4.7 HAZARDS AND HAZARDOUS MATERIALS

This chapter describes the regulatory framework and existing conditions related to hazards and hazardous materials within San Leandro. It also evaluates the potential environmental consequences of adoption and implementation of the proposed project with regard to hazardous materials, airport hazards, emergency response plans, and wildland fires.

4.7.1 ENVIRONMENTAL SETTING

4.7.1.1 REGULATORY FRAMEWORK

Hazardous materials refer generally to hazardous substances, hazardous waste, and other materials that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses including businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term “hazardous materials” as used in this section includes all materials defined in the California Health and Safety Code (H&SC Section 25501(m)):

A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The term includes chemicals regulated by the United States Department of Transportation (USDOT), the United States Environmental Protection Agency (USEPA), the California Department of Toxic Substances Control (DTSC), the California Governor’s Office of Emergency Services (CalOES), and other agencies as hazardous materials, wastes, or substances. “Hazardous waste” is any hazardous material that has been discarded, except those materials specifically excluded by regulation. Hazardous materials that have been intentionally disposed of or inadvertently released fall within the definition of “discarded” materials and can result in the creation of hazardous waste. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and State hazardous waste definitions are similar, but contain enough distinctions that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and State non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated “acutely” or “extremely” hazardous under relevant statutes and regulations.
HAZARDS AND HAZARDOUS MATERIALS

Hazardous materials and wastes can pose an actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent these unwanted consequences. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal Agencies and Regulations

United States Environmental Protection Agency

The USEPA laws and regulations ensure the safe production, handling, disposal, and transportation of hazardous materials. Laws and regulations established by the USEPA are enforced in Alameda County by the California Environmental Protection Agency (CalEPA).

United States Department of Transportation

The USDOT has the regulatory responsibility for the safe transportation of hazardous materials between states and to foreign countries. The USDOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service (USPS) regulations. The federal RCRA of 1976 imposes additional standards for the transport of hazardous wastes.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) oversees the administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets (MSDS) from materials manufacturers. The MSDS describe the risks, as well as proper handling and procedures, related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

State Agencies and Regulations

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations, Title 19, Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on-site. A business which uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

California Environmental Protection Agency

One of the primary agencies that regulate hazardous materials is the CalEPA. The State, through CalEPA, is authorized by the USEPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and its residents from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and
The California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the responsible State-level agency for ensuring workplace safety. The CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.

The California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The 2013 CBC is based on the 2012 International Building Code (IBC), but has been modified for California conditions. The CBC is updated every three years, and the current CBC went into effect in January 2014. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local City and County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

The California Emergency Management Agency

The California Emergency Management Agency (CalEMA) was established as part of the Governor’s Office on January 1, 2009 – created by Assembly Bill 38 (Nava), which merged the duties, powers, purposes, and responsibilities of the former Governor’s Office of Emergency Services with those of the Governor’s Office of Homeland Security. The CalEMA is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for assuring the State’s readiness to respond to and recover from all hazards including natural, manmade, emergencies, and disasters and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

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1 Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) and the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.
California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. The CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat. Additionally, the CAL FIRE produced the 2010 Strategic Fire Plan for California, which contains goals, objectives, and policies to prepare for and mitigate for the effects of fire on California’s natural and built environments.

California Government Code

Sections 65302 and 65302.5 of the California Government Code, amended by Senate Bill 1241, revise the safety element requirements for state responsibility areas and very high fire hazard severity zones, as specified, and require the safety element, upon the next revision of the housing element on or after January 1, 2014, to be reviewed and updated as necessary to address the risk of fire in state responsibility areas and very high fire hazard severity zones, taking into account specified consideration, including, among others, the most recent version of the Office of Planning and Research’s “Fire Hazard Planning” document.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9 of that Title. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Similar to the CBC, the CFC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions.

California Department of Transportation and California Highway Patrol

Two State agencies have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies: the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Caltrans manages more than 50,000 miles of California’s highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on those highway and freeway lanes and intercity rail services.

