12.0 HAZARDS AND HAZARDOUS MATERIALS

12.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act" includes a discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to coastal plans and the Coastal Act that are applicable to hazards and hazardous materials.

12.2 Environmental Setting

12.2.1 Known Hazardous Materials

For purposes of this chapter, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 Code of Federal Regulations [CFR] 171.8). California Health and Safety Code Section 25501 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 if released into the workplace or the environment."

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly. Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that "…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed."

12.2.1.1 Park Corporation Yard

State Parks operates a 4.3-acre Corporation Yard adjacent to SR 1 in Pismo State Beach, approximately 0.4 miles north of Pier Avenue and 0.7 miles south of Grand Avenue. The Corporation Yard is the hub for daily park operations within the Oceano Dunes District (which includes Pismo State Beach and the Oceano Dunes SVRA). The Corporation Yard includes a ranger station, residences, maintenance office, vehicle and equipment maintenance and repair shops, vehicle wash rack, fueling station, material and waste storage areas, greenhouse, and both paved and dirt/gravel parking areas. A small, 0.3-acre dirt lot storage area (storage yard) is located to the west of Meadow Creek along the opposite bank from the main facility.

Hazardous materials that may be stored in the Corporation Yard include unleaded gasoline, diesel fuel, oil, solvents, paint, and tires to be recycled. Gasoline and diesel fuel are stored in two above-ground storage tanks: a 1,500-gallon gasoline tank and a 500-gallon diesel tank. Hazardous materials are collected annually by a hazardous materials recycler. Every employee who handles these materials receives training and education. Safety meetings are held at the Corporation Yard weekly for maintenance staff members and as needed for support staff members.

12.2.1.2 Lead and Asbestos in Older Structures

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by EPA and the Occupational Health and Safety Administration (OSHA) to be an adverse human health risk, particularly to young children. The primary sources of lead exposure consist of deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Demolition of structures containing lead-based paint requires specific remediation activities regulated by federal, state, and regional and local laws.

Asbestos is designated as a hazardous substance when the fibers have potential to come into contact with air because the fibers are small enough to lodge in lung tissue and cause health problems. The presence of asbestos-containing materials in existing buildings poses an inhalation threat only if the asbestos-containing materials are in a friable state. If the materials are not friable, then there is no inhalation hazard because asbestos fibers remain bound in the material matrix. People exposed to asbestos may develop lung cancer and mesothelioma. The risk is proportional to the cumulative inhaled dose (quantity of fibers), and also increases with the time since first exposure. Although there are a number of factors that influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry), all forms are carcinogens. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with EPA's Asbestos National Emission Standards for Hazardous Air Pollutants. Older buildings frequently contain asbestos in the form of insulation materials.

12.2.1.3 Oso Flaco and Little Oso Flaco Lakes Pesticide Residue

In 2017, Padre Associates performed sediment sampling at Oso Flaco and Little Oso Flaco Lakes to characterize the lake sediments to support future management decisions. The analytical results of the chemical analyses were used to evaluate whether constituents of concern are present in the sediment prior to off-site disposal or reusing sediment on- or off-site. The results of laboratory chemical analyses indicated that pesticide runoff has resulted in sediment contamination with dichlorodiphenyldichloroethane (DDD), dichlorodiphenyldichloroethylene (DDE), or dichlorodiphenyltrichloroethane (DDT) at levels that exceed National Oceanic and Atmospheric Administration (NOAA) SQuiRTs reference tables.[1] However, the concentrations do not rise of the level of California hazardous waste thresholds. Depths of DDD-, DDE-, or DDT-containing sediments ranged from 0 to approximately 3 feet deep in Oso Flaco Lake, and 0 to approximately 4.5 feet deep in Little Oso Flaco Lake.

