

Chapter 9. Hazards and Hazardous Materials

This chapter evaluates the potential of the two CWP alternatives to affect public health and safety through exposure to hazards and hazardous materials during construction and operation.

9.1 Existing Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in the Title 22 CCR Section 66260.10:

...A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Routine activities require the handling, use, and storage of the following hazardous materials for the operation and maintenance of the WWTP (Carollo Engineers, Inc., 2014).

- Ferric chloride, in an iron salts liquid form, is used as part of the biosolids handling process to maintain the hydrogen sulfide levels within the digester gas to levels below 200 parts per million volume. The ferric chloride is added to the gravity thickeners and stored in the same building. Ferric chloride causes the sulfides to precipitate into the biosolids, which reduces the sulfide concentration in the biogas.
- Prior to final discharge, partially filtered secondary effluent is disinfected with sodium hypochlorite. Sodium hypochlorite is stored in liquid form in four 10,500-gallon bulk storage tanks in the northeastern portion of the existing WWTP. Chemical feed pumps meter sodium hypochlorite into two chlorine contact basins from the two 1,000-gallon day tanks adjacent to the chlorine contact basins.
- After disinfection with sodium hypochlorite, the effluent is dechlorinated with sodium bisulfite before final discharge. The sodium bisulfite is stored in two tanks at the southern edge of the existing WWTP.
- Oil, diesel, lubricants, and other flammable materials are stored in various locations at the WWTP and at some pump stations.

Other hazardous materials may be present in the buildings and structures at the WWTP and in the collection system. Older facilities may contain asbestos building materials, such as pipe and electrical insulation, flooring, ceiling tiles, and fireproofing materials. Potential health hazards of exposure to asbestos include respiratory illness and increased risk of cancer. Lead-based paint may be present in WWTP and collection system structures and facilities constructed prior to 1978, when the Consumer Product Safety Commission banned the use of lead in paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death.

Several plans and programs to manage hazardous materials are followed at the WWTP:

- The hazard communication program outlines responsibilities, equipment, procedures, training and recordkeeping for hazardous material handling and is written to the standards of Title 8 CCR Section 5194, and California Proposition 65, the "Safe Drinking Water and Toxic Enforcement Act" of 1986.
- A hazardous materials business plan, as required by the County of San Mateo under the California Environmental Reporting System, identifies where flammable or toxic materials are used and stored, allowing appropriate response to a fire or other emergency. The Hazardous Materials Business Plan also includes emergency contact and notification information, containment and cleanup procedures, clean

up and first aid supplied on site and their locations, and facility evacuation procedures. The Hazardous Material Business Plan, training records and Material Safety Data Sheets are on file at the WWTP.

- A spill prevention, control, and countermeasures (SPCC) plan for the WWTP was prepared in accordance with the Code of Federal Regulations Chapter 40, Part 112. A SPCC plan is required for all facilities with an oil storage capacity greater than 1,320 gallons that could potentially discharge oil to surface waters. The WWTP has a 154,000-gallon aboveground diesel fuel storage tank and piping system. In addition, several 55-gallon barrels of lubrication oil are currently stored at the WWTP. The SPCC plan provides information about the storage, containment, loading, and unloading of oil at the WWTP. The SPCC plan contains a contact list, spill response protocols, reporting procedures, and forms. Training and inspection record keeping are also outlined.

A review of the GeoTracker database (State Water Resources Control Board [SWRCB], 2015), EnviroMapper for EnviroFacts (EPA, 2015a), the Cortese list in the EnviroStor (Department of Toxic Substances Control [DTSC], 2007), and other Internet searches relevant to hazardous materials were conducted. There are no Superfund sites within the Program Area, or within San Mateo County (EPA, 2015b). Seventeen sites are listed in EnviroStor, including 6 with no further action required; 10 that have been referred to San Mateo County and DTSC; and 1 that is inactive, with action required. The site that requires action was a furniture upholstery business from 1950 until after 1970 and is currently used as a dental office and other commercial office space. Leaking underground fuel tanks and spills, leaks, investigation, and cleanups sites have been identified at numerous locations throughout the San Mateo (SWRCB, 2015).

No spills or releases were recorded in the GeoTracker, EnviroMapper, or EnviroStor databases for the WWTP, and no underground storage tanks are present at the WWTP; materials are stored in aboveground storage tanks. A fuel spill was reported at the Dale Avenue Pump Station in 1991; the record was closed in 1993 (SWRCB, 2015).