The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and provides detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular

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inspections of licensed transporters to assure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Common carriers are licensed by the CHP, pursuant to the California Vehicle Code, Section 32000. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material to display of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

**Federal and State Hazardous Materials-Specific Programs and Regulations**

**Asbestos-Containing Materials Regulations**

Asbestos-containing materials (ACM) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. ACM is generally defined as either friable or non-friable. Friable ACM is defined as any material containing more than one percent asbestos. Friable ACM is more likely to produce airborne fibers than non-friable ACM, and can be crumpled, pulverized, or reduced to powder by hand pressure. Non-friable ACM is defined as any material containing one percent or less asbestos. Non-friable ACM cannot be crumpled, pulverized, or reduced to powder by hand pressure. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure occurs when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. Inhalation of asbestos airborne fibers can lead to various health problems, the most serious of which includes lung disease.

State-level agencies, in conjunction with the USEPA and OSHA, regulate removal, abatement, and transport procedures for ACMs. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Specifically, BAAQMD Regulation 11, Rule 2, requires a written plan or notification of intent to demolish or renovate be provided to the District at least ten working days prior to commencement of demolition or renovation.

**Lead-Based Paint**

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.
Polychlorinated Biphenyls

The USEPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (TSCA), Title 15 United States Code Section 2601 et seq. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

CalOSHA’s Lead in Construction Standard is contained in Title 8, Section 1532.1 of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Regional Agencies and Regulations

San Francisco Bay Regional Water Quality Control Board

The Porter-Cologne Water Quality Act\(^4\) established the State Water Resources Control Board (SWRCB) and divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB). The San Francisco Bay Region (Region 2) is the Regional Water Quality Control Board (San Francisco Bay RWQCB) which regulates water quality in the vicinity of the Project and Project site itself. The San Francisco Bay RWQCB has the authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened, and to require remediation actions, if necessary.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products (which are the responsibility of CalEPA and California Air Resources Board [CARB]). The BAAQMD is responsible for preparing attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and the issuance of permits for activities including demolition and renovation activities affecting asbestos containing materials (District Regulation 11, Rule 2) and lead (District Regulation 11, Rule 1).

Association of Bay Area Governments Multi-Jurisdictional Local Hazard Mitigation Plan for the San Francisco Bay Area

The Federal Disaster Mitigation Act of 2000 (DMA) requires all cities, counties, and special districts to adopt a Local Hazard Mitigation Plan (LHMP) to receive disaster mitigation funding from the Federal

\(^4\) California Water Code Sections 13000 et seq.
Emergency Management Agency (FEMA). The DMA provides that a local agency may adopt a Local Hazard Mitigation Plan or participate in the preparation of and adopt a Multi-Jurisdictional Hazard Mitigation Plan. ABAG received funds from FEMA to serve as the lead agency in the creation of a multi-Jurisdictional Hazard Mitigation Plan for the nine-county Bay Area. With participation from the City of San Leandro and other local agencies, ABAG created an umbrella Hazard Mitigation Plan entitled “Taming Natural Disasters.”

Alameda County Fire Department

The Alameda County Fire Department (ACFD), through a contract for services, provides service to the City of San Leandro. These services include fire suppression, urban search and rescue, fire prevention and public education. The ACFD maintains mutual aid agreements with the Oakland Fire Department and other fire departments in the county to provide assistance in the case of a major emergency. The Department maintains active public education which includes CPR training, paramedic services, and emergency training programs providing day-to-day contact with the public. The Department also works closely with City staff to review building permits and development applications to ensure that adequate provisions are made for fire protection and emergency access before new projects are approved.

ACFD maintains 29 fire stations throughout Alameda County. A total of five ACFD fire stations serve San Leandro. There are no current plans for expansion or relocation of ACFD stations that service San Leandro.5

Airport Land Use Commission

Alameda County established an Airport Land Use Commission (ALUC), in accordance with State law, and subsequently has adopted Airport Land Use Compatibility Plans (ALUCPs) for the Oakland International Airport (OAK) in December 2010 and for the Hayward Executive Airport (HWD) in August 2012. The ALUCPs are the primary documents used by the Alameda County ALUC to help promote compatibility between OAK and HWD and their environs. More specifically, the ALUCPs act as guides for the ALUC and local jurisdictions in safeguarding the general welfare of the public as OAK and HWD and the areas surrounding these airports grow. These documents also serve as tools for the Alameda County ALUC in fulfilling its duty to review airport and land use development proposals within the airport influence area (AIA) or referral area associated with each of these airports. The city is within the AIA for OAK and a small portion of southern San Leandro also falls within the AIA for HWD. Should a question of jurisdictional authority arise within this zone of intersect between the AIAs, the ALUCP with the more stringent land use policies shall apply.

