

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes and evaluates the potential impacts related to hazards associated with the proposed project.

4.6.1 EXISTING SETTING RELATED TO HAZARDS AND HAZARDOUS MATERIALS

4.6.1.1 Hazardous Material Use

An 8 to 10-inch jet fuel line runs along the south side of Memory Lane, previously Owens Drive, approximately ½ block south of the project site. The fuel line is owned by the Department of Defense (DOD) and was used to bring fuel from the Norwalk refining facility to the former El Toro Marine Corps Air Station (MCAS). The jet fuel line is a seamless pipe that is welded and has a mastic coating to prevent leaks and to protect the pipe from damage. Pressure pumps were used to move fuel from line segment to line segment. The fuel line is located approximately four to five feet below the ground.

The project site is undeveloped and is adjacent to the residential structures under construction as part of the City Place project to the south, a parking structure to the north, and a senior citizen retirement living facility across Lawson Way to the east. The site is surrounded by a number of existing urban uses as discussed in the project description.

4.6.1.2 State Aeronautics Act

The State Aeronautics Act contained in the California Resources Code Section 21001, et seq. is established for the purpose of encouraging private flying and general use of air transportation, promoting aeronautic safety, protecting residents from airport noise, and establishing regulations for allowing the conduct of aviation activities in a manner consistent with the rights of others.

This act establishes Airport Land Use Commissions (ALUCs) in order to promote land use compatibility around airports. The Aeronautics Act gives ALUCs two major responsibilities:

- ALUCs must prepare and adopt an airport land use compatibility plan based upon a long-range airport master plan that reflects projected growth for 20 years.
- They must review plans, regulations, and other local agencies and airport operators for consistency with that plan.

4.6.1.3 Airport Land Use Plan

The closest airport to the project site is John Wayne Airport located approximately seven miles southeast of the site. Orange County ALUC is responsible for John Wayne Airport. The project site is located within an area covered by the John Wayne Airport Environs Land Use Plan (AELUP).

4.6.1.4 Emergency Response and Evacuation Plans

According to the City of Santa Ana General Plan, the City maintains an Emergency Services Plan which provides direction and guidance for officials and citizens in the event of an emergency. The plan covers emergencies related to earthquakes, floods, major fires and/or explosions, industrial accidents, bomb threats and explosions, utility failures, interruptions and reductions, radiological hazards, welfare and mass care, water quality emergencies, traffic control and hazardous materials spills.

The Orange County Fire Authority (OCFA) provides fire protection, prevention, and emergency medical services for the project site and vicinity. The Santa Ana Fire Department maintains a constantly staffed Hazardous Materials Response Team (Haz-Mat Team) at Fire Station #9. The Haz-Mat Team provides emergency response to any and all incidents, whether accidental or intentional, involving hazardous materials within the City. Through a contractual agreement, they also respond as a mutual-aid resource throughout Orange County. The Emergency Operations Division handles all fire, medical aid, and hazardous material (haz-mat) incidents.¹

The City of Santa Ana has an Emergency Operations Center. The Emergency Operations Division (EOD) of the Santa Ana Fire Department (SAFD) operates under the direction of a Deputy Fire Chief, three Battalion Chiefs, and a staff Fire Captain, with 205 suppression personnel operating out of ten strategically located fire stations throughout the City. The Division handles all fire, medical aid, and hazardous material (haz-mat) incidents. The Division is deployed through ten fire engine companies, four truck companies, a Type I Haz-Mat unit, six ALS Paramedic Ambulances, and a Battalion Chief. Within the Emergency Operations Division are fire personnel with specialized training to deploy an urban swift water rescue team, an operational heavy urban search and rescue (US&R) team, firefighter/paramedics assigned to the police department's SWAT unit, and a firefighter reserve program. Furthermore, the Emergency Operations Division assists the Investigation Section of the Fire Department. The program is coordinated by the Santa Ana Fire Department.

The OCFA provides fire protection, prevention, emergency medical and rescue services, and hazardous materials or substances inspections for the proposed site and vicinity. The OCFA also participates in disaster planning related to emergency operations.²

The City of Santa Ana does not have an adopted emergency evacuation plan.

4.6.2 THRESHOLDS OF SIGNIFICANCE RELATED TO HAZARDS AND HAZARDOUS MATERIALS

Based on Appendix G of the CEQA Guidelines, implementation of the proposed project would result in a significant adverse impact on the environment related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
- 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 proposed project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the proposed project result in a safety hazard for people residing or working in the project area.

¹ City of Santa Ana Fire Department, <http://www.ci.santa-ana.ca.us/fire/default.asp>, May 2007.

² Orange County Fire Authority, <http://www.ocfa.org/>, 2007.

- Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.6.3 METHODOLOGY RELATED TO HAZARDS AND HAZARDOUS MATERIALS

The potential impacts of the proposed project related to hazards were determined by reviewing the hazards information in the City Place EIR, which included the project site for the currently proposed City Place Sky Lofts project. The Airport Environs Land Use Plan for John Wayne Airport was reviewed to determine if the proposed project would comply with the ALUC and Federal Aviation Administration (FAA) regulations. Adopted emergency response plans and emergency evacuation plans that would be applicable to the proposed project were identified to determine if the proposed project would interfere with such plans.

4.6.4 IMPACTS RELATED TO HAZARDS AND HAZARDOUS MATERIALS

4.6.4.1 Impacts Related to Hazardous Materials Use

The jet fuel line is no longer utilized and has been abandoned in place as the MCAS has been closed and there are no airport operations at the former MCAS site. The jet fuel line has been cleaned, and all the jet fuel has been removed. The pipeline has been filled with nitrogen gas which is inert and poses no hazards to the public or the environment either through leakage or as an explosive hazard.³ Therefore, the pipeline would not result in a significant adverse impact related to hazards or hazardous materials.

4.6.4.2 Impacts to Airport Land Use Plans

The airport land use compatibility plan was adopted in December 2002 by the Orange County Land Use Commission (ALUC). The AELUP is a land use plan developed for the planned growth of public airports within Orange County and the area surrounding the airport.

The proposed project is not located within a Noise Impact Zone or Clear Zone and therefore would not result in a significant impact related to these zones. However, the proposed project is located within a Height Restriction Zone for John Wayne Airport. According to the AELUP, the ALUC has specified a height restriction zone of 200 feet (above ground level at a project site) that overlays all of Orange County. Anything over 200 feet in height above ground level at the project site will require filing with the FAA.

The City Place Sky Lofts 27-story tower is 365 feet 8 inches above the ground at its highest point (a mechanical penthouse). Because the residential tower exceeds 200 feet in height, any such use (over 200 feet in height) would substantially fall within the AELUP. Therefore, the proposed project would require filing with the FAA. Projects meeting this threshold must comply with procedures provided by Federal and State law, including filing a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Specifically, filing the FAA Form 7460-1 would be required for any proposed structure that would be greater than 200 feet in height. Following receipt of form 7460-1, the FAA would conduct an aeronautical study to determine if the structure would have an adverse effect on the airport or on aeronautical operations⁴. Because the City Place Sky Lofts 27-story residential tower would exceed 200 feet in height, implementation of the proposed project could potentially result in significant impacts related to aviation hazards.

³ Paul Rogers, Chief of Environmental and Safety, Defense Energy Support Center, Department of the Navy, September 8, 2004. Contacted for City Place EIR.

⁴ Airport Environs Land Use Plan for John Wayne Airport, December 2002.

4.6.4.3 Impacts to Emergency Response Plans

The City of Santa Ana Emergency Services Plan, described earlier in this section, provides direction and guidance for officials and citizens in the event of emergency situations. Implementation of the proposed project would not interfere with this plan, as the plan includes the types of emergencies that could occur on or near the project site. In addition, the Emergency Operations Center of the City of Santa Ana handles all fire, medical aid, and hazardous materials incidents in the City. The OCFA also provides assistance with these services and participates in disaster planning related to emergency operations. Therefore, impacts of the proposed project related to emergency response plans would be less than significant.

The City of Santa Ana does not have an adopted emergency evacuation plan. Therefore, implementation of the proposed project would not result in impacts related to an adopted emergency evacuation plan.

4.6.5 MITIGATION RELATED TO HAZARDS AND HAZARDOUS MATERIALS

H-1 The Applicant shall file a notice of Proposed Construction or Alternation with the FAA (FAA Form 7460-1). Following the FAA's Aeronautical Study of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the City shall refer the project to the Airport Land Use Commission (ALUC) for Orange County for consistency analysis.

4.6.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION RELATED TO HAZARDS AND HAZARDOUS MATERIALS

The City Place Sky Lofts 27-story residential tower would exceed 200 feet in height and would be considered a significant impact. Therefore, mitigation measure H-1 has been incorporated that requires the Applicant to file a notice of Proposed Construction or Alternation with the FAA (FAA Form 7460-1). Following the FAA's Aeronautical Study of the project, it must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the City will refer the project to the ALUC for Orange County for consistency analysis. Implementation of mitigation measure H-1 would ensure that any aviation-related safety hazards associated with the proposed project would be reduced to below a level of significance.

Impacts related to emergency response plans would be less than significant and no mitigation is required. The City of Santa Ana has no adopted emergency evacuation plans. Therefore, the proposed project would not have any impacts related to emergency evacuation plans.