

### 5.7 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the City of Torrance General Plan Update to impact hazards and hazardous materials in the City of Torrance. The analysis in this section is based, in part, upon the following information:

- *Technical Background Report to the Safety Element of the General Plan for the City of Torrance, Los Angeles County, California*, Earth Consultants International, August 2005.

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II, Appendix G)

#### 5.7.1 Environmental Setting

##### Regulatory Background

Various federal and state programs regulate the use, storage, and transportation of hazardous materials. These will be discussed in this report as they pertain to the City of Torrance and its management of hazardous materials. The goal of the discussions presented herein is to provide information that can be used to reduce or mitigate the danger that hazardous substances may pose to Torrance residents and visitors.

##### Hazardous Materials and Waste

###### *Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)*

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites.

According to the most recent EPA data available, there are six sites listed on the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) in the area of Torrance (see Table 5-7.1). Of these facilities, only the Montrose Chemical Corporation is on the National Priorities List (NPL). The Montrose Chemical Corporation was proposed for listing on the NPL in 1984, with final listing in 1989. Cleanup activities for the pesticide DDT and the raw material chlorobenzene are currently ongoing for affected soil and groundwater. No cleanup completion date is known at this time.



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**Table 5.7-1**  
**CERCLIS Sites in the Torrance Area**

<b>Facility Name</b>	<b>Facility Address</b>	<b>EPA ID</b>	<b>Status</b>
Classic Cleaners	283–2833 Pacific Coast Highway	CAL000032438	Not on NPL, PA Ongoing
Gardena Valley Dump No. 4	833 West Torrance Boulevard	CAL000568865	Not NPL, HRS Start Needed
Garrett Corporation, Air Research	3201 Lomita Boulevard	CAD020146189	Not on NPL, Reassessment Ongoing
LISI Aerospace (Hi-Shear Corporation)	2600 Skypark Drive	CAD099084337	Not NPL, NFRAP
Martin Marietta Aluminum, Inc.	192000 Western Avenue	CAD983643669	Not on NPL, NFRAP
Montrose Chemical Corporation	20201 Normandie Avenue	CAD008242711	Final NPL

Source: Earth Consultants International 2005; USEPA 2009

Notes:

NPL = National Priorities List

HRS = Hazard Ranking System

PA = Preliminary Assessment

NFRAP = No Further Remedial Action Planned

Of the other six CERCLIS sites, only the Martin Marietta Aluminum and the LISI Aerospace sites are considered No Further Remedial Action Planned (NFRAP) sites. The NFRAP status means that to the best of EPA's knowledge, no immediate or long-term risks to human health or the environment are associated with the site, and no further steps will be taken to list that site on the NPL list. The remaining sites on the list, Classic Cleaners and Garrett Corporation Air Research, are in various stages of assessment to determine their inclusion or noninclusion in the NPL list.

#### *Emergency Planning and Community Right-to-Know Act*

The primary purpose of the federal Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the location and quantities of chemicals stored on-site to state and local agencies. Under Section 3131 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated substances. In addition to releases of chemicals, the facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, activities, and chemical recycling. The EPA maintains the Toxic Release Inventory (TRI) database to document this information, which is reported annually by regulated facilities. According to the most recent EPA database (released in 2002) there are 19 TRI facilities located in Torrance, as shown in Table 5.7-2 below.

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**Table 5.7-2  
Toxic Release Inventory (TRI) of Facilities in the Torrance Area**

<i>Facility Name</i>	<i>Address</i>	<i>EPA ID</i>
Alcoa Fastening Systems	3000 W. Lomita Boulevard	CAD001946383
Bachem Inc.	3132 Kashiwa Street	CAD077243640
Hi-Shear Corporation	2600 Skypark Drive	CAD990843377
Honeywell Turbo Technologies	3201 W. Lomita Boulevard	CAD020146189
Moog Aircraft Group- Torrance Operations	20263 Western Avenue	CAD982437089
United States Gypsum Co.	401 Van Ness Avenue	CAD981374069
Ball Metal Beverage Container Co.	500 Crenshaw Boulevard	CAD009537200
Linde Gases	2535 Del Amo Boulevard	CAD095135687
Dow Chemical Co.	305 Crenshaw Boulevard	CAD009547050
Hitachi Automotive Products Inc.	475 Alaska Avenue	CAD070656871
Honeywell Cpg	19500 Mariner Avenue	CAD981428717
Naturalife ECO Vite Laboratories	20433 Earl Street	N/A
Praxair Distribution Inc.	19200 Hawthorne Boulevard	CAD000625863
Dow Chemical Latex Plant	19206 Hawthorne Boulevard	CAD081735755
Dow Chemical – Torrance Terminal	19500 Mariner Avenue	CAD008388894
Honeywell	2525 W. 190 <sup>th</sup> Street	CAD071896336

Source: Earth Consultants International 2005

#### *Resources Conservation and Recovery Act*

The Resources Conservation and Recovery Act (RCRA) is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is defined as any process that changes the physical, chemical, or biological character of the waste to make it less of an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store. Storage is defined as the holding of waste for a temporary period of time. The waste is treated, disposed of, or stored at a different facility at the end of each storage period. Disposal is the permanent placement of the waste into or on the land. Disposal facilities are usually designed to contain the waste permanently and to prevent the release of harmful pollutants to the environment.