Local Agencies and Regulations

City of San Leandro Environmental Services Section

The State of California transferred administration and enforcement of major environmental programs to local agencies in 1996 in accordance with Senate Bill 1082 (Health and Safety Code 25404). The local

5 Terra, Bonnie S. Division Chief, Alameda County Fire Department. Personal communication with Claudia Garcia, PlaceWorks. December 16, 2015.
agencies under this legislation are known as Certified Unified Program Agencies (CUPAs). The purpose of this legislation was to simplify environmental reporting by streamlining the number of regulatory agency contacts a facility must maintain, and by requiring the use of more standardized forms and reports.

The City of San Leandro Environmental Services Section (ESS) is the CUPA for San Leandro. As such, this section regulates the storage, use, treatment, and disposal of hazardous materials and wastes within the San Leandro. State CUPA programs for which the Environmental Services Division is responsible include the:

- Hazardous Materials Business Plan (HMBP) program;
- Hazardous waste generator (HW) program;
- California Accidental Release Program (CalARP);
- Aboveground petroleum storage tank (APSA) program;
- Underground storage tank (UST) program; and
- Tiered Permitting for on-site hazardous waste treatment.

In addition, the ESS is responsible for:

- Managing the Pretreatment Program for regulated non-domestic discharges to the sewer;
- Enforcement of the hazardous materials requirements of the Fire Code;
- Response to citizen’s complaints; and
- Technical, investigative, and site mitigation oversight for hazardous materials incidents.

City of San Leandro Municipal Code

The City of San Leandro Municipal Code contains all ordinances for the city. The Municipal Code is organized by Title, Chapter, and Article and is current through Ordinance 2016-022 and the March 2016 code supplement. The following provisions of the Municipal Code help to minimize adverse effects from hazards and hazardous materials.

- **Chapter 3-17: Hazardous Materials.** The purpose of this chapter is to conform its provisions to California laws regulating the storage and handling of hazardous materials and wastes, including: Chapter 6.5 (hazardous waste); Chapters 6.7 and 6.75 (underground storage tanks); Chapter 6.95, Article 1 (hazardous materials); Chapter 6.95. Article 2 (accidental Release Prevention Program) of Division 20 of the California Health and Safety Code; and Division 7, Chapter 10, Article 4 of the California Water Code (water monitoring wells), of which the City assumes responsibility and local jurisdiction. This chapter is also intended to be used in conjunction with the most recent version of the Uniform Fire and Building Code adopted by the City which pertains to hazardous materials management.

- **Chapter 3-18: Environmental Enforcement.** The purpose of this Chapter is to ensure the future health, safety and general welfare of the City of San Leandro and its residents by providing for uniform and effective enforcement of the City of San Leandro Hazardous Materials Regulations in Chapter 3-17, Storm Water Management and Discharge Control Ordinance in Chapter 3-15 and the Uniform Wastewater Discharge Regulations in Chapter 3-14. This chapter provides procedures by which the City of San Leandro will implement the enforcement of environmental laws pursuant to its role as a Certified Unified Program Agency and Authorized Pretreatment Control Authority.

- **Chapter 3-21: Very High Fire Severity Zones.** The purpose of this Chapter is to designate those areas within the San Leandro City limits that the California Department of Forestry and Fire Protection has
determined, under California Government Code Section 51179, are very high fire hazard severity zones (VHFHSZs).

City of San Leandro Hazard Mitigation Master Plan

The City of San Leandro’s Hazard Mitigation Master Plan (Master Plan) is intended to prepare the community for potential life threatening emergencies, such as fire, flood, and earthquakes. The Hazard Plan is essentially a “road map” for action involving hazard mitigation and emergency preparedness. In general, the Hazard Plan includes guiding principles, such as community education, establishing early warning systems for notifying the community of emergencies, and continuing training and updating of emergency preparedness.

4.7.1.2 EXISTING CONDITIONS

This section describes existing conditions related to hazardous materials, schools, airport hazards, and wildlife fires within the Planning Area.

