4.7 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section describes public health and safety and hazardous materials[1] issues related to development of the proposed project that could potentially pose a significant threat to human health or the environment. The section describes existing conditions at the project site and vicinity and pertinent federal, state, and local regulatory framework related to hazardous materials. It then defines the criteria of significance and identifies potentially significant impacts and mitigation measures related to hazards and hazardous materials.

ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS SETTING

The potential for hazardous materials to be present at the project site is evaluated through an analysis of historical land uses, a review of regulatory records regarding known hazardous materials releases, and a discussion of potential hazardous materials concerns in the project site vicinity.

Historical Land Uses

A review of historical aerial photographs indicates that the project site was marshy and undeveloped until around 1957, when it was filled (Miller Pacific, 2013). Most of the existing hotel buildings were constructed by 1958. Two new buildings, including the hotel restaurant and a hotel wing in the northwest corner of the project site, were built between 1976 and 1978, and an original wing in the southeast corner of the project site burned down and was demolished between 1975 and 1976 (Miller Pacific, 2013). No significant changes at the project site were noted after 1978 (Miller Pacific, 2013).

The only recorded land use at the project site is the current hotel. Although it is likely that small quantities of hazardous materials were used at the project site since 1958, such as maintenance, janitorial, and landscaping supplies, no land uses likely to involve significant hazardous materials use are known to have occupied the project site.

[1] The California Health and Safety Code defines a hazardous material as "... any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment." (Health and Safety Code, Section 25501).

Hazardous Materials Release Sites

A review of regulatory agency lists and databases related to hazardous materials use, storage, disposal, and releases was conducted for this Draft EIR analysis. The review did not identify the project site on any regulatory lists or databases (EDR, 2014).

One hazardous materials release site was identified adjacent to the project site, the Chevron station at 90 Madera Boulevard (EDR, 2014). Available case files regarding this site were reviewed using the state GEOTRACKER online database system (SWRCB, 2014). Between 1991 and 2005, groundwater monitoring was conducted at the Chevron station related to a release of gasoline from underground storage tanks (USTs). Based on low and decreasing concentrations of contaminants, the release case was closed in 2006. In 2007, additional contamination was identified during removal of hydraulic hoists and waste oil and gasoline USTs and a new release case was opened. As part of remedial activities since 1991, approximately 2,790 tons of petroleum-contaminated soil were excavated and 12,120 gallons of groundwater were pumped and treated. Groundwater monitoring resumed at the Chevron site from 2007 through 2013. Based on low and decreasing concentrations of contaminants, the 2007 release case was closed in April 2014, indicating that no additional investigation or remediation will be required. Based on available information, the low concentrations of residual petroleum contamination related to this site do not extend beyond the boundaries of the Chevron station property and would not affect soils and groundwater at the project site (SWRCB, 2014). No other hazardous materials release sites within one-quarter mile of the project site were identified in the environmental database report (EDR, 2014).

Aerially Deposited Lead

The project site is located adjacent to Highway 101, and therefore aerially deposited lead is a potential hazardous materials concern. Lead alkyl compounds were first added to gasoline in the 1920s. Beginning in 1973, the United States Environmental Protection Agency (U.S. EPA) ordered a gradual phase-out of lead from gasoline that significantly reduced the concentrations of lead in gasoline by the mid-1980s (DTSC, 2004). Soils adjacent to major roadways often contain elevated concentrations of aerially deposited lead from vehicles. The lead deposition is the result of airborne particulates and surface water runoff associated with tailpipe emissions prior to the time lead was phased out of vehicle fuels. Lead has commonly been found near highways within 30 feet of the edge of paved surfaces and within the top 6 inches of soil (DTSC, 2000).

Near the project site, a soil investigation was performed for the Central Marin Ferry Connection Project to evaluate the presence of aerially deposited lead. The investigation included the collection of 12 soil samples from four locations near the intersection of Highway 101 and Sir Francis Drake Boulevard. Total lead in soil was identified at concentrations ranging from 8.0 to 100 milligrams per kilogram (mg/kg, often referred to as parts per million), below the health-risk based threshold of 200 mg/kg for residential land uses established by the Regional Water Quality Control Board (RWQCB) (TAM, 2010). As lead concentrations are generally proportional to traffic volumes, and traffic volumes at the Highway 101 and Sir Francis Drake Boulevard intersection would be similar to those along Highway 101 near the project site, these findings suggest that aerially deposited lead is not likely present in elevated concentrations at the project site.