The EPA lists the 12 following transporters of hazardous waste based in the Torrance area:

- Adams Trucking – 5321 Edgemere Drive
- Allwaste Service of Los Angeles, Inc. – 23033 Mariposa
- Bauer Oil Company – 4525 Cadison Street
- Cameron Environmental Inc. – 20741 Manhattan Place
- Cosworth Engineering, Inc. – 3031 Fujita Avenue
- Ecotech – 1920 Del Amo Boulevard, Suite A
- M.E.D. Trucking Company Inc. – 23228 Hawthorne Boulevard
- Miura Trucking – 18209 Illinois Court
- Opto Sensors Inc. – 20775 South Western Avenue
- R.E. Williams and Sons Inc. – 1745 Border Avenue
- Ray’s Trucking – 17103 South Haas
- Rons Trucking – 2814 West 179<sup>th</sup> Street

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Many types of businesses can be producers of hazardous waste. Small businesses like dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal-plating shops are usually generators of small quantities of hazardous waste. Small-quantity generators are facilities that produce between 100 and 1,000 kilograms (Kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons). As of April 2005, there were approximately 379 small-quantity generators of hazardous materials in the Torrance area; these can be found by logging on to [www.epa.gov/enviro/html/rcris/](http://www.epa.gov/enviro/html/rcris/), then search for small quantity generators under the RCRA Info database.

Larger businesses are sometimes generators of large quantities of hazardous waste. These include chemical manufacturers, large electroplating facilities, and petroleum extraction facilities. The EPA defines a large-quantity generator as a facility that produces over 1,000 Kg (2,200 pounds or about 275 gallons) of hazardous waste per month. Large quantity generators are fully regulated under RCRA. The large-quantity generators in the City and within one-quarter mile of its border, as of April 2005, are listed in Table 5.7-3. A substantial release from the large-quantity generators immediately outside of the City's border could adversely affect the City similar to that from a generator within the City.

**Table 5.7-3**  
**EPA Registered Large-Quantity Generator Facilities**  
**in the Torrance Area**

<b>Facility Name</b>	<b>Address</b>	<b>EPA ID</b>
23930 40 Madison Street Warehouse	23920 Madison Street	CAR000156935
Alcoa Fastening Systems	3000 West Lomita Boulevard	CAD001946383
Allied-Signal, Garrett Processing Division	19800 Van Ness Avenue	CAD097871982
American Honda Motor Co.	1919 Torrance Boulevard	CAD981404676
American Polystyrene Corporation *	1225 West 196 <sup>th</sup> Street	CAD048489306
Bachem Inc.	3132 Kashiwa Street	CAD077243640
Ball Metal Beverage Container	500 Crenshaw Boulevard	CAD009537200
Boeing Electron Dynamic Devices, Inc.	3100 West Lomita Boulevard	CAD041666819
Boeing Satellite Systems Inc.	3100 West Lomita Boulevard	CAR000160770
Chevron 93512	5550 West 190 <sup>th</sup> Street	CAD983583238
Classic Cleaners	2833 Pacific Coast Highway	CAD981614951
ConocoPhillips Torrance Tank Farm	2650 Lomita Boulevard	CAT000625301
Cushion Cut Inc.	2565 West 237 <sup>th</sup> Street	CAD009657776
Dow Chemical Company Torrance Facility	305 Crenshaw Boulevard	CAD009547050
El Camino Community College District*	16007 Crenshaw Boulevard	CAD981691637
Electrolux Construction Products	2012 Abalone Avenue	CAR000149088
ExxonMobil Oil Corporation*	21700 South Vermont Avenue	CAL000056160
ExxonMobil Oil Corporation	18200 Crenshaw Boulevard	CAL000056167
ExxonMobil Oil Corporation Torrance Refinery	3700 West 190 <sup>th</sup> Street	CAD008354052
General Motors Advanced Technical Vehicle	3050 Lomita Boulevard	CAR000052894
Geron Furniture inc.*	19808 South Normandie Avenue	CAD054869557
Global Communication Semiconductors Inc.	23155 Kashiwa Court	CAL000188396
Harbor UCLA Diagnostic Imaging*	21828 South Normandie Avenue	CAD982401648
Harbor UCLA Medical Center*	1000 West Carson Street	CAD079605366
Hi-Shear Corporation	2600 Skypark Drive	CAD990843377
Honeywell Inc.	2525 West 190 <sup>th</sup> Street	CAD071896336
Honeywell International Inc.	20225 Western Avenue	CAT080010663
JCI Jones Chemicals Inc.*	1401 West Del Amo Boulevard	CAD008352205
Martin Marietta Technologies Inc.*	19200 South Western Avenue	CAD030398622
Mercedes-Benz of South Bay	3233 Pacific Coast Highway	CAD981682545
Mobil Oil Corp Product Pipeline Facility	Undefined Address	CAT080010564

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**Table 5.7-3**  
**EPA Registered Large-Quantity Generator Facilities**  
**in the Torrance Area**

<i>Facility Name</i>	<i>Address</i>	<i>EPA ID</i>
Moog Inc. Torrance Operations	20263 Western Avenue	CAD982437089
Motorcar Parts and Accessories Inc.	2929 California Street	CAD982052326
Pall Rochem	3904 Del Amo Boulevard, Suite 801	CAD983641697
Panasonic Disc Manufacturing Corporation	20608 Madrona Avenue	CAR000031393
Phenomenex Building 1	2320 West 205 <sup>th</sup> Street	CAR000055020
Photo Sciences Inc.	2542 West 237 <sup>th</sup> Street	CAD982462839
Polypeptide Laboratories	365 Maple Avenue	CAR000030080
RR Donnelley & Sons Company*	19681 Pacific Gateway Drive	CAD098627516
Raytheon Systems Company Sensors and Electronics	24120 Garnier Street	CAD982462012
Redman Equipment & Manufacturing Company*	19800 Normandie Avenue	CAD008247900
Robinson Helicopter Company	2901 Airport Drive	CA0000372243
Shell Service Station	3101 Artesia Boulevard	CAR000126425
Shell Service Station	18910 Crenshaw Boulevard	CAR000080622
Shell Service Station 136178*	22930 South Western Avenue	CAD981405558
Shell Service Station 136182*	25904 Rolling Hills	CAR000107318
Site A	2545 West 190 <sup>th</sup> Street	CAR000103259
Star Biochemicals Inc.	20910 Higgins Court	CAD982522427
Stewart Filmscreen Corporation*	161 West Sepulveda Boulevard	CAR000001958
Threebond International Inc.	20815 Higgins Court	CAD062095500
Dow Chemical Corporation	19206 Hawthorne Boulevard	CAD081735755
Dow Chemical Corporation	19500 Mariner Avenue	CAD008388894
Vertex Microwave Products Inc.	3111 Fujita Street	CAD982023087
Vought Aircraft Industries Inc.	640 Alaska Avenue	CAD000627224
Vought Company	2135 Dominguez Avenue	CAD000627281
Vought Company	2203 Dominguez Avenue	CAD000627349
Younger Optics	2925 California Street	CAL000168014

