

3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the environmental and regulatory setting for hazards and hazardous materials. It also describes existing conditions and potential impacts related to hazards and hazardous materials that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not result in a safety hazard for people residing or working in the Project area due to the proximity of the Los Alamitos JFTB and the impact would be less than significant.

The residential component of the ORCC Specific Plan Project is within the airport planning area for the Los Alamitos JFTB. The residential component of the ORCC Specific Plan Project would be subject to review by the ALUC for consistency with the Los Alamitos JFTB Airport Environs Land Use Plan (AELUP). The consistency review and ALUC determination is being evaluated separately in a standalone EIR.

3.8.1 Environmental Setting

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment. Hazardous materials are manufactured, transported, stored, used, and disposed of on a regular basis. Although hazardous materials incidents can happen anywhere, certain areas are at higher risk.

Within the state, the California Environmental Protection Agency (Cal EPA) regulates the use and handling of hazardous materials and hazardous wastes. The DTSC is a division of Cal EPA and works in conjunction with the USEPA to enforce and implement hazardous materials laws and regulations. The primary transportation routes of hazardous materials in Orange County near the City are the I-405 and I-605 freeways. Some transportation of hazardous materials occurs on Pacific Coast highway and Seal Beach Boulevard within the City (City of Seal Beach 2003). Additionally, there are several hazardous materials cleanup sites within the City that are listed on several databases, including the State Water Resources Control Board (SWRCB) Geotracker website (SWRCB 2024). Most of the sites considered for future development under the Project, as well as the ORCC Specific Plan Project site are not listed as active hazardous materials cleanup sites. However, Housing Opportunity Site 7 is identified as having an active cleanup program by SWRCB due to a former dry-cleaning facility that was located within the Seal Beach Shopping Center. As identified in the SWRCB's GeoTracker database, the site is currently being remediated and has an open remediation status as of 2017.

Additionally, two active leaking underground storage tank (LUST) cleanup sites are located within the Main Street Program area. These two active LUST cleanup sites are former Chevron and Shell Oil gas station sites. The former Shell Oil site located at 347 Main Street has a status of open – remediation as of



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

2002 and the former Chevron site located at 350 Main Street has a status of open – remediation as of 2022. Both sites are listed due to gasoline contamination in the groundwater; however, the two sites have undergone remediation activities and are listed due to required groundwater monitoring requirements as part of the remediation process. The two former gas station uses have since been closed and the sites have been redeveloped with commercial uses. Individual development that occurs on the proposed Housing Opportunity Sites that may be located on or next to a hazardous materials site would be required to complete an environmental site assessment (ESA) by a qualified professional to ensure that the future development projects would not disturb hazardous materials sites and that any proposed development would not create a substantial hazard to the public or the environment.

Airport Hazards

The nearest airport is the Los Alamitos JFTB, which abuts the northernmost portion of Seal Beach. The Los Alamitos JFTB conducts military aviation operations. Most of Seal Beach is within the airport planning area for the Los Alamitos JFTB, except for the portion of the City located south of Electric Avenue.

The Los Alamitos JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The AELUP for the Los Alamitos JFTB was issued by the ALUC in 2002 and last amended in 2017. The Los Alamitos JFTB AELUP is a land-use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The Los Alamitos JFTB AELUP identifies standards for development in the airport's planning area based on noise contours, accident-potential zones, and building heights.

The Los Alamitos JFTB AELUP divides the airport planning area into three specific zones: Noise Impact Zone 1 – High Impact Zone (65 decibel [dB] Community Noise Equivalent Level [CNEL] and above), Noise Impact Zone 2 – Moderate Noise Impact (60 dB CNEL or greater, less than 65 dB CNEL), and Clear Zone/Runway Protection Zone (Extreme Crash Hazard).

The Los Alamitos JFTB AELUP also defines building height restrictions within the airport planning area based on the Federal Aviation Administration's (FAA) Part 77 Federal Aviation Regulation (FAR). In accordance with FAR Part 77, any proposed structure that is more than 200 feet tall is required to notify FAA and is subject to review by the ALUC.