Hazardous Building Materials

Hazardous materials are commonly found in buildings built before 1980, such as those at the project site. Construction materials such as thermal system insulation, surfacing materials, and asphalt and vinyl flooring materials installed in buildings prior to 1981 may contain asbestos. Asbestos is a known human carcinogen. Prior to 1978, lead compounds were commonly used in interior and exterior paints. As the buildings at the project site date to the 1950s, with all buildings completed prior to 1978, it is likely that lead and asbestos are present in building materials at the project site. In addition, other common items present in buildings, such as electrical transformers, fluorescent lighting, electrical switches, heating/cooling equipment, and thermostats could contain hazardous materials, which may pose a health risk if not handled and disposed of properly.

Federal and state regulations govern the removal of asbestos-containing materials (ACMs) from structures prior to demolition. These requirements are promulgated by the United States Environmental Protection Agency (U.S. EPA), the Occupational Safety and Health Administration (OSHA), the California Department of Toxic Substances Control (DTSC), the California Division of Occupational Safety and Health (DOSH), and the Bay Area Air Quality Management District (BAAQMD). BAAQMD, under authority of the California Air Resources Board (CARB), is the lead agency overseeing hazardous air emissions. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition in accordance with applicable requirements. Friable ACM must be disposed of as an asbestos waste at an approved facility. Non-friable ACM may be disposed of as non-hazardous waste at landfills that will accept such wastes. Workers conducting asbestos abatement must be trained in accordance with DOSH and OSHA requirements. BAAQMD must be notified at least ten working days prior to commencement of renovation or demolition involving the removal of regulated ACM. In addition, Section 19827.5 of the California Health and Safety Code prohibits local agencies from issuing demolition permits until an applicant has demonstrated compliance with asbestos notification requirements pursuant to the National Emissions Standards for Hazardous Air Pollutants (Title 40 Code of Federal Regulations (CFR) Part 61).

Federal and state regulations also govern the renovation or demolition of structures where lead or material containing lead is present. Regulations pertaining to renovation or demolition of structures with lead-based paint are promulgated by the U.S. EPA, the U.S. Department of Housing and Urban Development (HUD), DOSH, and DTSC. Federal regulations require that lead-based paint equal to or greater than 1.0 milligram per square centimeter or 0.5 percent by weight be removed prior to renovation or demolition if the paint is loose and peeling (40 CFR 745.227(h)). Loose and peeling paint must be disposed of as a state and/or federal hazardous waste if the concentration of lead equals or exceeds applicable waste thresholds. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present, and notification to DOSH for abatement activities (8 CCR 1532.1).

Fluorescent lighting tubes and ballasts, mercury thermometers, and several other common items containing hazardous materials are regulated as “universal wastes” by the State of California. Universal waste must be recycled to be managed under the simple, streamlined universal waste handler standards established by DTSC.

Sensitive Receptors

Some populations, such as children, the elderly, and the infirm, are more susceptible to health effects of hazardous materials than the general population. Hazardous materials use near schools, day care centers, senior housing, and hospitals must consider potential health effects to these populations, often referred to as "sensitive receptors." Construction or redevelopment on contaminated properties that could potentially generate vapors or fugitive dust containing contaminants may potentially pose a health risk to these populations. In addition, commercial and industrial facilities in proximity to sensitive receptors may have hazardous emissions or handle hazardous or acutely hazardous materials that could pose a health risk to these sensitive receptors.

Near the project site, residences and schools would be considered areas with sensitive receptors. These include residences immediately west of the project site, across Tamal Vista Boulevard, and Neil Cummins Elementary School, located approximately one-quarter mile to the southwest.

OTHER POTENTIAL HEALTH AND SAFETY CONCERNS

Aviation Hazards

No airstrips are located in the project site vicinity. The nearest public use airport to the project site is the Marin County Airport at Gnoss Field in Novato, approximately 14 miles to the north. The nearest general aviation airport is the San Rafael Airport in San Rafael, approximately 6 miles to the north. The project site is not located in a land use plan for either airport, and no other sources of aviation hazards are present at the project site.

Wildland Fire Hazards

In accordance with California Public Resource Code Section 4201-4204 and Government Code Section 51175-51189, the California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), represent the risks associated with wildland fires. Fire Hazard Severity Zones mapped by CAL FIRE for state and local responsibility areas are classified as either "Medium," "High," or "Very High" based on fire hazards; however, the law only requires identification of Very High Fire Hazard Severity Zones in local responsibility areas. Wildland-Urban Interface Areas designated by local agencies are also classified as Fire Hazard Severity Zones. The project site is not located within a mapped wildfire hazard zone (CAL FIRE, 2008). The project site has been mapped in an area of moderate overall fire risk (Town of Corte Madera, 2008).