Source: Earth Consultants International 2005



#### *Hazardous Materials Disclosure Program*

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for the environmental and emergency management programs, which include: Hazardous Materials Release Response Plans and Inventories (Business Plans), California Accidental Release Prevention (CalARP) Program, Underground Storage Tank Program, hazardous waste, tiered permitting, parts of the Uniform Fire Code, and the Aboveground Petroleum Storage Act. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs). The CUPA with responsibility for the City of Torrance is the Los Angeles County Fire Department Health Hazardous Materials Division, with the Torrance Fire Department listed as the local participating agency for the CUPA program.

#### *Hazardous Materials Incident Response*

Thousands of different chemicals are available today, each with unique physical characteristics. What might be an acceptable mitigation practice for one chemical could be inadequate for another. Therefore, it is essential that agencies responding to a hazardous material release have as much available information as possible regarding the type of chemical released, the amount released, and its physical properties to

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effectively and quickly evaluate and contain the release. The EPA-required business plans are a resource for this type of information. Other sources of information are knowledgeable facility employees who are present on-site.

In 1986, Congress passed the Superfund Amendments and Reauthorization Act (SARA). Title III of this legislation requires that each state establish a Local Emergency Planning Committee (LEPC). Torrance is part of the LEPC Region I, which includes Los Angeles, Orange, Ventura, Santa Barbara and San Luis Obispo Counties. This committee is responsible for developing an emergency plan that outlines steps to prepare for and respond to chemical emergencies in that community. This emergency plan must include the following:

An identification of local facilities and transportation routes where hazardous materials are present;

- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities
- A plan for conducting exercises to test the plan

The plan is reviewed by the State Emergency Response Commission (SERC) and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The Torrance Fire Department is responsible for the coordination of the City's disaster operations.

#### *Hazardous Material Spill/Release Notification Guidance*

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported to the Torrance Fire Department. Federal and state emergency notification is required for all significant releases of hazardous materials (e.g., location, date, and time of spill, release or threatened release, substance and quantity involved, time and duration of the release). Requirements for immediate notification of all significant spills or threatened releases cover: owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release. These statutes include:

- Health and Safety Codes §25270.7, 25270.8, and 25507.
- Vehicle Code §23112.5.
- Public Utilities Code §7673, (PUC General Orders #22-B, 161).
- Government Code §51018, 8670.25.5 (a).
- Water Codes §13271, 13272.
- California Labor Code §6409.1 (b)10.

In addition, all releases that result in injuries, or workers harmfully exposed, must be immediately reported to California Occupational Safety and Health Administration (Cal/OSHA) (California Labor Code §6409.1 (b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and §9030 of the California Labor Code.

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#### *California Accidental Release Prevention Program*

CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under CalARP, the California Emergency Management Agency must adopt implementing regulations and seek delegation of the program from the EPA. The CalARP aims to be proactive and therefore requires businesses to prepare risk management plans (RMPs), which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program.

#### *Leaking Underground Storage Tanks*

Leaking underground storage tanks (LUSTs) have been recognized since the early 1980s as the primary cause of groundwater contamination by gasoline compounds and solvents. In California, regulations aimed at protecting against UST leaks have been in place since 1983, one year before the federal RCRA was amended to add Subtitle I requiring UST systems to be installed in accordance with standards that address the prevention of future leaks. The federal regulations are found in the Code of Federal Regulations, parts 280–281. The state law and regulations are found in the California Health and Safety Code, Chapter 6.7, and in the California Code of Regulations Title 23, Division 3, Chapter 16, commonly referred to as the "Underground Tank Regulations." Federal and state programs include leak reporting and investigation regulations, and standards for cleanup and remediation. UST cleanup programs are available to fund the remediation of contaminated soil and groundwater caused by leaking tanks. California's program is more stringent than the federal program, requiring that all tanks be double walled, and prohibiting gasoline delivery to noncompliant tanks. The State Water Resources Control Board (SWRCB) has been designated the lead regulatory agency in the development of UST regulations and policy.

Older tanks are typically single-walled steel tanks. Many of these have leaked as a result of corrosion and detached fittings. As a result, the State of California required the replacement of older tanks with new double-walled, fiberglass tanks with flexible connections and monitoring systems. UST owners were given a 10-year period to comply with the new requirements, until December 22, 1998. However, many UST owners did not act by the deadline, so the State granted an extension for the Replacement of Underground Storage Tanks (RUST) program to January 1, 2002. Tanks that have not been replaced are out of compliance with this requirement. The SWRCB, in cooperation with the OES, maintains an inventory of leaking underground fuel tanks in a statewide database called GeoTracker.

The Geotracker database (accessed April 15, 2005) lists 115 LUST cases in Torrance that were reported between 1978 and 2005. Of these, according to the LUST database, 56 sites have been remediated and closed, leaving 51 cases still open. It should be noted that none of the leaks that have been reported in Torrance have impacted a drinking source of groundwater. Of the cases listed in Torrance, 26 impacted groundwater that is not used for drinking purposes, and the rest impacted the surrounding soil only.