3.8.2 Regulatory Setting

Federal

United States Environmental Protection Agency

The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard-setting, and enforcement activities to ensure environmental protection. The USEPA's mission is to protect human health and to safeguard the natural environment—air, water, and land—upon which life depends. The USEPA works to develop and enforce regulations and implement



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for using permits and for monitoring and enforcing compliance. Where national standards are not met, the USEPA can issue sanctions and take other steps to assist the states and tribes to reach the desired levels of environmental quality. Laws and regulations established by the USEPA are enforced in Orange County by the Cal EPA.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) set up the federal regulatory program for hazardous substances and gives the USEPA the authority to regulate the generation, transport, treatment, and disposal of hazardous substances in a “cradle to grave” system. Under RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. This regulatory system includes tracking all generators of hazardous waste.

1984 Hazardous and Solid Waste Amendment Act

RCRA was amended by the 1984 Hazardous and Solid Waste Amendment Act, which prohibited the use of certain techniques for the disposal of certain hazardous wastes. The Emergency Planning and Community Right-to-Know Act of 1986 imposes safety requirements to protect local communities in the event of accidental release of hazardous substances. The requirements provide measures so that the risks from interaction with hazardous materials, such as handling, storage, and disposal, are mitigated or prevented. This law protects human health and the environment if the unintended release of hazardous materials was to occur. The USEPA has delegated fulfillment of many of RCRA’s requirements to DTSC.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under CFR Title 49. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and Caltrans. These agencies also govern permitting for hazardous materials transportation.

Federal Aviation Regulations, Part 77

The FAA is charged with the review of construction activities that occur in the vicinity of airports. Their role in reviewing these activities is to ensure that new structures do not result in a hazard to navigation. The regulations contained in FAR Part 77 are designed to ensure that no hazards are allowed to exist that would endanger the public. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from obstructions to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. In addition, Part 77 establishes standards for determining whether objects constructed near airports would be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

State

Hazardous Waste Control Act

The Hazardous Waste Control Act created the state hazardous waste management program. It is similar to, but more stringent than, the federal RCRA program. The act is implemented by regulations contained in CCR Title 26, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling treatment, storage and disposal facilities; operation of facilities and staff training; and closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous, and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

California Environmental Protection Agency and Department of Toxic Substances Control

Cal EPA is responsible for creating and enforcing environmental regulations within California. Within Cal EPA is DTSC, which was formed under the Hazardous Waste Control Act. DTSC is responsible for regulating hazardous waste, remediating existing contamination, and identifying ways to reduce production of hazardous wastes. DTSC can delegate enforcement responsibilities to local jurisdictions.

Unified Program

The unified hazardous waste and hazardous materials management regulatory program (Unified Program) is a unified hazardous materials management program that was established by California's Secretary for Environmental Protection following Senate Bill 1082 (1993). The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following programs:

- Hazardous Materials Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Above Ground Petroleum Storage Act Program
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

These six environmental programs are implemented at the local government level by Certified Unified Program Agencies (CUPAs). CUPAs provide a central permitting and regulatory agency for permits,



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

reporting, and compliance enforcement. PRC Section 21151.4 sets special requirements for EIRs and negative declarations for projects that involve the construction or alteration of a facility within 0.25 mile of a school that creates the following conditions:

- The project might reasonably be anticipated to emit hazardous air emissions;
- The project would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in Section 25532(j) of the HSC; or
- The project may pose a health or safety hazard to persons who would attend or would be employed at the school.

As part of the CEQA process, the lead agency preparing the EIR must consult with the appropriate school district regarding the potential impact of the project on the school, and the school district must be notified about the project in writing at least 30 days before the proposed certification of the EIR (PRC Section 21151.4; 14 CCR Section 15186[b]).

Cortese List Government Code Section 65962

Government Code Section 65962 was enacted in 1985 and was amended in 1992. It is used as a planning tool to comply with CEQA and requires information about locations of hazardous materials release sites. It states that through the combined efforts of DTSC, the Department of Health Services, the SWRCB, and local enforcement agencies, a list of potentially hazardous areas and sites will be compiled and remain up to date (at a minimum, updated annually). The list is consolidated by the Secretary for Environmental Protection and is distributed to each city and county in which sites on the list are located. The list can be found on DTSC's EnviroStor database, which includes information from SWRCB's GeoTracker database.