Pipelines

A 16-inch natural gas pipeline is located along Highway 101, adjacent to the project site. The pipeline alignment traverses the project site vicinity from north to south. The alignment is located on the east side of Highway 101 near the northern part of the project site, crosses beneath

Highway 101 near the pond, and then is located on the west side of Highway 101 in the southern part of the project site (PG&E, 2014a).

Natural gas pipelines are regulated by the Department of Transportation, Pipeline and Hazardous Materials Safety Administration, with regulations in Title 49 CFR parts 190 through 199. In California, the California Public Utilities Commission (CPUC) enforces these rules as detailed CPUC General Order 112-E. The CPUC conducts regular safety audits of natural gas utilities. The audits consist of review of operation and maintenance records, evaluation of emergency procedures, and performance of random field inspections (CPUC, 2014).

REGULATORY FRAMEWORK

Beginning in the 1970s, governments at the federal, state, and local levels became increasingly concerned about the effects of hazardous materials on human health and the environment. Numerous laws and regulations were developed to investigate and mitigate these effects. As a result, the storage, use, generation, transport, and disposal of hazardous materials are highly regulated by federal, state, and local laws and regulations. These agencies and information about the laws, regulations, and programs they administer are summarized below.

FEDERAL REGULATIONS

The U.S. EPA is the lead agency responsible for enforcing federal laws and regulations governing hazardous materials that affect public health or the environment. The major federal laws and regulations enforced by the U.S. EPA include the Resource Conservation and Recovery Act (RCRA); the Toxic Substances Control Act (TSCA); the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); and the Superfund Amendments and Reauthorization Act (SARA).

In 1976, RCRA was enacted to provide a general framework for the U.S. EPA to regulate hazardous waste from the time it is generated until its ultimate disposal. In accordance with RCRA, facilities that generate, treat, store, or dispose of hazardous waste are required to ensure that the wastes are properly managed from “cradle to grave.”

In 1976, TSCA was enacted to provide the U.S. EPA authority to regulate the production, importation, use, and disposal of chemicals that pose a risk of adversely impacting public health and the environment, such as polychlorinated biphenyls (PCBs), asbestos-containing materials (ACM), and lead-based paint. TSCA also gives the U.S. EPA authority to regulate the cleanup of sites contaminated with specific chemicals, such as PCBs.

In 1980, CERCLA, commonly known as the Superfund, was enacted to ensure that a source of funds was available for the U.S. EPA to remediate uncontrolled or abandoned hazardous materials release sites that pose a risk of adversely affecting public health and the environment. Prohibitions and requirements regarding closed or abandoned hazardous waste sites and liability standards for responsible parties were also established by CERCLA. In 1986, SARA amended CERCLA to increase the Superfund budget, modify contaminated site cleanup criteria and schedules, and revise settlement procedures.

While the U.S. EPA regulates overall use and cleanup of hazardous materials, the U.S. Department of Transportation (DOT) is the federal administering agency responsible for hazardous materials transportation regulations. The DOT Office of Hazardous Materials Safety oversees a national safety program to minimize the risks related to commercial transportation of hazardous materials, including pipelines. The federal hazardous materials transportation law is the basic statute regulating hazardous materials transportation in the United States. Federal hazardous materials transportation regulations are contained in Title 49 CFR Parts 171-180. In California, the California Department of Transportation (Caltrans) is the implementing agency for DOT laws and regulations.

Worker health and safety is protected by federal and state laws and regulations. OSHA is the federal agency responsible for enforcement and implementation of federal laws and regulations pertaining to worker health and safety. Under OSHA jurisdiction, the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations require training and medical supervision for workers at hazardous waste sites. Additional regulations have been developed for construction workers regarding exposure to lead and asbestos during construction activities, described above under "Hazardous Building Materials."

STATE REGULATIONS

In California, the U.S. EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). The mission of Cal/EPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality. Under the authority of Cal/EPA, DTSC and the San Francisco Bay Regional Water Quality Control Board (RWQCB) are responsible for overseeing the cleanup of contaminated soil and groundwater sites in the project site vicinity. RWQCB regulations applicable to hazardous materials are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in CCR Title 22. CCR Title 26 is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Most routine uses of hazardous materials by businesses in California are regulated under the Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following hazardous materials programs: Hazardous Materials Business Plan (HMBP) Program, California Accidental Release Prevention (CalARP) Program, Underground Storage Tank (UST) Program, Aboveground Storage Tank (AST) Program, Hazardous Waste Generator Program, and Hazardous Waste Tiered-Permitting Program.