Excavated soils from past City of San Mateo projects have been deposited at the Detroit Drive parcel. This material is of unknown origin and has not been tested for potential contamination.

9.2 Regulatory Framework

Hazardous materials use, transportation, and disposal are governed by laws and regulations at all levels of government.

9.2.1 Federal Regulations

The EPA is the lead federal agency that regulates hazardous waste handling, transport, generation, and disposal. The EPA delegates permitting and compliance assurance to the State. Table 9-1 lists federal regulatory agencies that oversee hazardous materials handling and hazardous waste management, and the statutes and regulations they administer.

TABLE 9-1

Summary of Federal Regulations for Hazardous Waste

Programmatic Environmental Impact Report, City of San Mateo Clean Water Program

| Regulatory Agency | Authority | Summary |
|-------------------|--|--|
| EPA | Clean Water Act | Requires a National Pollutant Discharge Elimination System permit to discharge water. |
| | Clean Air Act (42 USC 7401 et seq., as amended) | Regulates accidental releases of hazardous materials through hazard assessments and response programs. |
| | Resource Conservation and Recovery Act | Regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. DTSC is authorized to implement the State's hazardous waste management program for the EPA. |
| | Toxic Substances Control Act 1976 (15 USC 2605) | Requires reporting, record keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. |

TABLE 9-1

Summary of Federal Regulations for Hazardous Waste*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

| Regulatory Agency | Authority | Summary |
|-----------------------------------|--|--|
| | Comprehensive Environmental Response, Compensation and Liability Act | Provides funding to clean up uncontrolled or abandoned hazardous waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. |
| U.S. Department of Transportation | Hazardous Materials Transport Act – CFR 49 | Regulates the transportation of hazardous materials, types of hazardous materials, and vehicle marking during transport. |
| OSHA | Occupational Safety and Health Act (29 CFR 1910) | Protect workers by setting standards related to safety and health. |

Notes:

CFR = Code of Federal Regulations

OSHA = Occupational Safety and Health Administration

USC = United States Code

9.2.2 State Regulations

The California Environmental Protection Agency (CalEPA) and the SWRCB establish rules governing the use of hazardous materials and management of hazardous waste. Applicable state laws are summarized in Table 9-2.

TABLE 9-2

Summary of California Regulations for Hazardous Waste*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

| Regulatory Agency | Authority | Summary |
|--|--|---|
| CalEPA through the San Mateo County <u>Public Works-Health</u> Department | Certified United Program Agency under the California Health and Safety Code | The San Mateo Public-County Public Health Works Department has been certified by Cal/EPA to implement the six State environmental programs within the local agency's jurisdiction: <ol style="list-style-type: none"> 1. Hazardous Material Business Plan 2. Hazardous Waste Generators <u>and On-site Treatment Program</u> 3. Underground Storage Tanks 4. Tiered Permitting (Hazardous Waste Treatment or Permit by Rule) 5. California Accidental Release Program 4. Uniform Fire Code 6.5. Above Ground Petroleum Storage Tank Program |
| California Highway Patrol | California Vehicle Code | Designates routes to be used for the transportation of inhalation hazards. |
| Department of Industrial Relations | California Occupational Safety and Health Act | Requires employee training, safety equipment, prevention and hazardous substance exposure warnings. Requires employer to monitor exposure to listed hazardous substances and notify employees of exposure. |
| The State Office of Emergency Services | Hazardous Materials Release Response Plans and Inventory Law (also known as the Business Plan Act) | Requires the preparation of hazardous materials business plans that include an inventory of hazardous materials that are handled, their storage locations, an emergency response plan, employee safety training, and emergency response procedures. |
| California Office of Environmental Health Hazard Assessment | Safe Drinking Water and Toxic Enforcement Act | Protects water drinking water from chemical contamination. |
| | Aboveground Petroleum Storage Act | An inspection program for aboveground storage tanks. Requires owners or operators of aboveground petroleum storage tanks to |

TABLE 9-2

Summary of California Regulations for Hazardous Waste*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

| Regulatory Agency | Authority | Summary |
|-------------------|-----------|--|
| | | file a storage statement and implement measures to prevent spills. |

9.2.3 Local Regulations, Policies, and Programs

Local regulations, policies, and programs for hazardous materials management are determined by the County of San Mateo and the City of San Mateo.