California Department of Transportation

Caltrans manages interregional transportation, including the management and construction of the California highway system. In addition, Caltrans is responsible for the permitting and regulation of state roadways and requires that permits be obtained for transportation of oversized loads and transportation of certain materials, such as hazardous materials, and for construction-related traffic disturbance.

California Public Resources Code

PRC Section 21151.4 is another key state law pertaining to hazardous materials, and is presented verbatim below:

- a) An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

hazard to persons who would attend or would be employed at the school, unless both of the following occur:

- 1) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the Project on the school.
- 2) The school district has been given written notification of the Project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

b) As used in this section, the following definitions apply:

- 1) "Extremely hazardous substance" means an extremely hazardous substance as defined pursuant to paragraph (2) of subdivision (g) of Section 25532 of the Health and Safety Code.
- 2) "Hazardous air emissions" means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the Project is located. As determined by the air pollution control officer, hazardous air emissions also mean emissions into the ambient air of a substance identified in subdivisions (a) to (f), inclusive, of Section 44321 of the Health and Safety Code. [Amended by Stats. 2008, Ch. 148, Sec. 1. Effective January 1, 2009]

Division of Occupational Safety and Health

The California Division of Occupational Safety and Health Administration (CalOSHA) is responsible for enforcing workplace safety regulations and requirements in California, including hazardous materials requirements recorded under CCR Title 8. These regulations include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about hazardous substance exposure (such as asbestos), and preparation of emergency action and fire prevention plans.

CalOSHA also enforces hazard-communication program regulations that contain training and information requirements. Such requirements include procedures for identifying and labeling hazardous substances, communicating information about hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites. Under the hazard-communication program, employers must make Safety Data Sheets available to employees and document employee information and training programs.

California Emergency Services Act

The California Emergency Services Act provides the basic authority for conducting emergency operations following a proclamation of emergency by the governor and/or appropriate local authorities. Local government and district emergency plans are considered to be extensions of the California Emergency Plan, established in accordance with the Emergency Services Act.



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

The California Emergency Management Agency (CAL EMA) is the state agency responsible for establishing emergency response and spill notification plans related to hazardous materials accidents. CAL EMA regulates businesses by requiring specific businesses to prepare an inventory of hazardous materials (CCR Title 19). CAL EMA is also the lead state agency for emergency management and is responsible for coordinating the state-level response to emergencies and disasters.

State Aeronautics Act (Public Utilities Code Section 21670, et seq.)

The Public Utilities Code establishes the requirement for the creation of ALUCs for every county in which there is an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of Comprehensive Land Use Plans includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022, and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to hazards and hazardous materials are presented below:

Safety Element

- **Policy 2A:** Coordinate with federal, state, and county hazardous waste management plans to protect the health and welfare of the public, the environment, and the economy of the City of Seal Beach through comprehensive programs that ensure safe and responsible management of hazardous waste and materials.
- **Policy 2B:** Implement the measures outline in the City's Household Hazardous Waste Plan, Orange County's Hazardous Waste Management Plan, and Hazardous Materials Area Plan, and the County's Operational Area Marine Oil Spill Contingency Plan to ensure the effective management, transportation, and disposal of hazardous waste on a City-wide level.
- **Policy 2C:** Support enforcement of state "right to know" laws, which outline the public's right to information about local toxic producers.
- **Policy 2F:** Facilitate coordinated effective response to hazardous materials emergencies in the City to minimize health and environmental risks.
- **Policy 2G:** Promote public awareness in hazardous materials emergency response preparedness by any effective informational media, such as Emergency Preparedness



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

Newsletter, neighborhood posters, and at least annual presentations at neighborhood association meetings.

- **Policy 2H:** Support the combination of the OCFA's hazardous materials disclosure program. Ensure annual inspections of businesses that generate or use hazardous materials, and identify and monitor any historical hazardous materials sites within the City for public health and safety issues.
- **Policy 2I:** Promote public participation and education in the implementation of the programs identified in the County's Hazardous Materials Management Program.
- **Policy 2J:** Encourage OCFA to monitor the flow of hazardous materials through the City to ensure public safety.
- **Policy 2K:** Encourage coordination between the OCFA and the Seal Beach Police Department in the designation of routes and enforcement of hazardous materials, routing ordinances, and laws with the I-405 freeway as the primary designated route.