12.2.1.4 Cortese-Listed Hazardous Materials Sites

In 2020, AECOM performed a search of the California Department of Toxic Substances Control's (DTSC) EnviroStor database and the State Water Resources Control Board's (SWRCB) GeoTracker database. The EnviroStor database provide a listing of hazardous waste facility cleanup sites in California. The GeoTracker database provides a listing of leaking underground

[1] The SQuiRT cards were developed for preliminary screening. NOAA uses them to identify possible impacts to coastal resources and habitats potentially affected by hazardous waste sites. The SQuiRT cards are intended for preliminary screening purposes only; they do not represent official NOAA policy and do not constitute criteria or cleanup levels.

storage (LUST) sites and other known cleanup sites in California. Both of these sites are maintained as part of the Cortese List (California Government Code Section 65962.5). The Cortese List is a planning document used by state and local agencies to comply with CEQA's requirement to provide information about the location of hazardous-materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Cortese List at least annually. In addition, Section 65962.5 requires all project applicants to consult the Cortese List and determine whether any site-specific project is within a hazardous materials site on the List. If so, the project applicant is required to notify the lead agency in writing prior to the issuance of a building permit, so the lead agency can determine the appropriate course of action (which generally would include preparation of Phase I and [if necessary] Phase II environmental site assessment, along with site-specific remediation).

There are no open, active sites within 0.25 miles of the PWP planning area listed in EnviroStor (DTSC 2020). However, the GeoTracker database (SWRCB 2020a) lists one open, active case within 0.25 mile of the PWP planning area: the Phillips 66 Refinery. There is also one closed hazardous materials site that resulted in groundwater contamination within 0.25 mile of the PWP planning area: the former Jackpot Service Station. Both of these sites are discussed in detail below.

Phillips 66 – Santa Maria Refinery

In 1993, petroleum hydrocarbons were discovered in the soil around an oil-water separator at the Santa Maria Refinery (owned and operated by Phillips 66), originating from a leak. The contaminated soil was excavated and removed. During groundwater well installation by an adjacent landowner for livestock irrigation in 2001, evidence of a historic petroleum release was documented. Phillips 66 installed a series of groundwater monitoring wells and has been providing periodic reports to the SWRCB since the early 2000s. In 2010, vanadium and/or nickel were detected in soils at the coke processing facility at levels that exceeded regulatory thresholds. The contaminated soil and debris mounds were excavated and shipped by rail to a hazardous waste processing facility in Utah. Subsequently, a release of petroleum hydrocarbons occurred along a break in a "slops line," which was repaired in 2016. Investigations determined that groundwater had been contaminated with a light non-aqueous phase liquid (LNAPL), and the plume extended in a radius of approximately 3.7 acres. The LNAPL contamination is present at depths of 50 to 70 feet below the ground surface. In 2019, the process to design a system of automated skimmer pumps to recover LNAPL was initiated, with estimated system startup in 2021 and an estimated operational time period of at least 5 years, along with natural attenuation over time. The contaminated groundwater plume is confined to an area that is underneath the existing buildings on the east side of the railroad tracks and does not extend off the property. (SWRCB 2020b.)

Former Jackpot Service Station

The former Jackpot Service Station was located at the corner of West Grand Avenue and SR 1, approximately 1,200 feet east of the Grand Avenue Entrance and Lifeguard Towers Project site. Both soil and groundwater contamination occurred as a result of a leaking underground storage tank. Constituents of concern included petroleum hydrocarbons and volatile organic compounds. Contaminated soil was excavated and removed. Groundwater was extracted and treated via air sparging. The contaminated groundwater plume did not extend off the site. The case was closed in 1996 following the property owner's demonstration that

appropriate soil and groundwater remediation had been completed. (SWRCB 2020c.)

12.2.2 Airport Safety

The Oceano County Airport runway is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Improvement Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Replacement Project sites. The airport is available for public use and is owned by San Luis Obispo County. There is one paved runway that is 2,325 feet long and 709 feet wide, but no control tower. In 2018, there were 9 aircraft based at the field and an average of 27 flights per day (AirNav 2020).

12.2.3 Schools

There are no K-12 schools within 0.25 mile of the Pismo State Beach, Oceano Dunes SVRA, or any of the individual project improvement sites.

12.2.4 Wildland Fire

Please see Chapter 23, “Wildfire.”

12.3 Project Impacts

Threshold of Significance

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

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

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

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

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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 or excessive noise for people residing or working in the project area?

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

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impacts associated with airport noise hazards are evaluated in Chapter 16, "Noise." Impacts associated with wildland fire hazards are evaluated in Chapter 23, "Wildfire."

12.3.1 Issues Not Discussed Further in This EIR

Hazardous Materials within One-Quarter Mile of a School—There are no K-12 schools within 0.25 mile of the Pismo State Beach, Oceano Dunes SVRA, or any of the individual project improvement sites. Therefore, no impact related to emissions or handling of hazardous materials within 0.25 mile of a school would occur, and this issue is not discussed further in this draft environmental impact report.