#### *Household Hazardous Waste*

Household hazardous waste is defined under the California Health and Safety Code as "any hazardous waste generated incidental to owning or maintaining a place of residence. Household hazardous waste does not include any waste generated in the course of operating a business concern at a residence." Households often generate solid wastes that could technically be hazardous wastes (e.g., old solvents, paints, pesticides, fertilizer, poisons). However, it would be impossible to regulate every house in the United States that occasionally threw away a can of paint thinner or a bottle of rat poison. Therefore, EPA developed the household waste exemption. Under this exemption, wastes generated by normal household activities (e.g., routine house and yard maintenance) are exempt from the definition of hazardous waste. EPA has expanded the exemption to include household-like areas, such as bunkhouses, ranger stations, crew quarters,



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campgrounds, picnic grounds, and day-use recreation areas. While household hazardous waste is exempt from Subtitle C, it is regulated under Subtitle D as a solid waste.

While households do not have to separate household hazardous waste from trash under federal law, some states have special requirements. In California, household hazardous waste is managed as solid waste by the California Integrated Waste Management Board (CIWMB). Each month, these hazardous materials are comprised of 23.5 tons of toilet bowl cleaner, 13.5 tons of liquid household cleaners, and 3.5 tons of motor oil, in an average city of 100,000 residents.

The City of Torrance participates in household hazardous waste recycling program run by the Los Angeles County Public Works Department. Household hazardous materials may be either dropped off or picked up by the City at designated stations or during “roundups” on designated days throughout the County. The nearest drop-off facility to Torrance is at 1400 North Gaffey Street in San Pedro.

### **Other Recognized Environmental Conditions**

#### ***Oil Fields***

The Torrance Oil Field underlies a large portion of Torrance, extending between the city’s east and west borders, and from about Lomita Boulevard on the south to approximately the Burlington Northern Santa Fe (BNSF) railroad right-of-way on the north. The Chanslor-Canifield Midway Oil Company completed the discovery well, Del Amo No. 1, on June 6, 1922, at a depth of 3,500 feet. Initial production from this well was 300 barrels (bbl) of oil per day. Although slow to develop at first, the region boomed after several large wells were completed in Lomita. By May 1924, a peak production of 72,000 bbl daily from 345 wells had been reached. Then, on July 22, 1936, the Chanslor-Canifield Midway Oil Company opened a deeper pay zone when the Del Amo No. 23 well was completed at a depth of 4,887 feet. Wells from the deeper zone reached a daily production of up to 700 bbl. By January 1941 the Torrance Oil Field was the largest in the Los Angeles Basin, covering an area seven miles long and one mile wide, with approximately 1,200 wells drilled into it and having produced an estimated total of 100 million bbl of oil. By September 1941, there were 656 flowing wells producing 9,277 bbl of oil daily. However, by then the Torrance field had become a flush field, with many of its early wells too unprofitable to operate. As of December 2003, there were still 122 wells producing 379,681 bbl of oil and 77,703 million cubic feet (cf) of natural gas. Also, at the end of 2003, the field was estimated to have 7,653 million bbl and 2,018 million cf of oil and gas reserves, respectively.

#### ***Methane Gas***

Methane is a naturally occurring gas that typically forms as a by-product of bacterial digestion of organic matter, and therefore occurs ubiquitously, although generally at very low concentrations, in the air we breathe. At high concentrations, this gas is flammable, and at concentration of between 55,000 and 140,000 parts per million (ppm), it is explosive. At very high concentrations it can cause asphyxiation due to oxygen displacement. Methane is not toxic below levels that would lead to asphyxiation.

A human-made example of such an area would be a landfill or dairy pasture. Methane and other natural gases can form at great depth, where they are most often associated with petroleum deposits. Methane produced near the surface is generally at low to very low pressures, whereas that derived from oil-producing zones is generally at high pressures.

Human-made structures, such as pavement or building foundations, can prevent gas from venting to the atmosphere. Methane can accumulate in the upper reaches of poorly ventilated building components, such as basements, crawlspaces, and attics, sometimes with catastrophic results. For example, in 1985, there was



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a methane gas explosion and fire in the Fairfax area of Los Angeles (in the former Salt Lake oil field) that resulted from gas trapped beneath the pavement. Following the Fairfax incident and in response to the Methane Gas Hazards Reduction Act, the Division of Oil and Gas (now known as the Division of Oil, Gas and Geothermal Resources or DOGGR) conducted a survey and found that gas seeps are present in several southern California communities overlying oil fields (California Division of Oil and Gas 1987). The survey concentrated on areas believed to have the greatest potential for leakage, and as a result, the Torrance field was not tested because the field is under lower pressure than other fields. Also, the DOGGR does not conduct annual field inspections so current data on gas leakage are not available. Since the Torrance area has not been tested, it is possible that small gas seeps may be present in the area. This gas, if present, would consist primarily of methane, although small amounts of other natural gases may be part of the mix.

#### **Hazardous Materials Transportation Routes**

Torrance is intersected by several major transportation routes, including Interstate 405 (I-405), the BNSF railroad, the Union Pacific railroad, and the Pacific Coast Highway. I-405 and the railroads are used to transport hazardous materials, posing a potential for spills or leaks from non-stationary sources to occur within the area. Trucks and trains carrying hazardous materials are required to have placards that indicate at a glance the chemicals being carried, and whether or not they are corrosive, flammable, or explosive. The conductors are required to carry detailed "material data sheets" for each of the substances on board. These documents are designed to help emergency response personnel assess the situation immediately upon arrival at the scene of an accident, and take the appropriate precautionary and mitigation measures. The California Highway Patrol is in charge of spills that occur in or along freeways, with Caltrans, and local sheriffs and fire departments responsible for providing additional enforcement and routing assistance.

While train derailment can occur at any time, it is during an earthquake that a derailment and hazardous materials release would result in the greatest impact. According to the California Public Utilities Commission (1994), it is standard operating procedure to stop all trains within 100 miles of the epicenter of a magnitude 6.0 or greater earthquake. The stoppage of trains in the area of the 1994 Northridge earthquake took approximately 14 minutes to implement. A derailment in the Northridge earthquake included a train with 29 cars and one locomotive. One of 13 tank cars spilled an estimated 2,000 gallons of sulfuric acid, and 1,000 gallons of diesel fuel spilled from the locomotive.