City of Seal Beach Municipal Code

The Seal Beach Municipal Code refers to Section 11.4.60, Hazardous Waste Facilities, which is not applicable to the Project as it does not include hazardous materials related codes that would be applicable to the Project.

Los Alamitos Joint Forces Training Base Airport Environs Land Use Plan

The ALUC for Orange County is an agency, established in late 1969, authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. Land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the Los Alamitos JFTB AELUP. The AELUP for the Los Alamitos JFTB was most recently amended in 2017.

3.8.3 Environmental Impacts

This section analyzes the Project's potential to result in significant hazards and hazardous materials impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, Los Alamitos JFTB AELUP, and online regulatory compliance databases.



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's hazards and hazardous materials impacts are significant.

Would the Project:

- *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 rising or working in the project area?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *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 it create a significant hazard to the public or the environment?*
- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
- *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

Impact Analysis and Mitigation Measures

Nearby Airport Hazard

Impact HAZ-1	The Project would not, 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.
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Impact Analysis

A portion of Seal Beach is within the airport planning area of the Los Alamitos JFTB. As such, land uses within the airport planning area boundaries are required to conform to the noise, safety, and height restrictions established in the AELUP for the JFTB. The City is required to have any proposed General Plan amendments, Specific Plans and Specific Plan amendments, and zoning code amendments submitted to the ALUC for a consistency determination. However, the ALUC's findings may be overruled by the City Council.

Based on a review of the Los Alamitos JFTB AELUP, most of the Project, except for Housing Opportunity Site 8 and the portion of the Main Street Specific Plan area located south of Electric Avenue, are located within the airport planning area for the Los Alamitos JFTB. Additionally, the residential component of the ORCC Specific Plan Project is within the airport planning area for the Los Alamitos JFTB.

While the Project does not propose any specific development at this time, ALUC review is required for adoptions of or amendments to a General Plan or Specific Plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5). The ALUC may find a General Plan, Specific Plan, or zoning code amendment to be inconsistent; however, the City has the authority to overrule that finding. The requirement for ALUC review of proposed development projects is contingent on the ALUC finding that the General Plan, Specific Plan, or zoning code amendment is not consistent, or a finding that the City has not taken necessary steps to make them consistent (Public Utilities Code Section 21676.5).

Future developments proposed under the Project that are located within the airport planning area for the Los Alamitos JFTB that require any amendment to a General Plan or Specific Plan and any proposed changes to a zoning ordinance or building regulation would be subject to review by the ALUC. Should a future development project require review by the ALUC, noise, safety, and height of the structures are expected to be the key issues the ALUC would consider. These topics are further discussed in the following subsections.

Aircraft Noise Hazards

None of the Housing Opportunity Sites, including the residential component of the ORCC Specific Plan Project, are within the 65 dB CNEL noise contour (Noise Impact Zone 1 – High Noise Impact) for the Los Alamitos JFTB. However, Housing Opportunity Site 5 and the residential component of the ORCC Specific Plan Project are located within the 60 to 65 dB CNEL noise contour (Noise Impact 2 – Moderate Noise Impact).



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

According to the Los Alamitos JFTB AELUP, residential uses are considered “conditionally consistent” within the 60 to 65 dB CNEL noise contour and it is recommended that residential units be limited or excluded from this area unless sufficiently sound attenuated (AELUP 2017). The Los Alamitos JFTB AELUP identifies that the residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB, which is consistent with the City’s General Plan and the California Building Code requirements. As discussed in Section 3.11, Noise, future developments proposed under the Project that are exposed to existing or projected noise, including aircraft noise, that exceeds noise standards identified in Figure N-3 of the General Plan would be required to prepare a project-specific acoustical study and identify mitigation measures to ensure interior noise levels do not exceed 45 dBA. Following the noise level standards set in the City’s Noise Element and preparing an acoustical study would minimize potential impacts and ensure that future developments within the 60 to 65 dB CNEL noise contour would be compatible with the AELUP noise policies.

Similar to the Project, the residential component of the ORCC Specific Plan Project would be subject to the noise level standards and actions in the City’s Noise Element, which include the preparation of an acoustical study or implementation of project-specific mitigation measures to ensure interior noise levels would not exceed 45 dBA. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Aircraft Safety Hazards

The AELUP has established Clear Zones, also referred as Runway Protection Zones, located at each end of the runway that are designated as having the potential for extreme crash hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in these areas. No buildings intended for human habitation are permitted in the Clear Zones/ Runway Protection Zones (AELUP 2017).