Impair or Interfere with Emergency Response or Evacuation Plans—The new entrance for the Oso Flaco Improvement Project would require improvements to Oso Flaco Lake Road; however, this rural, currently unpaved dirt road does not serve any residents (access is for agricultural fields and recreation at Oso Flaco Lake only). Similarly, required improvements to Willow Road for the entrance to the Phillips 66/Southern Entrance Project would occur on a local, private roadway that is only used to access the refinery; since access would be restricted to construction workers, there would be no interference with public emergency response or evacuation plans for vehicles traveling on SR 1. The Pismo Creek Estuarine (Floating) Bridge Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Trash Enclosure Project, Safety and Education Center Replacement Project, Oso Flaco Lake Boardwalk Replacement Project, and the proposed tent and RV campgrounds at the Oso Flaco Improvement Project site would be located within a tsunami inundation zone, similar to the existing Pismo State Beach recreational facilities. Most of these projects involve upgrades and improvements to existing facilities that are already within a hazard zone. State Parks would design the Oso Flaco Improvement Project interior circulation network according to local and State standards to provide for appropriate evacuation in the event of an emergency. All site-specific projects would be designed according to State and local standards related to road widths, emergency vehicle access, and turn radii. All project-related construction materials, equipment, and work vehicles would be confined to specific staging areas within each project site. These staging areas would not be located on public streets. Therefore, no impact related to impairment or interference with emergency response or evacuation plans would occur. This issue is not discussed further in this draft environmental impact report.

12.3.2 Impacts and Mitigation

12.3.2.1 Impacts from PWP Implementation

State Parks routinely uses and stores unleaded gasoline, diesel fuel, oil, solvents, paint, and tires at the Corporation Yard within Pismo Beach on SR 1. State Parks employees are required to use and dispose of hazardous materials in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials. Training related to use, storage, and handling of hazardous material is routinely provided to employees at the Corporation Yard. Hazardous materials are collected annually by a hazardous materials recycler. The Corporation Yard is operated under a site-specific Storm Water Pollution Prevention Plan (California State Parks 2017) as required by the Central Coast Regional Water Quality Control Board, which includes measures to prevent spills of hazardous materials and to appropriately clean up any accidental spills that may occur. Therefore, implementation of the PWP would result in **less-than-significant**

impacts associated with the routine use, transport, disposal, upset, and accident conditions related to hazardous materials.

Ongoing operation and maintenance of PWP facilities would not occur within any known hazardous material sites on the Cortese List. Therefore, implementation of the PWP would result in **no impacts** related to hazards from operation in a Cortese-listed site.

The Oceano County Airport is located in the vicinity of the southern end of Pismo State Beach and the northern end of Oceano Dunes SVRA. However, ongoing operation and maintenance of PWP facilities would not involve the use of tall cranes that could violate Federal Aviation Administration (FAA) height restrictions in the vicinity of the airport approach and departure zones. Furthermore, operations and maintenance activities would not create new sources of glare that could adversely affect aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting, and would not involve new uses that could attract birds and thereby create bird strike hazards. Therefore, implementation of the PWP would result in **no impacts** related to airport safety hazards.

12.3.2.2 Impacts from PWP Site-Specific Improvement Projects

Impact 12-1 Potential Risks Associated with the Routine Use, Transport, Disposal, Upset, and Accidental Discharge of Hazardous Materials

Hazardous materials typically used in construction operations such as diesel fuel, solvents, and paints would likely be used during construction activities associated with all of the site-specific PWP improvement projects. Hazardous materials used during construction activities would be handled and stored in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials.

The enhancement and expansion of facilities and recreational opportunities at Pismo State Beach and the Oceano Dunes SVRA is not anticipated solely to attract additional visitors to the SVRA; however, attendance is anticipated to fluctuate over time, which during times of high use would increase the use of gasoline and oils needed for the operation of OHVs. The increased use of these common materials would not create a substantial hazard to the public or environment because individuals would handle relatively small volumes to operate OHVs at the Oceano Dunes SVRA. In addition, SVRA staff members are required to promptly clean up hazardous spills (if any occur) and dispose of trash for the health and safety of the environment. Furthermore, State Parks requires that construction, maintenance, and operation of all facilities occur in compliance with federal, state, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface water and groundwater, soils, and people. Therefore, impacts from the routine use, transport, and disposal of hazardous materials associated with all of the site-specific PWP improvement projects would be **less than significant.**

Mitigation Measure: No mitigation is required.

