeline did not indicate chemical concentrations of concern, the pipeline itself would be tested prior to recycling or disposal.

The majority of the onshore portion of the pipeline would be grouted and capped. If grout dust is inhaled it can irritate mucous membranes in the sinuses and lungs, and can be a mild skin irritant for humans. When wet, grout has a high pH that can be a skin irritant. After curing, grout is essentially inert.

The activities at the contractor’s shore-based facility would include routine transportation and use of hazardous materials under current permits. The Applicant contract would require the contractor to hold all applicable permits and comply with all applicable laws and regulations. The routine hazardous materials used would include diesel fuel, gasoline, hydraulic oil, lubricating oils, grease, compressed acetylene, welding gases, and other industrial materials. All hazardous materials en route to or from the barges would be staged at the contractor’s shore-based facility.

There would be no routinely scheduled transport, use, or disposal of hazardous materials associated with the Project. Activities involving hazardous materials would be limited to the short construction period. As described in Section 2, all work would be done according to approved plans to manage hazardous materials. Project plans include measures to manage and control hazardous materials and to contain any potential spills. The Project would not include the routine transportation, use and disposal of hazardous materials, and appropriate plans would be in place to ensure that short-term transportation, use, and disposal of hazardous materials during the construction period would occur in a safe manner.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation. The sediments were tested in March 2013 and were determined to be neither hazardous nor toxic. Accidental releases of hazardous materials from the barges, the onshore grouting operations, or onshore work area could occur during the construction process. Accidents during the Project could include equipment leaks, e.g., hydraulic fluid, fuel spills, or other petroleum product releases to surface waters. Accidents involving fuel or flammable compressed gases could result in a fire. During the removal of the pipeline, Bay sediments could be disturbed and re-suspended in the water column as a result of Project activities.

While considered unlikely, an accidental diesel fuel or grout material release into the marine environment could result in potentially significant impacts to marine biota without
the incorporation of mitigation. Accidental releases of hazardous materials and/or waste from barges or onshore work would be minimized through the design of the proposed Project, construction requirements, and MMs HAZ-1 through HAZ-3 below. All work would be done according to approved plans to manage hazardous materials. The hazardous materials management processes included in the Project as described in Section 2, including development of plans, would minimize potential impacts.

MM HAZ-1: Oil Spill Prevention and Response Plan (OSPRP)/Grout Management Plan (GMP). The Applicant shall develop and submit to California State Lands Commission staff for review and approval an OSPRP/GMP that addresses accidental releases of petroleum and/or non-petroleum products (including grout) during Project operations. The OSPRP/GMP shall include the following information:

- Specific steps to be taken in the event of a spill, including notification names, phone numbers, and locations of: (1) nearby emergency medical facilities, and (2) wildlife rescue/response organizations (e.g., Oiled Wildlife Care Network);
- Description of crew training and equipment testing procedures; and
- Description, quantities and location of spill response equipment onboard the vessel.

MM HAZ-2: Approved Vessel Fueling Guidelines. Vessel fueling shall only occur at an approved docking facility. No cross vessel fueling shall be allowed.

MM HAZ-3: Onboard Spill Response Equipment. Onboard spill response equipment and supplies shall be sufficient to contain and recover the worst-case scenario spill of petroleum and/or non-petroleum products as outlined in the Oil Spill Prevention and Response Plan (OSPRP).

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

No Impact. There are no existing or proposed schools within 0.25 mile of the Project site even though the Project would involve handling of hazardous materials. The Rodeo Hills Elementary School, 0.38 mile southeast of the pipeline onshore work location, is the nearest school to the Project site (Google Earth 2013).

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
No Impact. Listings of onshore hazardous materials sites compiled pursuant to Government Code section 65962.5 were searched to identify potential onshore hazards that could be exposed by the Project. The Project is located adjacent to the Sequoia Pacific Refining site, which is found on the list of hazardous materials sites at the California Department of Toxic Substances Control (DTSC) “EnviroStor” database (DTSC 2013) compiled pursuant to Government Code section 65962.5. The refinery complex was built in 1966 and operated for 31 years, ceasing operations in 1997 (see Section 1.5). The land was acquired by Hercules LLC, remediated, and redeveloped into the Subdivision (completed in 2006). This site is listed as “Historical” but includes no specified contaminants of concern. In addition, Hercules LLC is listed on the database as a “Protective Filer” and no permits or activities are listed for the site. The results of the “EnviroStor” database search are summarized in Table 3.7-1, below.

Table 3.7-1. Onshore Hazardous Material Sites in the Project Vicinity

<table>
<thead>
<tr>
<th>Location</th>
<th>EnviroStor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sequoia Pacific Refining</td>
<td>Sequoia Pacific Corps. (EnviroStor Id. No. 07290005) Listed as Historical, no specified contaminants</td>
</tr>
<tr>
<td>Hercules LLC</td>
<td>Hercules LLC EnviroStor Id. No. CAT000617407). Located at the Subdivision (Victoria By The Bay Subdivision). Listed as “Protective Filer.”. No permits or activities at this site.</td>
</tr>
</tbody>
</table>

The Project work would be limited to a small area adjacent to the shoreline for the purpose of cutting, grouting and capping the pipeline to be abandoned in place. There would be very minimal excavation or removal of surface soil, if any. Excavated soil would include sediment on the ground surface that is incidental to the removal of the riprap. While the riprap is being removed, small amounts of soil could be scraped up from the clamshell bucket as it is moving a piece of riprap. It is anticipated that for any individual rock removal near the sediment surface (i.e., those pieces of riprap resting directly on the underlying soil or sediment), 6 to 12 inches of sediment surrounding that piece of riprap could be excavated along with removing the rock. Any such excavation would occur at the same locations that were disturbed by the 2010 Coscol Project (see Figure 2-1). The more extensive excavation for that Coscol Project reported no safety hazards for workers. All work would be done according to approved plans. Project plans include measures to manage and control hazardous materials and to contain any potential spills, as identified in MM HAZ-1 above. In addition, sediments in the Project area were tested in March 2013 and were found to be neither hazardous nor toxic.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
No Impact. The Buchanan Airport in Concord, greater than 2 miles from the Project site, is the closest airport. There are no public airports within 2 miles of the Project; therefore, no impact would be expected.

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

No Impact. No private airstrips were found within the vicinity of the Project or the potential contractor’s shore-based facilities (see Section 2.5 for more details). Therefore, no impact would be expected.

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

No Impact. Project activities would not physically interfere with an emergency response plan or affect the implementation of an emergency response plan (see Section 3.3.13, Public Services, (a), as well as Section 3.3.15, Transportation and Traffic, (e), for a discussion of potential impacts to emergency response plans during the Project). Therefore, no impact would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Pipeline removal work of approximately 3 weeks would be performed from a barge or in a small work area in the narrow strip of land between the UPRR tracks and San Pablo Bay. Site safety plans would be in place to address fire danger at the Project site. The Project is not located within wildlands, and does not pose a risk of wildland fire.

3.7.4 Mitigation Summary

Implementation of the following mitigation measures would reduce the Project-related impacts to less than significant.

- MM HAZ-1: Oil Spill Prevention and Response Plan (OSPRP)/Grout Management Plan (GMP).
- MM HAZ-2: Approved Vessel Fueling Guidelines.
- MM HAZ-3: Onboard Spill Response Equipment.