#### **Hazardous Materials Incidence Response along Transportation Routes Due to Pipeline Failures**

Several oil and gas lines extend through the City. Rupture of any portion of these pipelines would adversely impact the area. Pipeline operators are responsible for the continuous maintenance and monitoring of their pipelines to evaluate and repair, when necessary, corroded sections of pipe that no longer meet the pipeline strength criteria. All excavations or drilling operations near pipelines, or anywhere else, for that matter, should be conducted only after proper clearance by the appropriate utility agencies or companies. California law requires that all excavations be cleared in advance. This is done locally by the Underground Service Alert of Southern California, or DigAlert.

Pipeline failures during an earthquake are more often the result of permanent ground deformations, including fault rupture, liquefaction, landslides, and consolidation of loose granular soils. Therefore, those pipelines that extend across areas susceptible to liquefaction, slope instability, or are underlain by sediments susceptible to earthquake-induced settlement, are most vulnerable to damage during an earthquake.

Tectonic uplift or subsidence can also impact a pipeline. Seismic shaking typically has less of an impact on buried utilities than it does on above ground structures, but still, almost 40 percent of the pipe ruptures reported in previous earthquakes can be attributed to seismic wave propagation effects. This hazard is most



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prevalent in youthful sediments like those that underlie most of Torrance. Therefore, since these pipelines are within 15 miles of three significant seismic sources in the southern California area, seismic shaking has the potential to significantly impact them. The type of material, age, and health of these pipelines also influence the amount of damage that the pipes may experience.

#### **Airports**

Torrance Municipal Airport, Zamperini Field, is located in the southern portion of the city. The airport is surrounded by mainly two-story commercial and industrial buildings, including warehouses. Robinson Helicopter Company, the largest manufacturer of private helicopters in the United States, is located on the airport but independent from airport operations and is therefore not part of this assessment. The airport property consists of 500 acres, of which 140 acres are leased for nonaeronautical purposes. The remaining 360 acres are available for aeronautical purposes. Zamperini Field is a busy operation with approximately 205,000 takeoffs or landings to date. Approximately 98,000 of those were round-trip flights that originated at Zamperini Field. While Torrance's airport is used primarily for private aircraft, it also has a variety of fixed base operators available for flight instruction, aircraft repair, and charter flights.

The airport has two runways and is used exclusively for general aviation. The first runway (29R-11L) is 5,000 feet long by 150 feet wide of asphalt paving, and the second runway (29L-11R) is 3,000 feet long by 75 feet wide of asphalt paving. The airport is 101 feet above sea level. The maximum weight per wheel is 20,000 lbs.

The 197,000 flight operations in 2004 consisted mainly of single-engine planes, some twin-engine aircraft and a significant number of helicopters. The heavy helicopter traffic is due to the Robinson Helicopter Factory on the airport premises. According to the airport's supervisor, corporate aircraft and business jets are rather rare. General activity consists of planes landing on the runway and then taxiing to a hangar, or taxiing from a hangar to the runway and taking off. The largest plane accommodated is a Class III type aircraft, such as a Dassault Falcon. The field has previously accommodated a C130 for air shows, but not in the last few years.

#### ***Torrance Airport Master Plan and the Comprehensive Land Use Plan***

The first airport master plan for Torrance Municipal Airport was developed in 1956. In 1962, the airport master plan was revised to restrict airport use to general aviation and executive use. The second version of the Master Plan was finalized in 1973 and revised again in 1977. The most recent complete version of the airport master plan was completed in 1981. Modifications of this airport master plan have been made to keep the management of the airport up to date.

The Torrance Municipal Airport Master Plan must be consistent with the Los Angeles County Airport Land Use Commission (ALUC) and Federal Aviation Administration (FAA) regulations. The ALUC is the operating body responsible for the comprehensive land use plan (CLUP) that covers aviation activities of 15 public use airports in Los Angeles County, including those of the Torrance Municipal Airport (Los Angeles County Department of Regional Planning 2009). The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the CLUP. All proposed land uses within the boundaries for each airport must coincide with the restrictions of the CLUP. Figure 5.9-1, *Torrance Municipal Airport Influence Area*, in Section 5.9, *Land Use and Planning*, shows the runway protection zones, the noise contours, and the planning boundary of Torrance Municipal Airport as they are found in the CLUP.

### Emergency Preparedness

The Torrance Fire Department is tasked with the responsibility of fire prevention and fire suppression in the City and they work with other fire-fighting agencies during emergencies. These teaming arrangements are handled through automatic and mutual aid agreements, which obligate fire departments to help each other under predefined circumstances.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Section 8555–8561) states: “Each party that is signatory to the agreement shall prepare operational plans to use within their jurisdiction, and outside their area.” These plans include fire and nonfire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Emergency Services Act, (California Government Code, Chapter 7 of Division 1 of Part 2) states that “the State Emergency Plan shall be in effect in each political subdivision of the State, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The Act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the governor or appropriate local authority, such as a city manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The act further describes the function and operations of government at all levels during extraordinary emergencies, including war. Therefore, local emergency plans are considered extensions of the California Emergency Plan.

Torrance is part of the Los Angeles County Operational area, and more specifically, part of the South Bay area (also referred to as Area G). The Operational Area is part of the California Fire and rescue master Mutual Aid System under Los Angeles County, Operation Region 1, further described below in Section 4.3.2, that promotes effective disaster management, response, and cooperation across jurisdictional boundaries. Other jurisdictions, in addition to Torrance, that are part of Operational Area G include Redondo Beach, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Manhattan Beach, and Palos Verdes Estates. As a result of being part of the same Operational Area group, all of these jurisdictions have mutual aid agreements that allow them to obtain additional emergency resources, as needed, from nonaffected members in the group. Given its geographic location, Redondo Beach is the first responder to mutual aid requests from the city of Torrance. Furthermore, each of these cities is signatory to a joint powers agreement that provides for the joint use and operation of machinery, equipment, vehicles, and personnel in the event of a fire, disturbance, or other local emergency that cannot be met solely by the requesting city.