Hazardous Materials Sites

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL**: The EPA’s National Priorities List includes all sites under the USEPA’s Superfund program, which was established to fund cleanup of contaminated sites that pose risk to human health and the environment.

- **EPA CERCLIS and Archived Sites**: The EPA’s Comprehensive Environmental Response, Compensation, and Liability Information System includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned (NFRAP) status.

- **EPA RCRIS (RCRA Info)**: The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.

- **DTSC Cortese List**: The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database (CalSites).

- **DTSC HazNet**: The DTSC uses this database to track hazardous waste shipments.

- **SWRCB LUSTIS**: This stands for the Leaking Underground Storage Tank Information System and the SWRCB maintains an inventory of USTs and leaking USTs, which tracks unauthorized releases.

The required lists of hazardous material release sites are commonly referred to as the “Cortese List” after the legislator who authorized the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer
being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including DTSC’s online EnviroStor database and the SWRCB’s online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency’s jurisdiction.

A search of the EnviroStor database, on March 3, 2016, found 52 records listed within the city. Of these records, 14 facilities are DTSC ongoing cleanup sites (i.e., sites actively undergoing investigation or cleanup, certified cleanup in place but requiring continuing operation and maintenance, or non-active where DTSC has determine further evaluation is required). The names, addresses, and facility types for these ongoing sites are identified in Table 4.7-1 and their locations are shown on Figure 4.7-1. A similar search of the GeoTracker database, on March 3, 2016, found 40 open (i.e., undergoing or still requiring investigation and/or cleanup) RWQCB Cleanup Sites listed within the city. The names, locations, and facility types are identified in Table 4.7-2 and their locations also are shown on Figure 4.7-1.

In addition, there are four major groundwater plumes in San Leandro that are undergoing site characterization and/or remediation. These are known as the 1964 Williams Street plume, the Caterpillar plume, the Davis-Washington-Alvarado (DWA) plume, and the Hester Street plume. The largest groundwater plume is the DWA plume in central San Leandro, which is approximately two miles long and over 1 mile wide, and consists of trichloroethylene (TCE) and tetrachloroethylene (PCE) contaminants. Many San Leandro residents use private wells in the vicinity of the plume for landscape and garden irrigation. DTSC conducted a risk assessment and determined that shallow groundwater in the plume can be safely used for irrigation and other outside uses, but should not be used in the home for domestic purposes such as drinking, cooking, showering, or bathing. Additional information on the plumes can be found in Chapter 4.8, Hydrology and Water Quality, of this Draft EIR.

**School Locations**

There are two public school districts with schools within San Leandro. San Leandro Unified School District has twelve schools located throughout the city, including San Leandro High School, John Muir and Bancroft Middle Schools, eight elementary schools, and Lincoln High Continuation School. San Lorenzo Unified has three schools located in the southern portion of the city, near Manor Boulevard, including Dayton and Corvallis Elementary Schools and Washington Manor Middle School. San Lorenzo Unified also has four schools in the Sphere of Influence (SOI) adjacent to the southeast portion of the city, including two elementary schools, a middle school, and San Lorenzo High School. In addition, there are several private and charter schools located throughout San Leandro, including St. Felicitas Catholic School, Assumption School, and The Principled Academy.