9.2.3.1 San Mateo County Hazardous ~~Waste Management~~ Materials Business Plan Program

The San Mateo County Hazardous ~~Waste Management~~ Materials Business Plan Program (County of San Mateo, ~~2015~~2016) requires that businesses create a hazardous materials business plan for safe storage and use of chemicals. The plans are used by “Firefighters, health officials, planners, public safety officers, health care providers and others” during emergencies to “prevent or lessen damage to the health and safety of people and the environment when a hazardous material is released.” ~~was created to provide assistance to small quantity hazardous waste generators. The program provides education, coordinated identification, permitting, and inspection of the waste generators. The program also identifies hazardous waste disposal locations for treatment, storage, or transfer.~~

9.2.3.2 Fire Code

The *San Mateo City Code and Municipal Code* (City of San Mateo, 2015), includes a building and construction fire code for all development and construction activities within the City. The fire code requires compliance with the California Fire Code and Uniform Fire Code.

9.2.3.3 General Plan

The *City of San Mateo General Plan – Vision 2030* (General Plan) (City of San Mateo, 2010) includes the following policies related to the use, storage, and disposal of hazardous wastes:

S 5.1: County Cooperation. *Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation of such material in San Mateo.*

S 5.2: County Hazardous Waste Management Plan. *Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County Hazardous Waste Management Plan.*

S 5.3: On-site Waste Treatment. *Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off-site treatment.*

S 5.4: Transportation Routes. *Restrict the transportation of hazardous materials and waste to truck routes designated in Circulation Policy C-1.3, and limit such transportation to non-commute hours.*

S 5.10: Contaminated Sites. *Require the clean-up of contaminated sites indicated on the Hazardous Waste and Substances Sites List published by the Department of Toxic Substance Control and/or the Health Department in conjunction with substantial site development or redevelopment, where feasible.*

S 5.11: Cost Recovery. *Require San Mateo County businesses which generate hazardous waste or applicants for hazardous waste management facilities to pay necessary costs for implementation of the HWMP programs and for application costs, and to pay for costs associated with emergency response services in the event of a hazardous material release, to the extent permitted by law.*

9.3 Assessment Methods and Thresholds of Significance

The analysis of impacts was derived from the results of the government database searches including the EPA and the DTSC; information about existing hazardous materials and practices at the WWTP and collection system facilities; and proposed changes in the CWP.

Impacts related to hazards and hazardous materials may occur if the CWP or its projects would result in the following:

- 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
- Release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, 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 2 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.

9.4 Environmental Impacts

There are no airports or private air strips within 2 miles of the Program Area. Construction activities within the Program Area would not be within an area addressed by an airport land use plan and would not create a significant safety hazard. Therefore, no hazards associated with airports would occur, and this issue is not discussed further.

The Program Area is located within a highly urbanized area and is not adjacent to wildlands; therefore, no hazards associated with wildland fires would occur, and this issue is not discussed further.

TABLE 9-3

Summary of Hazards and Hazardous Materials Impacts

Programmatic Environmental Impact Report, City of San Mateo Clean Water Program

| Impact | In-System Storage Program | Full Conveyance Program | New Headworks Project | Primary Clarifier Project |
|--|--|--|--|--|
| Impact 9-1. Construction of the CWP could expose the public or the environment to hazardous materials through routine use, transport, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials. | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation |

TABLE 9-3

Summary of Hazards and Hazardous Materials Impacts*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

| Impact | In-System Storage Program | Full Conveyance Program | New Headworks Project | Primary Clarifier Project |
|--|--|--|--|--|
| Impact 9-2. Operation of the CWP could expose the public or the environment to hazardous materials through routine use, storage, transport, and disposal of hazardous materials. | Less than significant impact | Less than significant impact | Less than significant impact | Less than significant impact |
| Impact 9-3. CWP projects may be constructed in areas containing hazardous materials and could result in a hazard to the public or the environment. | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation |
| Impact 9-4. Construction and operation of CWP could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing school. | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation |
| Impact 9-5. Implementation of the CWP may interfere with an adopted emergency response plan or emergency evacuation plan. | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation | Less than significant impact with mitigation |

Impact 9-1. Construction of the CWP could expose the public or the environment to hazardous materials through routine use, transport, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

In-System Storage Program

Construction of the In-System Storage Program would include the use, transport, storage, and disposal of hazardous materials.