Numerous other agencies are available to assist the City if needed. These include the City’s Police Department and California Highway patrol, which, depending on the location of the incident, would provide support during evacuations and to discourage people from traveling to the incident area to watch their operations, as this can hinder fire suppression and emergency response efforts. Several state and federal agencies have roles in fire hazard mitigation, response and recovery, depending on the type of incident and its location. These agencies include the Office of Aviation Services, National Weather Service, Department of the Interior and, in extreme cases, the Department of Defense. Private companies and individuals may also be asked to provide assistance in some cases.

### Fire Safety

The fire hazard of an area is typically based on the combination of several factors, including fuel loading (that is, the density and type of vegetation); topography (slope); weather; dwelling density; wildfire history; and



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whether or not there are local mitigation measures in place that help reduce the zone's fire rating (such as an extensive network of fire hydrants, fire-rated construction, fuel modification zones, etc.).

#### **Wildland Fire Protection**

Currently, areas identified as having a fire hazard, as defined by the California Department of Forestry and Fire Protection (CAL FIRE) as moderate, high, and very high, are referred to as state responsibility areas (SRAs). These are nonfederal lands covered wholly or in part by timber, brush, undergrowth, or grass, for which the state has the primary financial responsibility of preventing and suppressing fires. CAL FIRE has the primary responsibility for fire protection in these areas. The southernmost edge of Torrance has areas considered by the state to be Very High Fire Hazard Severity Zones, as indicated in Figure 5.13-2, *Fire Hazard Severity Zones*, in Section 5.13, *Public Services*.

#### *National Fire Plan*

Under presidential executive order, the National Fire Plan was created as a cooperative, long-term effort of the United States Forest Service (USFS), Department of the Interior, and the National Association of State Foresters, to protect communities and restore ecological health on federal lands. A major component of the National Fire Plan was funding for projects designed to reduce fire risks to people and their property. A fundamental step in realizing this goal was the identification of areas that are at high risk of damage from wildfire. Federal fire managers authorized state foresters to determine which communities were under significant risk for wildland fire on federal lands. CAL FIRE undertook the task of generating the state's list of communities at risk. With California's extensive wildland-urban interface situation, the list of communities extends beyond just those on federal lands. The California Fire Authority identified 1,283 fire-threatened communities in California. The list does not include the City of Torrance.

#### *California Fire Plan*

In 1996, the State Board of Forestry and Fire Protection and CAL FIRE undertook a cooperative effort to create the California Fire Plan (CAL FIRE 2006). Through this effort CAL FIRE and the state board created a system that ranks the fire hazard of wildland areas using four main criteria: fuels, weather, assets at risk, and level of service (which is a measure of a fire department's success in initial-attack fire suppression). The fire hazard of an individual cell area is ranked as moderate, high, very high, and extreme. This system is expected to replace the current SRA process.

Areas with more vegetation, such as the City's hilly southern portion, are a high fire hazard area under the California Fire Plan. The urban-wildland interface, where hardscape (concrete, asphalt, and structures) and landscaping vegetation predominate, can allow fires to jump from one building to the next. Increased development in and around the southern portion of the City has reduced that area's susceptibility to fire hazards to the extent that the Fire Department no longer considers this area at risk, but homeowners can still choose to implement some of the fire protection strategies.

#### **Fire Hazard Disclosure Requirements**

Owners of property in areas designated as Wildland Area That May Contain Substantial Forest Fire Risks and Hazards and areas designated Very High Fire Hazard Severity Zone are subject to maintenance requirements of Section 4291 of the Public Resources Code and Section 51182 of the Government Code, respectively.

### **Fire Protection in Torrance**

The Torrance Fire Department is responsible for fire suppression in the City. The Torrance Fire Department, which was formed immediately after the City was incorporated in 1921, constantly monitors the fire hazard in the City, and has ongoing programs for public education, and investigation and alleviation of hazardous situations. Fire-fighting resources in Torrance include Fire Station Nos. 1 through 6. Combined, these fire stations are manned by approximately 159 emergency response personnel. According to the general plan update, there are plans to build another fire station in the city. Current plans call for fitting this proposed new fire station mostly with equipment from other stations, with the exception of rescue equipment, which would be purchased.

The fire department responds to a variety of emergency response calls, vegetation and structure fires, vehicle accidents, medical and rescue calls, public assistance, and false alarms. Personnel from the fire department interviewed for the general plan update indicated that they are on scene within seven minutes of the dispatch center receiving the emergency call 95 percent of the time. The fire department relies on traffic-signal actuation devices (Opticom) at critical intersections to deal with traffic congestion and improve their driving time response. To date, approximately 60 intersections in the City have been fitted with preempting Opticom devices.

### **ISO Rating**

The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. To do so, ISO evaluates a community's fire protection needs and services, and assigns each community evaluated a Public Protection Classification rating. The rating is developed as a cumulative point system, based on the community's fire-suppression delivery system, including fire dispatch (operators, alarm dispatch circuits, telephone lines available), fire department (equipment available, personnel, training, distribution of companies, etc.), and water supply (adequacy, condition, number and installation of fire hydrants). Insurance rates are based upon this rating. The worst rating is a Class 10. The best is a Class 1. Torrance has maintained a Class 1 ISO rating for nearly a decade.