Based on a review of the AELUP, none of the Housing Opportunity Sites, including the residential component of the ORCC Specific Plan Project, are located within the Clear Zones/ Runway Protection Zones for the Los Alamitos JFTB. As such, the Project would not present a safety hazard for persons in relation to airport-related accidents.

Height Restrictions

Most of the Project, except for Housing Opportunity Site 8 and the portion of the Main Street Specific Plan area located south of Electric Avenue, are located within the notification area and height restriction zone for the Los Alamitos JFTB. Generally, projects within the notification area and height restriction zone for the Los Alamitos JFTB that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the FAA and review by the ALUC.

Based on the proposed zoning districts for the Project (eight Housing Opportunity Sites and the Main Street Program), building heights are anticipated to range from two to five stories and therefore filing with the FAA regarding aircraft-related safety hazards is not anticipated.



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

For any construction or alteration of structures more than 200 feet above mean sea level, filing with the FAA and review by the ALUC, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) would be required. Any development project that would penetrate the FAR Part 77 Notification Surface for the JFTB (notification area) would also be required to file FAA Form 7460-1. Structures that are more than 200 feet tall would be reviewed by the ALUC on a case-by-case basis to ensure development does not result in a safety hazard.

The residential component of the ORCC Specific Plan Project is within the notification area and height restriction zone for the Los Alamitos JFTB. The residential component of the ORCC Specific Plan Project would be subject to the maximum height requirements established in the applicable zoning district. Any structures that are more than 200 feet tall or would penetrate the FAR Part 77 Notification Surface for the JFTB would be required to be reviewed by the ALUC. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

In conclusion, the Project and future developments under the Project would comply with the noise, safety, and height standards established in the AELUP for the Los Alamitos JFTB. The Project would not result in a safety hazard for people residing or working in the Project area and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

3.8.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Analysis, the geographic scope of impacts for hazards is limited to the specific project site. Hazards and hazardous materials impacts tend to be site specific and are assessed on a site-by-site basis and therefore, hazards do not contribute to cumulative impacts. There is



CITY OF SEAL BEACH HOUSING ELEMENT AND ZONING CODE UPDATES PROJECT

Draft Environmental Impact Report

Hazards and Hazardous Materials

no specific cumulative development listed in Table 3.0-3 that are driving cumulative impacts related to hazards.

However, indirect cumulative impacts related to hazards and hazardous materials could occur where regional development patterns place structures and/or people in proximity to significant sources of safety hazards or hazardous materials emissions, or where regional patterns develop new cumulatively hazardous sources near sensitive receptors. As stated in Table 3.0-3 of Section 3.0, Environmental Impact Analysis, all cumulative developments identified and listed in Table 3.0-3 are residential projects and therefore, would not develop new hazardous sources near sensitive receptors. Hazardous materials utilized during operation of the cumulative developments would be anticipated to be limited to those typical to residential uses and would not be anticipated to require the use of large quantities of hazardous materials. Additionally, all cumulative developments are located within urbanized areas and would not be located on sites that are in proximity to significant sources of safety hazards or hazardous materials emissions.

Anticipated impacts concerning hazards and hazardous materials from future developments facilitated by the Project, in conjunction with cumulative development within and within proximity of the City, may include future development in areas that are at risk of hazards such as from the nearby airport. Similar to future developments under the Project, cumulative developments would be required to comply with the noise, safety, and height standards established in the AELUP for the Los Alamitos JFTB. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential adverse site-specific impacts and require mitigation measures as necessary in compliance with federal, state, and local requirements. All potential impacts from future developments facilitated by the Project concerning hazards and hazardous materials would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards. As a result, cumulative impacts related to consistency with policies and regulations aimed at preventing and minimizing impacts from hazards and hazardous materials would be less than significant, as the Project would be consistent with applicable plans and policies. Therefore, with the implementation of applicable regulatory requirements and existing plans and policies, the Project's contribution to a cumulatively considerable impact related to hazards and hazardous materials would be less than significant.

3.8.5 References

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