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### TABLE 4.7-1 DTSC ONGOING CLEANUP SITES IN SAN LEANDRO

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Site/Facility Name</th>
<th>Program Type</th>
<th>Status</th>
<th>Address Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Caterpillar Inc.</td>
<td>State Response</td>
<td>Certified/Operation &amp; Maintenance&lt;sup&gt;b&lt;/sup&gt;</td>
<td>800 Davis Street</td>
</tr>
<tr>
<td>2</td>
<td>Cintas/Dedomenico Site</td>
<td>State Response</td>
<td>Certified/Operation &amp; Maintenance – Land Use Restrictions&lt;sup&gt;c&lt;/sup&gt;</td>
<td>777 139&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>3</td>
<td>DWA Plume</td>
<td>State Response</td>
<td>Active/Operations &amp; Maintenance</td>
<td>San Leandro (Groundwater Contamination)/790 139&lt;sup&gt;th&lt;/sup&gt; Ave.</td>
</tr>
<tr>
<td>4</td>
<td>Former Airgas Facility</td>
<td>Voluntary Cleanup</td>
<td>Certified – Land Use Restrictions</td>
<td>1588 Doolittle Drive</td>
</tr>
<tr>
<td>5</td>
<td>Hudson I C S</td>
<td>Voluntary Cleanup</td>
<td>Certified/Operation &amp; Maintenance – Land Use Restrictions</td>
<td>400 Hudson Lane</td>
</tr>
<tr>
<td>6</td>
<td>Kaiser Aerospace &amp; Electronics Company</td>
<td>State Response</td>
<td>Certified/Operation &amp; Maintenance – Land Use Restrictions</td>
<td>880 Doolittle Drive</td>
</tr>
<tr>
<td>7</td>
<td>Lerner Processing Labs, Inc.</td>
<td>Tiered Permit</td>
<td>Inactive – Needs Evaluation&lt;sup&gt;d&lt;/sup&gt;</td>
<td>14333 Wicks Boulevard</td>
</tr>
<tr>
<td>8</td>
<td>Likit Windows, Inc.</td>
<td>Tiered Permit</td>
<td>Inactive – Needs Evaluation</td>
<td>888 Doolittle Drive</td>
</tr>
<tr>
<td>9</td>
<td>Liquid Gold Oil Corp</td>
<td>Corrective Action</td>
<td>Inactive – Needs Evaluation</td>
<td>1696 Martinez St</td>
</tr>
<tr>
<td>9</td>
<td>Liquid Gold Oil Corp</td>
<td>Evaluation</td>
<td>Inactive – Needs Evaluation</td>
<td>1696 Martinez Street</td>
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<tr>
<td>10</td>
<td>PG&amp;E Easement</td>
<td>School Investigation</td>
<td>Inactive – Needs Evaluation</td>
<td>Bancroft Avenue</td>
</tr>
<tr>
<td>11</td>
<td>Precision Founders Div.</td>
<td>Tiered Permit</td>
<td>Inactive – Needs Evaluation</td>
<td>414 Hester Street</td>
</tr>
<tr>
<td>12</td>
<td>Riding Group</td>
<td>Evaluation</td>
<td>Inactive – Action Required</td>
<td>14844-14860 East 14&lt;sup&gt;th&lt;/sup&gt; Street &amp; 14875 Bancroft Avenue</td>
</tr>
<tr>
<td>13</td>
<td>San Francisco Nike 31</td>
<td>State Response</td>
<td>Inactive – Needs Evaluation</td>
<td>2800 Alvarado Street</td>
</tr>
</tbody>
</table>

<sup>a</sup> See Figure 4.7-1 for Site locations.  
<sup>b</sup> Identified sites that have certified cleanups in place but require ongoing Operation and Maintenance (O&M) activities.  
<sup>c</sup> Same as note b. Sites also have restricted land use.  
<sup>d</sup> Identifies non-active sites where DTSC has determined further evaluation is required.  
Source: DTSC EnviroStor.