### **5.7.2 Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

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- H-5 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 result in a safety hazard for people residing or working in the project area.
- H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

#### 5.7.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

**IMPACT 5.7.1: FUTURE INDUSTRIAL AND COMMERCIAL DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED CITY OF TORRANCE GENERAL PLAN COULD INVOLVE THE TRANSPORT, USE, AND/OR DISPOSAL OF HAZARDOUS MATERIALS. [THRESHOLDS H-1, H-2, AND H-3]**

**Impact Analysis:** Torrance has a long history of industrial development, which is still apparent in its current land uses. The Torrance General Plan update involves the designation of additional commercial and industrial that could result in an increase in the frequency of transport, use, and disposal of hazardous materials. Industrial uses, which are the primary hazardous-waste-generating facilities in the City, are currently concentrated in the central portions of the City near the Torrance Airport and the oil and gas extraction facilities. Buildout of the general plan would allow for 75 acres of additional nonresidential development over existing land use conditions in the City. According to the proposed land use plan, the proposed industrial development would be contained in areas already designated for industrial land use.

Certain general plan policies and objectives are meant to reduce the risks related to industrial land uses. Land Use Policy LU.2.4 calls for the reduction of oil extraction facilities in residential areas to reduce the exposure of residents to these hazards. The safety element has a number of policies and objectives that reduce the impacts of oil extraction and production and the transport, use, and storage of hazardous materials (Objective S.1, Objective S.3, Objective S.4, Policies S.1.1 through S.1.5, Policies S.3.1 through S.3.5, and Policies S.4.1 through S.4.5).

Additionally, the Torrance Building Code provides restrictions on development within hazard areas and with hazardous material use in general to prevent the placement of persons and public use areas near hazardous materials and operations (Torrance Municipal Code, Division 8, Chapters 1, Article 5, *Hazard Areas* and Chapter 6, *Dangerous Chemicals*).

**IMPACT 5.7-2: THE CITY OF TORRANCE HAS SITES THAT ARE INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES. [THRESHOLD H-4]**

**Impact Analysis:** In the City of Torrance, there are a number of sites that have had hazardous materials spills or that use, transport, and/or produce hazardous materials. Some of these sites are included on national lists

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that are meant to inform the public of the locations of these sites and to conduct cleanup activities. Within the City, there are 6 sites on the CERCLIS list, 19 on the TRI list, 12 on the RCRA list, 68 on the EPA's Large-Quantity Generators list, and 115 on the LUST list. The buildout of the proposed general plan update would allow for an additional 53.6 acres of nonresidential development that may have uses that would also be on a list of hazardous materials.

The proposed land use plan of the Torrance General Plan update allows industrial and commercial development generally within the same areas as they are currently allowed. There would not be any substantial changes to the land use layout of the City. Land use element policies in the proposed general plan update would also prevent the placement of hazardous land uses near residential developments and other sensitive land uses (Land Use Objective LU.2 and Land Use Policies LU.2.1 through LU.2.5).

The City of Torrance has a number of policies and regulations in the municipal code that adopt the Interstate Commerce Commission and California Health and Safety Code regulations affecting the use, transport, and production of hazardous materials (Torrance Municipal Code Division 8, Building and Safety, Chapter 6, Dangerous Chemicals). This chapter of the municipal code also designated the agency in charge of responding to hazardous materials spills, the Torrance Fire Department.

Since Torrance has a long history of being an industrial center in southern California, preventing persons and property in the City from being exposed to hazardous materials is an essential part of the Torrance General Plan update. In addition to the land use element objective and policies mentioned above, the general plan update includes a number of objectives and policies that regulate the placement, use, and transport of hazardous materials in order to protect public safety and well-being (Safety Element Objectives S.3 and S.4, policies S.3.1 through S.3.5, and policies S.4.1 through S.4.3).

The unsubstantial change in land use layout indicated in the proposed land use plan in combination with general plan update policies and objectives and the existing regulations in the Torrance Municipal Code, impacts related to hazardous materials would be less than significant.

**IMPACT 5.7-3: THE TORRANCE GENERAL PLAN UPDATE WOULD BE COMPATIBLE WITH THE COMPREHENSIVE LAND USE PLAN FOR THE TORRANCE MUNICIPAL AIRPORT, LOCATED WITHIN THE CITY'S BOUNDARIES. [THRESHOLDS H-5 AND H-6]**

**Impact Analysis:** The Torrance Municipal Airport has a CLUP developed by the Los Angeles County ALUC, which jointly approves land use decisions within the airport influence area of Torrance Airport with the FAA. The City manages the operations of the airport and coordinates with the FAA and the Los Angeles County ALUC on safety, noise, and land use decisions. The City of Torrance follows the regulation of the FAA for land use developments within the influence area of the airport. The general plan would continue to guide development in a way that is compatible with the FAA regulations and the standards in the Los Angeles County CLUP for Torrance Airport.

Chapter Two of Division Five of the Torrance Municipal Code also contains restrictions on development within the runway protection zones (RPZ) of the Torrance Municipal Airport. The general plan update also lists policies and objectives in the safety element that ensure that the City's land use decisions remain consistent with the CLUP (Safety Element Objective S.5 and policies S.5.1 through S.5.4). The City would continue to coordinate with FAA and the ALUC and there would not be any impacts to airport land use plans for the Torrance Municipal Airport.



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**IMPACT 5.7-4: PROJECT DEVELOPMENT COULD AFFECT THE IMPLEMENTATION OF AN EMERGENCY RESPONSE OR EVACUATION PLAN. [THRESHOLD H-7]**

**Impact Analysis:** The City has an emergency plan that establishes emergency preparedness and emergency response procedures for both peacetime and wartime disasters. The plan is termed a “multi-hazard functional plan,” prepared in accordance with the state Office of Emergency Services guidelines. This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff utilizing the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS). The plan establishes that the City of Torrance is primarily responsible for emergency actions and will commit all available resources to save lives, minimize injury to persons, and minimize damage to the environment and to property. The Torrance Police Department through the Emergency Services Divisions is responsible to ensure the City’s emergency plan is current and follows both state and federal mandates.

The Torrance Fire Department is required to prepare and follow an area plan for emergency responses to hazardous materials releases. In 2006, the Torrance Fire Department rewrote its area plan to bring it up to date. The area plan has been submitted to the Governor’s Office of Emergency Services as required under the Health and Safety Code.