Construction of the In-System Storage Program would require the use of vehicles and other construction equipment, which would use hazardous materials such as fuels, lubricants, and solvents. Accidental releases of small quantities of these materials could expose people and the environment to hazardous materials. However, the handling and storage of these materials would be in accordance with all DTSC, EPA, Occupational Safety and Health Administration [OSHA], and Fire Department regulations and would comply with measure S 5.4 of the General Plan (City of Mateo, 2010).

Construction workers could be exposed to asbestos or lead through the rehabilitation or demolition of facilities at the WWTP and the collection system. The potential health hazards of asbestos are increased during construction and demolition when asbestos-containing materials are disturbed. Airborne exposure to lead is possible during removal of paint or painted materials. As described in **Mitigation Measure 9-1 Complete testing for asbestos and lead in existing structures**, facilities that potentially contain asbestos or lead shall be tested and screened prior to modification or demolition activities to allow the implementation of best management practices and state and federal management requirements. Certified contractors shall remove the materials to reduce the potential for exposure. OSHA and City policies shall be followed in the creation and implementation of an asbestos or lead abatement plan.

Compliance with regulatory requirements would minimize potential impacts associated with the use, transport, and disposal of hazardous materials during construction and rehabilitation and demolition of

existing facilities for the In-System Storage Program. With implementation of **Mitigation Measure 9-1**, impacts would be less than significant.

Full Conveyance Program

Impacts of the Full Conveyance Program would be the same as described for the In-System Storage Program. Compliance with regulatory requirements would minimize potential impacts associated with the use, transport, and disposal of hazardous materials during construction and rehabilitation and demolition of existing facilities for the Full Conveyance Program. As described in **Mitigation Measure 9-1 Complete testing for asbestos and lead in existing structures**, facilities that potentially contain asbestos or lead shall be tested and screened prior to modification or demolition activities to allow the implementation of best management practices and state and federal management requirements. With implementation of **Mitigation Measure 9-1**, impacts would be less than significant.

New Headworks Project and Primary Clarifier Project

Impacts of the New Headworks Project and Primary Clarifier Project would be the same as described for construction for the In-System Storage Program. Compliance with regulatory requirements would minimize potential impacts associated with the use, transport, and disposal of hazardous materials during construction and rehabilitation and demolition of existing facilities for the New Headworks Project and Primary Clarifier Project. As described in **Mitigation Measure 9-1 Complete testing for asbestos and lead in existing structures**, facilities that potentially contain asbestos or lead shall be tested and screened prior to modification or demolition activities to allow the implementation of best management practices and state and federal management requirements. With implementation of **Mitigation Measure 9-1**, impacts would be less than significant.

Impact 9-2. Operation of the CWP could expose the public or the environment to hazardous materials through routine use, storage, transport, and disposal of hazardous materials.

In-System Storage Program

Operation of the rehabilitated and new treatment and collection system facilities would require the use of hazardous materials, such as ferric chloride, sodium bisulfite, sodium hypochlorite, oil, diesel fuel, lubricants, and other flammable substances. Existing plans and programs to store and handle hazardous materials, including a hazard communication program; hazardous materials business plan; and spill prevention, control, and countermeasures plan would be updated as required by regulation and would continue to be implemented for the In-System Storage Program. Potential impacts from use, storage, transport, and disposal of these materials would be less than significant. No mitigation would be required.

Full Conveyance Program

Operation of the rehabilitated and new treatment and collection system facilities would require the use of hazardous materials, such as ferric chloride, sodium bisulfite, sodium hypochlorite, oil, diesel fuel, lubricants, and other flammable substances. Existing plans and programs to store and handle hazardous materials, including a hazard communication program; hazardous materials business plan; and spill prevention, control, and countermeasures plan would be updated as required by regulation and would continue to be implemented for the Full Conveyance Program. Potential impacts from use, storage, transport, and disposal of these materials would be less than significant. No mitigation would be required.