### Airport Hazards

The City of San Leandro is located directly adjacent to the south of the Oakland International Airport and two miles north of the Hayward Executive Airport. As such, areas within the city are located within the boundaries of the ALUCPs for Oakland International Airport and Hayward Executive Airport, as described in Section 4.7.1.1, Regulatory Framework. There are no private airstrips in San Leandro or its SOI.
Source: California Department of Toxic Substances Control (DTSC), EnviroStor, 2015; California Water Resources Control Board, GeoTracker, 2015; City of San Leandro, 2014; PlaceWorks, 2014.
<table>
<thead>
<tr>
<th>Site No.</th>
<th>Site/Facility Name</th>
<th>Program Type</th>
<th>Status</th>
<th>Address Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>1964 Williams St</td>
<td>Cleanup Program Site</td>
<td>Open – Remediation (b)</td>
<td>1964 Williams Street</td>
</tr>
<tr>
<td>16</td>
<td>Aervoe Pacific Company</td>
<td>Cleanup Program Site</td>
<td>Open – Remediation</td>
<td>2420 Merced Street</td>
</tr>
<tr>
<td>17</td>
<td>Alco Camp Wilmont Sweeney</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment (c)</td>
<td>2600 Fairmont Drive</td>
</tr>
<tr>
<td>18</td>
<td>American Environmental Solutions Inc.</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>295 Park</td>
</tr>
<tr>
<td>19</td>
<td>Arco (Independent)</td>
<td>LUST Cleanup Site</td>
<td>Open – Remediation</td>
<td>15101 Freedom</td>
</tr>
<tr>
<td>20</td>
<td>Betts Spring Company</td>
<td>Cleanup Program Site</td>
<td>Open – Verification Monitoring (d)</td>
<td>2100 Williams</td>
</tr>
<tr>
<td>21</td>
<td>Cherry City Nursery</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive (e)</td>
<td>863 Peralta</td>
</tr>
<tr>
<td>22</td>
<td>Chevron / Senna Property</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure (f)</td>
<td>1224-1244 Doolittle</td>
</tr>
<tr>
<td>23</td>
<td>Clyde’s Corner</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>15796 14th</td>
</tr>
<tr>
<td>24</td>
<td>Domtar Gypsum Company</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>1980 Marina Boulevard</td>
</tr>
<tr>
<td>25</td>
<td>Former Dynasty Cleaners</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>293-295 Macarthur Boulevard</td>
</tr>
<tr>
<td>26</td>
<td>Four Seasons Cleaners</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>13778 Doolittle Drive</td>
</tr>
<tr>
<td>27</td>
<td>German Autocraft</td>
<td>LUST Cleanup Site</td>
<td>Open – Assessment &amp; Interim Remedial Action</td>
<td>301 E 14th Street</td>
</tr>
<tr>
<td>28</td>
<td>Hank’s Automotive Service</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>16065 Mateo</td>
</tr>
<tr>
<td>29</td>
<td>James River Corporation</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>2101 Williams</td>
</tr>
<tr>
<td>30</td>
<td>Kaiser Aerotech</td>
<td>LUST Cleanup Site</td>
<td>Open – Remediation</td>
<td>880 Doolittle Drive</td>
</tr>
<tr>
<td>31</td>
<td>Lucky Stores And Albertson Warehouse</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>1701 Marina Boulevard</td>
</tr>
<tr>
<td>32</td>
<td>Minit Auto Care</td>
<td>LUST Cleanup Site</td>
<td>Open – Inactive</td>
<td>497 E. 14th Street</td>
</tr>
<tr>
<td>33</td>
<td>Mobil #04-Fgn</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>14994 East 14th Street</td>
</tr>
<tr>
<td>34</td>
<td>Oliver Wire And Plating Company</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>555 Montague Avenue</td>
</tr>
<tr>
<td>35</td>
<td>Oyster Bay/Davis St Lf</td>
<td>Land Disposal Site</td>
<td>Open</td>
<td>Foot of Davis Street</td>
</tr>
<tr>
<td>36</td>
<td>Palace Garage</td>
<td>LUST Cleanup Site</td>
<td>Open – Assessment &amp; Interim Remedial Action</td>
<td>14336 Washington Avenue</td>
</tr>
<tr>
<td>37</td>
<td>Pelton Plaza - Organic Cleaners</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>122 Pelton Center Way</td>
</tr>
<tr>
<td>38</td>
<td>Richards Automotive</td>
<td>LUST Cleanup Site</td>
<td>Open – Assessment &amp; Interim Remedial Action</td>
<td>1495 Hays Street</td>
</tr>
<tr>
<td>39</td>
<td>Robinson Auto Works</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>1860 Alvarado Street</td>
</tr>
<tr>
<td>40</td>
<td>Marea Alta (Eastern Parcel - Bridge Housing Corp.)</td>
<td>Cleanup Program Site</td>
<td>Open – Assessment &amp; Interim Remedial Action</td>
<td>1400 San Leandro Boulevard</td>
</tr>
</tbody>
</table>
TABLE 4.7-2 RWQCB OPEN CLEANUP SITES IN SAN LEANDRO