Impact 12-2 Potential Exposure to Hazardous Materials from Construction and Operation in a Cortese-Listed Site or Other Known Hazardous Materials Site

As discussed in the Environmental Setting in Section 12.2.1.2, there are two Cortese-listed sites within 0.25 miles of the PWP planning area: the former

Jackpot Service Station, and the Phillips 66 Refinery. Because there is no known hazardous materials contamination either within or adjacent to the following project sites—Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Trash Enclosure Project, or 40 Acre Riding Trail Project—there would be **no impact** related to construction in a Cortese-listed site or other known area of hazardous materials contamination from implementation of these projects.

Groundwater contamination occurred at the former Jackpot Service Station at the corner of West Grand Avenue and SR 1, approximately 1,200 feet east of the Grand Avenue Entrance and Lifeguard Towers Project site. However, the contaminated groundwater plume did not extend off the property, and the case was closed in 1996 following a demonstration by the property owner that both soil and groundwater had been remediated. Thus, there would be **no impact** related to construction in a Cortese-listed site from implementation of the Grand Avenue Entrance and Lifeguard Towers Project.

Sediment in Oso Flaco Lake and Little Oso Flaco Lake contains elevated residues of DDD, DDE, and DDT (i.e., hazardous materials) from pesticide runoff related to agricultural activities. However, the level of contamination does not meet the threshold for a California hazardous waste (Padre Associates 2017). Existing ongoing recreational activities include a hiking trail and nonmotorized boating on Oso Flaco Lake. As part of the Oso Flaco Improvement Project, a new hiking trail would circle Little Oso Flaco Lake and connect with the existing trail network. For the Oso Flaco Lake Boardwalk Replacement Project, the existing aging boardwalk would be removed and replaced with a new boardwalk. Wood and/or plastic pilings supporting the boardwalk structure would need to be removed, with replacement piers potentially installed via a pile driver. Equipment and materials may traverse wetlands or need to be ferried to the worksite via a boat or barge. However, human contact with lake sediment would be minimal as a result of these activities, and the levels of residual pesticides are not high enough to result in the endangerment of human health from construction or operation. Therefore, the Oso Flaco Improvement Project and the Oso Flaco Lake Boardwalk Replacement Project would have a **less-than-significant** impact related to construction and operation in a site that is known to contain low levels of hazardous materials.

A small portion of the Phillips 66/Southern Entrance Project would be located within an open-active hazardous materials site on the Cortese List, which is related to past activities by Phillips 66 at its Santa Maria Refinery. Groundwater has been contaminated with LNAPL, and the plume extended in a radius of approximately 3.7 acres. The LNAPL contamination is present at depths of 50 to 70 feet below the ground surface. The contaminated groundwater plume is confined to an area that is underneath the existing Phillips 66 buildings on the east side of the railroad tracks. A system to treat the contaminated groundwater is in the process of being tested, but has not yet been installed by Phillips 66, and the treatment system is likely to be operational for at least 5 years (SWRCB 2020b). Because the contaminated groundwater is 50 to 70 feet below the ground surface, direct contact with contaminated groundwater by construction workers, and park visitors or staff would not occur. However, chemicals could travel upwards through the soil and volatilize inside new buildings, which could result in an indoor human health hazard. Furthermore, a new groundwater well would be required to support future recreational activities at the Phillips 66/Southern Entrance Project. Depending on the timing, location, depth, and amount of groundwater that is withdrawn, such withdrawal could either directly encounter contaminants or indirectly cause contaminants in the plume to

migrate, thereby expanding the size of the plume and potentially resulting in additional contaminated groundwater. This impact is considered **significant**.

Finally, due the age of on-site buildings that would be demolished as part of the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project, asbestos and lead-based paint could be encountered during demolition activities. If not handled property, asbestos-containing materials and lead-based paint could pose a human and environmental health hazard. This impact is considered **significant**.

Mitigation Measure 12-2a: Perform a Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment, Coordinate with SWRCB, and Revise Site Plans as Necessary.

Prior to finalization of site-specific improvement plans, State Parks shall hire a licensed civil engineer to prepare a site-specific Hydraulic Analysis related to the new groundwater well at the Phillips 66/Southern Entrance Project site. The study shall include recommended setbacks for drilling of the new groundwater well in a location that will not influence the contaminated groundwater plume, and shall include recommendations for groundwater treatment for human consumption as drinking water (if necessary).