New Headworks Project and Primary Clarifier Project

Operation of the Primary Clarifier Project may include the use of chemicals such as ferric chloride, alum, and a polymer. Operation of the New Headworks Project is not expected to use hazardous materials. Existing plans and programs to store and handle any hazardous materials, including a hazard communication program; hazardous materials business plan; and spill prevention, control, and countermeasures plan would be updated as required by regulation and would continue to be implemented for the New Headworks

Project and Primary Clarifier Project. Potential impacts from use, storage, transport, and disposal of these materials would be less than significant. No mitigation would be required.

Impact 9-3. CWP projects may be constructed in areas containing hazardous materials and could result in a hazard to the public or the environment.

In-System Storage Program

Projects such as new treatment facilities, pipelines, equalization basins, and pump station wet wells that include excavation and other soil-disturbing activities would be constructed throughout the City. The WWTP and pump stations are not listed in the GeoTracker (SWRCB, 2015), the EnviroFacts/EnviroMapper (EPA, 2015) or EnviroStor (DTSC, 2007). However, during excavation localized contamination could potentially be encountered in soils or groundwater from leaking underground fuel tanks identified on EnviroStor, from previously excavated soils of unknown origin placed on the Detroit Drive parcel, or other sources of known or unknown contamination. Contaminated soils or groundwater could expose workers, the environment, and the public to hazardous materials. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed and impacts would be less than significant.

Full Conveyance Program

Projects such as new treatment facilities, pipelines, and a new pump station that include excavation and other soil-disturbing activities would be constructed throughout the City. The WWTP and pump stations are not listed in the GeoTracker (SWRCB, 2015), the EnviroFacts/EnviroMapper (EPA, 2015) or EnviroStor (DTSC, 2007). However, during excavation localized contamination could potentially be encountered in soils or groundwater from leaking underground fuel tanks identified on EnviroStor, from previously excavated soils of unknown origin placed on the Detroit Drive parcel, or other sources of known or unknown contamination. Contaminated soils or groundwater could expose workers, the environment, and the public to hazardous materials. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed and impacts would be less than significant.

New Headworks Project and Primary Clarifier Project

The New Headworks Project and Primary Clarifier Project would include excavation and other soil-disturbing activities in the Detroit Drive parcel. The WWTP Site is not listed in the GeoTracker (SWRCB, 2015), the EnviroFacts/EnviroMapper (EPA, 2015) or EnviroStor (DTSC, 2007). However, during excavation localized unknown contamination could potentially be encountered. Contaminated soils or groundwater could expose workers, the environment, and the public to hazardous materials. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed and impacts would be less than significant.

Impact 9-4. Construction and operation of the CWP could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing school.

In-System Storage Program

Two schools are located within 0.25 mile of the WWTP: Bayside STEM Academy is directly south of the WWTP, and Horrall/LEAD Elementary School is west of the WWTP, at the intersection of Dale Drive and Ocean View Avenue. The WWTP has been operating within the community and near these schools for decades. As discussed for Impacts 9-1 and 9-2, the use, storage, transport, and disposal of hazardous materials at the WWTP would be similar to current practices and would continue under existing regulations, programs, and plans, including a hazardous materials business plan and spill prevention control and

countermeasures plan. Safety, training, and emergency response procedures would remain in effect during construction and operation of the CWP and would be updated regularly to account for changes in hazardous materials use. As discussed for Impact 9-3, with implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed. No significant impacts would be expected due to handling of soils of unknown origin on the Detroit Drive parcel or other parcels within the WWTP Site.

As described for Impact 9-1, construction activities for collection system projects would include the handling of fuels, oils, and lubricants for construction equipment throughout the City. Some of these project locations may be within 0.25 mile of schools (see Chapter 14). Accidental releases of fuels, oils, and lubricants would be contained within the work site and addressed in accordance with all DTSC, EPA, OSHA, and fire department regulations; impacts from the use of these materials during construction would be less than significant. Likewise, some locations may include soil disturbance in areas of known or unknown contamination, as discussed for Impact 9-3. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed, and potential impacts would be less than significant.

Full Conveyance Program

Impacts of the Full Conveyance Program would be the same as described for the In-System Storage Program. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed and potential impacts would be less than significant.

New Headworks Project and Primary Clarifier Project

Impacts of the New Headworks Project and Primary Clarifier Project would be the same as described for the In-System Storage Program. With implementation of **Mitigation Measure 9-3 Perform a Phase I investigation as needed prior to construction. And remediate, control, or dispose of contaminated materials as appropriate**, contaminated soil and groundwater would be identified and safely removed and disposed and potential impacts would be less than significant.