DOSH enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

LOCAL REGULATIONS

Unified Program

The routine management of hazardous materials in California is administered under the Unified Program. Cal/EPA has granted responsibilities to the Marin County Department of Public Works, Waste Management Division (MCDPW) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). CUPA responsibilities and requirements are codified in the Marin County Municipal Code Title 7 (Health and Sanitation), Chapters 7.80-7.83. In addition, the Corte Madera Fire Department ensures that businesses in the project site vicinity maintain required hazardous materials permits through enforcement of the Town's Fire Code.

Town of Corte Madera General Plan

The following provisions of the *Town of Corte Madera General Plan* related to hazardous materials would apply to the project:

Policy PSH 2.10: Minimize the exposure of persons to known and unknown hazardous materials in areas proposed for development and from the routine transport, use, disposal, or accidental release of hazardous materials

Implementation Program PSH 2.10.d: contaminated sites. Prior to site improvements for properties that are suspected or known to contain hazardous materials and sites that are listed on or identified on any hazardous material or waste database search, the site and surrounding area shall be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

The following provisions of the *Town of Corte Madera General Plan* related to emergency response would apply to the project:

Policy PSH 2.1: Establish and maintain an effective emergency response program that anticipates the potential for disasters.

Implementation Program PSH 2.1.a: Implement Town Emergency Plan. Continue to implement consolidated emergency response programs and plans for fire, flooding, seismic and other potential hazard events contained in the Town Emergency Response Plan. The Plan shall be shared among Town departments, emergency response providers and support groups.

Implementation Program PSH 2.1.c: Emergency Response Plan. Regularly update and publicize the Town's Emergency Response Plan to include evacuation routes, emergency connectors, and emergency shelters in conformance with state guidelines through the Library, Town website, local radio and other community outreach sources.

Implementation Program PSH 1.1.c: Firefighting Access Continue to require access for emergency vehicles and firefighting equipment on all new development and redevelopment projects. The Town

shall also identify the feasibility of constructing additional emergency access improvements, such as:

- *Additional vehicle pullouts at key hillside locations.*
- *Limiting or restricting on-street parking at key hillside locations.*
- *Potential for construction of new or improved emergency access routes.*

Emergency Operations Plan

The Town of Corte Madera has implemented an Emergency Operations Plan (EOP) to address emergency situations associated with disasters with the potential to affect the residents of Corte Madera. The EOP, which was drafted in April 2009, includes evaluation of potential threats from earthquakes, floods, wildland fires, winter storms, tsunamis, landslides, drought, public health crises, hazardous materials incidents, transportation accidents, dam failure, energy disruption, radiological incidents, terrorism, civil disturbances, and national security emergencies (Town of Corte Madera, 2009).

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines , implementation of the proposed project would have a significant effect related to hazards if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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 create a significant hazard to the public or 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, result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- 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.

LESS-THAN-SIGNIFICANT IMPACTS

Create a Hazard through Routine Hazardous Materials Transport, Use, or Disposal

The existing regulatory framework would reduce potential project impacts from routine hazardous materials transport, use, or disposal to a less-than-significant level. The project would involve the routine management of hazardous materials that could potentially pose a significant threat to human health or the environment if not properly managed or if accidentally released. During construction at the project site and for the replacement of the Monona Drive sewer line between Lakeside Drive and Madera Boulevard, this would include the use of fuels, lubricants, and other hazardous materials associated with heavy construction equipment. During operation, it would be expected that cleaning, maintenance, and landscaping chemicals would be used and stored at the project site.

Use of hazardous materials during construction would be subject to the Town Grading and Drainage Ordinance, described under Section 4.5, Geology and Soils, and a Storm Water Pollution Prevention Plan, described under Section 4.8, Hydrology and Water Quality. These programs require handling, use, and storage of hazardous materials in a safe manner during construction activities.

The routine storage, use, handling, generation, transport, and disposal of hazardous materials during site operation are addressed by federal, state, and local laws, regulations, and programs, described under "Regulatory Framework" above. MCDPW implements regulatory programs for sites that routinely manage hazardous materials to ensure the safe storage, management, and disposal of hazardous materials in accordance with the Unified Program. This regulatory oversight by MCDPW includes the project site.

List of Hazardous Materials Sites

As discussed under "Environmental Setting" above, the project site is not included on hazardous materials lists. The project would therefore have no impact in relation to this significance criterion.

Airport and Airstrip Safety Hazards

As discussed under "Environmental Setting" above, the project site is not located near a public airport or private airstrip. The project would therefore have no impacts in relation to these significance criteria related to airport safety.