State Parks shall also hire a licensed environmental professional to perform a Human-Health Risk Assessment (including an indoor air quality analysis), along with a Screening-Level Ecological Risk Assessment for the development proposed at the Phillips 66/Southern Entrance Project site.

Finally, State Parks shall coordinate with SWRCB regarding the results of the Hydraulic Analysis for the new well and the indoor air quality analysis, to ensure that human health and surface and groundwater quality are sufficiently protected. State Parks shall also coordinate with SWRCB and Phillips 66 to ensure that proposed development of the Phillips 66/Southern Entrance Project does not interfere with ongoing remedial activities.

Recommendations contained in the Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment shall be implemented by State Parks, and site plans for the Phillips 66/Southern Entrance Project shall be revised as necessary to incorporate such recommendations. Any necessary on-site groundwater treatment infrastructure (if required) shall be implemented to ensure that the on-site groundwater well meets State drinking water standards.

Mitigation Measure 12-2b: Perform a Survey for Lead-Based Paint and Asbestos-Containing Materials and Implement Proper Demolition and Disposal Procedures.

Prior to demolition or reuse of any on-site buildings, State Parks shall retain a California Division of Occupational Safety and Health (Cal-OSHA) certified asbestos consultant to investigate whether any asbestos-containing materials or lead-based paints are present, and could become friable or mobile during rehabilitation or demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The materials containing lead or asbestos shall be disposed of properly at an appropriate off-site disposal facility.

Implementation of Mitigation Measures 12-2a and 12-2b would reduce significant impacts associated with groundwater contamination at the Phillips 66/Southern Entrance Project and hazards from lead-based paint/asbestos-containing materials at the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project to a **less-than-significant** level because the new groundwater well would be installed in a location and at a depth such that the contaminated groundwater plume would not be affected, a survey for lead-based paint and asbestos-containing materials would be performed, and any such materials would be removed in accordance with federal and state standards and disposed of off-site at an appropriately permitted facility.

Impact 12-3 Airport Safety Hazards

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Grand Avenue Entrance and Lifeguard Towers Project, and Park Corporation Yard Improvement Project, Safety and Education Center Replacement Project, Trash Enclosure Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project are not within the approach surfaces for the Oceano County Airport. Furthermore, these projects would not involve new uses that could attract birds and thereby create bird strike hazards within 5 miles of an existing airport. Therefore, these projects would result in **no impact** related to airport safety hazards.

The runway at the Oceano County Airport is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project. Based on a review of the *Airport Land Use Plan for the Oceano County Airport* (Airport Land Use Commission County of San Luis Obispo [ALUC] 2007), the Pier Avenue Entrance Project is within land classified as "Oa"—open space areas exposed to "severe/significant airport impact." The Oa classification includes properties that are currently assigned to the recreational or public facilities zoning designation by the County or are undesignated; which are substantially undeveloped; and which lie within the Runway Protection Zones, the Inner Approach/Departure Zones, the Inner Turning Zones, and the Sideline Zones of the Oceano County Airport. The Airport Land Use Plan, therefore, prohibits new structures within the Oa area. The Airport Land Use Plan also recognizes the need for continuation of existing land uses and structures within

the ALUC classification zones. Open space is a use that is generally compatible with airport operations and consistent with state standards for all safety zones. The Pier Avenue Entrance Project would involve demolishing the existing antiquated State Parks entrance facility and replacing it with a newer, more modern facility that would better meet the needs of recreationists and park staff. The replacement entrance facility would be of similar size and height as compared to the existing facility. Therefore, the Pier Avenue Entrance Project would continue to be compatible with the Oa classification.

The FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77). The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project are within the "transitional surfaces" area (ALUC 2007). The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces. The Pier Avenue Entrance Improvement Project is within the "20:1 approach surface" (conical surface area), which extends and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet from the runway (ALUC 2007). The new lifeguard tower proposed as part of the Pier Avenue Entrance and Lifeguard Tower Project would be 23 feet tall, which is the same height as a standard two-story house. There are many existing two-story structures in the vicinity that are closer to the airport runway than the proposed new lifeguard tower. Furthermore, given the distance of the lifeguard tower from the runway and the height of the proposed structure, the new lifeguard tower would not exceed the FAA height restriction for structures within the 20:1 approach surface. The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project would not involve the installation of tall structures, and none of the projects would require the use of tall cranes during the construction process; therefore, these three projects would not violate the FAA Part 77 requirements related to height restrictions.