Impact 9-5. Implementation of the CWP may interfere with an adopted emergency response plan or emergency evacuation plan.

In-System Storage Program

The City has a multihazard functional plan (City of San Mateo, 1995) as required by the California Emergency Services Act, and a local hazard mitigation plan (ABAG, 2010), as required by the Federal Emergency Management Agency. These plans include information related to the City's response to hazardous materials releases. First responders frequently conduct drills simulating emergencies, including hazardous materials releases. The City's Emergency Operations Center, which is located at the Police Department at 200 Franklin Parkway, would serve as the communication headquarters for emergency responses would serve as the communication headquarters for emergency responses. Emergency supplies and equipment are stored at the Emergency Operations Center. The San Mateo Police Department (SMPD) and the San Mateo Fire Department (SMFD) would act jointly as incident command, unless the release occurred on a State highway under the authority of the California Highway Patrol. The Belmont–San Carlos Fire Department is able to provide assistance through a fully equipped hazardous materials response vehicle.

As discussed in Chapter 14, construction of projects within roadways or near emergency facilities such as hospitals and fire stations could interfere with emergency access and evacuation. The locations of fire and

police stations in the Program Area are shown on Figure 14-1. Construction of individual pipeline sections would last up to only approximately 5 days and would not significantly affect emergency access.

Construction activities within roadways, including site access to work areas, may interfere with emergency access or emergency evacuation plans. Implementation of **Mitigation Measure 9-4 Coordinate emergency services during construction** would maintain emergency access during construction, and impacts on emergency response or evacuation plans would be less than significant.

Full Conveyance Program

Impacts of the Full Conveyance Program would be the same as described for the In-System Storage Program. Construction activities within roadways, including site access to work areas, may interfere with emergency access or emergency evacuation plans. Implementation of **Mitigation Measure 9-4 Coordinate emergency services during construction** would maintain emergency access during construction, and impacts on emergency response or evacuation plans would be less than significant.

New Headworks Project and Primary Clarifier Project

Impacts of the New Headworks Project and Primary Clarifier Project would be the same as described for the In-System Storage Program. Construction activities within roadways, including site access to work areas, may interfere with emergency access or emergency evacuation plans. Implementation of **Mitigation Measure 9-4 Coordinate emergency services during construction** would maintain emergency access during construction, and impacts on emergency response or evacuation plans would be less than significant.

9.5 Mitigation Measures

Mitigation Measure 9-1. Complete testing for asbestos and lead in existing structures.

Facilities that potentially contain asbestos or lead shall be tested and screened prior to construction of projects that include modification, rehabilitation, or demolition of existing structures to allow the implementation of best management practices and state and federal management requirements. Certified contractors shall remove the materials to reduce the potential for exposure. OSHA and City policies shall be followed in the creation and implementation of an asbestos or lead abatement plan.

Mitigation Measure 9-3. Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate.

New facility locations shall be reviewed for inclusion in the lists of hazardous materials compiled pursuant to Government Code Section 65962.5. ~~Where contamination is suspected, a~~ A modified Phase I site assessment of the proposed work area shall be performed prior to start of construction activities, including excavation and other soil-disturbing activities such as tunneling. For locations where a property transfer is involved, ~~the~~ Phase I site assessment shall comply with standards of the ASTM International. Where contamination is suspected, supplemental sampling shall be performed, as appropriate, and ~~and shall include~~ recommendations for reducing or eliminating the ~~source of~~ mechanisms of contamination, ~~if contamination is found shall be provided~~. Recommendations may include removing the contaminated soil and disposing of it at a licensed facility in accordance with all regulations.

Mitigation Measure 9-4. Coordinate emergency services during construction.

For any project within the WWTP Site that have work areas located near roadways, or that may otherwise interfere with emergency access, the City shall follow its standard measures to coordinate in advance with the SMPD and establish signage and detours so that emergency access, including police and fire access, is maintained during temporary construction activities. Signage and notifications to the public regarding parking, driving, and pedestrian access disruptions shall be made. Emergency personnel and coordination centers shall be notified of construction locations and schedules prior to start of construction.

9.6 References

- Association of Bay Area Governments (ABAG). 2010. *Taming Natural Disasters – Multi-jurisdictional Local Hazard Mitigation Plan for the San Francisco Bay Area*.
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