The City’s participation in the SEMS and NIMS as required under Government Code Section 8607(a) allows Torrance to receive state support and funding in the event on an emergency. The multijurisdictional system depends on voluntary mutual aid and divides services between local governments. These resources would be utilized by Torrance in an emergency event and the impact would be less than significant.

**IMPACT 5.7-5: PORTIONS OF TORRANCE ARE IN VERY HIGH FIRE HAZARD SEVERITY ZONES AND COULD EXPOSE STRUCTURES AND/OR RESIDENCES TO FIRE DANGER. [THRESHOLD H-8]**

**Impact Analysis:** The southern portion of Torrance, in the Palos Verdes Hills, has been designated as having Very High Fire Hazard Severity zones. To prevent fires in the City’s hillside areas, Section 85.2.20 of the City’s Municipal Code allows the Fire Chief to require the removal of brush, flammable vegetation, and combustible growth in an area 30 to 100 feet surrounding buildings and structures in cases of extra-hazardous conditions. In some cases, especially on hillside properties, the fire chief may require the fire break to extend up to 200 feet from a structure to mitigate the convective and radiant heat transfer resulting from the slope of the property.

Although these areas in the Palos Verdes Hills have been designated as having very high fire hazard severity, the developed conditions and fire suppression activities enforced over the area reduce fire risks. The lack of fuel loadings and effective suppression services in the developed, relatively flat areas of the City that surround the fire severity zones mitigate the potential for wildland fires. Impacts related to high fire hazards are less than significant.

#### 5.7.4 Relevant General Plan Update Policies

##### Community Resources Element, Energy Conservation Objectives and Policies

- To allow for continued safe, efficient, and environmentally sound oil and gas production activities. (Objective CR.22)



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- Require the use of newer and safer methods and equipment for oil recovery operations. (Policy CR.22.3)

#### **Safety Element, Human Activity Hazards Objectives and Policies**

- To protect the community from hazards associated with the production, transmission, and processing of petroleum products. (Objective S.3)
- Take appropriate measures to protect citizens from the hazards of oil and gas recovery, production, and transmission. (Policy S.3.1)
- Require that oil well abandonment and construction near abandoned oil wells comply with the most current local, state, and federal abandonment standards. (Policy S.3.2)
- Require all secondary recovery projects to comply with all applicable regulations regarding health, safety, and aesthetics as a condition of approval. (Policy S.3.3)
- Maintain comprehensive regulations in the Municipal Code that address all aspects of oil and gas recovery, production, and transmission activities. (Policy S.3.4)
- Ensure the compatibility of land uses near new and future oil recovery activities. (Policy S.3.5)
- To reduce the risk associated with the use, storage, transport, or disposal of hazardous waste. (Objective S.4)
- Adopt and strictly enforce the most current regulations governing hazardous waste management. (Policy S.4.1)
- Minimize exposure of critical facilities and residences to hazardous materials. (Policy S.4.2)
- Avoid locating new residential development adjacent to or near potentially hazardous industrial activities. (Policy S.4.3)
- To minimize the risk of potential hazards related to operations at Torrance Municipal Airport. (Objective S.5)
- Ensure that land use decisions within the airport influence area are consistent with the standards contained within the Torrance Airport Comprehensive Land Use Plan (CLUP). (Policy S.5.1)
- Require that airport personnel and emergency responders are trained in all applicable operational and safety procedures related to aviation hazards. (Policy S.5.2)
- Ensure that the airport has the appropriate equipment and technology to address any emergency situations that may arise. (Policy S.5.3)
- Prioritize airport preparation and response to potential security and terrorism threats. (Policy S.5.4)



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#### **Safety Element, Emergency Response and Public Safety Objectives and Policies**

- To reduce the impacts related to natural and human activity hazards through a high level of emergency preparedness. (Objective S.7)
- Promote public awareness of emergency procedures for residents, the business community, City staff, and public officials. (Policy S.7.1)
- Require essential services providers (water, sewage, electrical power, communication, transportation, natural gas, and liquid fuel systems) and transportation agencies to periodically evaluate the vulnerability of their systems in the event of a disaster. (Policy S.7.2)
- Review and consistently update the City's disaster contingency plans. Require that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services. (Policy S.7.3)
- Continue to work with other jurisdictions to maintain mutual aid agreements. (Policy S.7.4)
- Provide an adequate supply of water and water pressure to meet emergency needs. (Policy S.7.5)
- Improve the City's water storage capacity and distribution network to ensure provision of supplies during emergencies. (Policy S.7.6)
- Continue to prepare and implement measures to protect critical facilities from criminal or terrorist attacks. (Policy S.7.7)
- Develop disaster exercises to prepare for both natural and human activity hazards. (Policy S.7.10)
- Maintain an Emergency Operations Center that will provide the highest level of emergency response and preparedness facilities. (Policy S.7.11)

#### **5.7.5 Existing Regulations and Standard Conditions**

##### **Fire Safety**

- California Public Resources Code, Section 4291 (or California Government Code, Section 51182), regarding controlling vegetation susceptible to fire

##### **Hazardous Materials**

- Torrance Municipal Code, Division 8, Building and Safety, Chapter 1, Building Code, Article 5, Hazard Areas
- Torrance Municipal Code, Division 8, Building and Safety, Chapter 6, Dangerous Chemicals

##### **Airport Hazards**

- Torrance Municipal Code, Division 5, Airport, Chapter 2, Airport Hazard Zoning Restrictions

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#### **5.7.6 Level of Significance Before Mitigation**

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, 5.7-4, and 5.7-5.

#### **5.7.7 Mitigation Measures**

Impacts caused by the Torrance General Plan update related to hazards and hazardous materials are less than significant and do not require mitigation measures.

#### **5.7.8 Level of Significance After Mitigation**

No mitigation measures have been identified and impacts from hazards and hazardous materials are less than significant.



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