Impair or Interfere With Emergency Response and Evacuation Plans

No significant impact related to emergency response or evacuation would occur from construction or operation of the proposed project. Emergency access is addressed in Section 4.12, Transportation/Traffic, of this EIR. As described under "Regulatory Framework" above, the Town EOP includes planned responses to emergencies in the project site vicinity. Existing Town General Plan policies and implementation measures would ensure that the EOP is maintained and development projects do not affect access for emergency response vehicles. Redevelopment of the project would not significantly change patterns of land use or vehicular or pedestrian traffic near the project site and would not have the potential to significantly affect emergency response or evacuation plans

Expose People or Structures to Wildfire Hazards

As discussed under "Environmental Setting" above, the project site is not located in a potential wildfire hazard zone. The project would therefore have no impact in relation to this significance criterion.

Natural Gas Pipeline Rupture

The existing regulatory framework for natural gas pipeline safety would reduce project-related risks from pipeline rupture to a less-than-significant level. No mitigation measures are required.

As described under "Environmental Setting" above, a 16-inch natural gas transmission pipeline operated by PG&E is located adjacent to the project site, parallel to Highway 101. Although construction and operation of the project would not affect the natural gas pipeline, the project has the potential to expose future workers and patrons to safety hazards from natural gas pipeline rupture. Public concern has been raised regarding the safety of these pipelines since a 30-inch PG&E pipeline ruptured in San Bruno on September 9, 2010, resulting in the deaths of eight residents, numerous injuries, and destruction of many residences.

The National Transportation Safety Board (NTSB) investigated the San Bruno rupture and made recommendations to PG&E and CPUC to improve the safety of the state's natural gas pipeline network. Both PG&E and the CPUC are in the process of implementing these recommendations (CPUC, 2013). To date, PG&E has validated maximum allowable operating pressure for its entire 6,750-mile pipeline network, strength tested or validated strength testing for 456 miles of pipeline, replaced 55 miles or pipeline, and retrofitted 78 miles of pipeline to accommodate in-line inspection (PG&E 2014b). CPUC has conducted a comprehensive audit of PG&E safety policies, established a timetable for implementation of NTSB safety recommendations, and has engaged a consultant to assist in oversight of PG&E strength testing (CPUC, 2013).

POTENTIALLY SIGNIFICANT IMPACTS

Impact HAZ-1: The project could expose the public or the environment to risks from reasonably foreseeable releases of hazardous materials during building demolition. (PS)

Based on the date of past construction on the project site, buildings that would be demolished for the project likely contain lead, asbestos, and other hazardous materials. Though these materials do not pose a health risk during current use, if not abated prior to building demolition, lead dust, asbestos fibers, and other hazardous materials could be released to the air. This has the potential to pose a potential health threat to construction workers and the nearby public.

Mitigation Measure HAZ-1: As a condition of approval for project construction and demolition permits, a hazardous building materials survey shall be conducted by a qualified and licensed professional for all structures proposed for demolition or renovation as part of the project. Prior to demolition, all loose and peeling lead-based paint and asbestos-containing material (ACM) shall be abated by a certified contractor in accordance with local, state, and federal requirements. All other hazardous materials shall be removed from buildings prior to demolition in accordance with California Division of Occupational Safety and Health (DOSH) and California Department of Toxic Substances Control (DTSC) regulations. All hazardous materials removed or abated shall be disposed of off-site at a permitted disposal facility in accordance with applicable laws and regulations. The completion of the abatement activities shall be documented by a qualified environmental professional and submitted to the Town with applications for issuance of demolition and construction permits. (LTS)

Impact HAZ-2: During building demolition, the project could result in emissions of hazardous materials within ¼-mile of a school. (PS)

As discussed under Impact HAZ-1, above, the project could result in the emission of asbestos fibers, lead dust, and other hazardous materials during building demolition. This emission could potentially affect the Neil Cummins Elementary School, located approximately ¼-mile southwest of the project site.

Mitigation Measure HAZ-2: Implementation of Mitigation Measure HAZ-1, which would require abatement of hazardous building materials prior to demolition, would reduce this potential impact to a less-than-significant level. No additional mitigation is required. (LTS)

CUMULATIVE IMPACTS

Hazards and hazardous materials impacts are generally site-specific and/or have limited mobility, and would not be expected to have cumulatively considerable effects beyond the project site. Development of properties near the project site could increase the potential exposure of persons to hazardous materials, including hazardous buildings materials; however, the use, storage, and disposal of hazardous materials are regulated by federal, state, and local laws and regulations. The handling of hazardous materials at the project site would be subject to these laws and regulations, and as a result the cumulative hazardous materials risks would not be significant. Therefore, implementation of the proposed project would not result in any significant cumulative hazards and hazardous materials impacts.

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