The Pier and Grand Avenue Entrances and Lifeguard Towers Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground Campfire Center Replacement Project would not create new sources of glare that could adversely aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting. Therefore, impacts related to airport hazards from the Pier Avenue Entrance Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground Campfire Center Replacement Project would be **less than significant.**

The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project may require the construction and use of a small stormwater detention basin to appropriately treat and detain flows. However, if such a basin is necessary, it would be small in size and would be designed for short-term detention (i.e., empties in 2–3 days) rather than long-term retention. Thus, these projects would not involve new uses that could attract birds and thereby create bird strike hazards within 5 miles of an existing airport. Therefore, impacts related to airport hazards from the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would be **less than significant.**

Mitigation Measure: No mitigation is required.

12.4 Cumulative Effects

12.4.1 Storage, Use, Disposal, Transport, and Potential for Accidental Discharge of Hazardous Materials

The projects considered in this cumulative analysis would all involve the storage, use, disposal, transport, and potential for accidental discharge of hazardous materials to varying degrees during construction and operation. Impacts from these activities are less-than-significant for the PWP because the storage, use, disposal, and transport of hazardous materials are extensively regulated by various Federal, state, and local laws, regulations, and policies. It is foreseeable that the PWP and all of the other projects considered in this cumulative analysis would implement and comply with these existing hazardous materials laws, regulations, and policies. Furthermore, any hazards related to potential storage, use, disposal, transport, and potential for accidental discharge of hazardous materials would be site-specific rather than additive in nature. Thus, there would be **no cumulative** effects.

12.4.2 Construction and Operation in Hazardous Materials Sites

Based on a review of the GeoTracker (SWRCB 2020) and EnviroStor (DTSC 2020) databases, there are few open, active hazardous materials sites in the project region. However, closed sites can still pose a hazard to humans and environment if groundwater contamination has occurred or if site-specific land use controls are in place to prevent excavation and/or changes in land uses. Therefore, the other projects considered in this cumulative analysis could result in hazards from construction or operation in a Cortese-listed site or from other hazardous materials such as demolition of existing structures that contain lead-based paint and/or asbestos-containing materials. The Phillips 66/Southern Entrance Project would be implemented within an open, active Cortese-listed site with a contaminated groundwater plume, for which active remediation is ongoing. However, implementation of Mitigation Measures 12-2a and 12-2b would ensure that potential impacts from the Phillips 66/Southern Entrance Project would be reduced to a less-than-significant level such that the project would not interfere with ongoing remediation efforts, would not cause migration of the existing contaminated groundwater plume, would not expose humans or the environment to contaminated groundwater or to constituents that could migrate through the soil and affect indoor air quality, and would ensure appropriate procedures are followed for demolition of all State Parks or Phillips 66 structures that may contain lead-based paint or asbestos-containing materials. Therefore, the PWP, when considered in combination with the other cumulative projects, would result in a **less-than-significant** cumulative effects.

12.4.3 Airport Safety Hazards

In addition to the Oceano County Airport, the Santa Maria Airport is located between SR 1 and U.S. 101 at the south end of City of Santa Maria. Some or all of the projects considered in this cumulative analysis could be implemented within any of the safety zones for the Oceano County or Santa Maria airports. However, neither the PWP nor the other projects considered in this cumulative analysis would include the construction of tall buildings that would exceed FAA design criteria restrictions or the use of tall cranes within the immediate approach areas of airport runways, and therefore would not violate FAA Part 77 regulations. Furthermore, neither the PWP nor the other projects considered in this cumulative analysis would create new sources of glare that could adversely affect aircraft pilots or create new lighting that is difficult to distinguish from airport lighting. Some of the development projects considered in this cumulative analysis may require the use of detention basins for stormwater treatment; however, most

stormwater basins that are constructed today serve as short-term detention rather than long-term retention basins, and therefore do not introduce new sources of habitat for waterfowl. If stormwater quality basins are necessary for the Oso Flaco Improvement Project and/or the Phillips 66/Southern Entrance Project, they would be specifically designed for short-term detention rather than long-term retention, and would be of a very small size; therefore, they would not create new habitat for waterfowl. Therefore, the PWP, when considered in combination with the other cumulative projects, would result in a **less-than-significant** cumulative effect.