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Site/Facility Name</th>
<th>Program Type</th>
<th>Status</th>
<th>Address Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>San Leandro Tech Campus (Western Parcel, Westlake</td>
<td>Cleanup Program Site</td>
<td>Open – Remediation</td>
<td>1333 Martinez Street</td>
</tr>
<tr>
<td></td>
<td>Development)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>San Leandro High School</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>2800 Bancroft Avenue</td>
</tr>
<tr>
<td>43</td>
<td>San Leandro Westgate Shopping Center</td>
<td>Cleanup Program Site</td>
<td>Open – Verification Monitoring</td>
<td>1933 Davis Street</td>
</tr>
<tr>
<td>44</td>
<td>See The Doctor Transmission</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>16611 14th Street</td>
</tr>
<tr>
<td>45</td>
<td>Shell #129460</td>
<td>LUST Cleanup Site</td>
<td>Open – Site Assessment</td>
<td>15275 Washington</td>
</tr>
<tr>
<td>46</td>
<td>Robinson Auto Works</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>1860 Alvarado Street</td>
</tr>
<tr>
<td>47</td>
<td>Sunshine Cleaners</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>223 14th Street</td>
</tr>
<tr>
<td>48</td>
<td>Swiss Valley Cleaners</td>
<td>Cleanup Program Site</td>
<td>Open – Site Assessment</td>
<td>1395 Macarthur Boulevard</td>
</tr>
<tr>
<td>49</td>
<td>TRW</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>820 Aladdin Avenue</td>
</tr>
<tr>
<td>50</td>
<td>Unocal #3292</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>15008 E. 14th Street</td>
</tr>
<tr>
<td>51</td>
<td>Unocal #5367</td>
<td>LUST Cleanup Site</td>
<td>Open – Eligible For Closure</td>
<td>500 Bancroft Avenue</td>
</tr>
<tr>
<td>52</td>
<td>Vijon Laboratories</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>2055 Adams Avenue</td>
</tr>
<tr>
<td>53</td>
<td>Watkins Terminal</td>
<td>Cleanup Program Site</td>
<td>Open – Verification Monitoring</td>
<td>2075 Williams Street</td>
</tr>
<tr>
<td>54</td>
<td>Weaver Property</td>
<td>Cleanup Program Site</td>
<td>Open – Inactive</td>
<td>750 139th Street</td>
</tr>
<tr>
<td>55</td>
<td>Xtra Oil Company</td>
<td>LUST Cleanup Site</td>
<td>Open – Assessment &amp; Interim Remedial Action</td>
<td>589 Davis</td>
</tr>
</tbody>
</table>

a. See Figure 4.7-1 for Site locations.
b. Identifies sites undergoing remediation.
c. Identifies sites undergoing site assessment.
d. Identified sites undergoing verification monitoring to ensure remediation was completed successfully.
e. Identified sites that are inactive but the RWQCB has determined require further evaluation.
f. Identifies sites that are eligible for closure.
Source: SQRCB GeoTracker.

Wildland Fire Hazard

CAL FIRE evaluates fire hazard severity risks according to areas of responsibility (i.e., federal, State, and local). The State Responsibility Area (SRA) includes State and privately owned forest, watershed, and rangeland where the State has primary financial responsibility for the prevention and suppression of wildland fires. CAL FIRE provides a basic level of wildland fire prevention and protection services to the SRA. According to the CAL FIRE SRA data and as shown on Figure 4.7-2, there is a Very High Fire Hazard

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Figure 4.7-2
Fire Hazard Severity Zones in State Responsibility Area

Source: California Department of Forestry and Fire Protection, 2007; PlaceWorks, 2014.


Severity Zone within San Leandro or its SOI, south of Lake Chabot. In the vicinity of the Planning Area, the SRA High and VHFHSZs continue throughout the area around Lake Chabot, within the East Bay Regional Park system. The Local Responsibility Area (LRA), unlike SRA, includes incorporated cities like San Leandro and other areas in which fire protection is provided by City fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. According to CAL FIRE LRA data and as shown on Figure 4.7-3, VHFHSZs within the LRA are located along the eastern city limit and portions of the SOI, generally east of Interstate 580. The VHFHSZ covers approximately 8,335 acres within San Leandro.

4.7.2 STANDARDS OF SIGNIFICANCE

The proposed project would result in a significant hazards or hazardous materials impact if it would:

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

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.

3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.

4. 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, create a significant hazard to the public or the environment.

5. Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport it results in a safety hazard for people residing or working in the project area.

6. Be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area.

7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to hazards and hazardous materials.

| HAZ-1 | The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. |
Figure 4.7-3

Fire Hazard Severity Zones in Local Responsibility Area

Source: California Department of Forestry and Fire Protection, 2007; PlaceWorks, 2014.
Proposed General Plan Update

The proposed project could substantially affect the environment if future development allowed under the Plan would involve the routine use, transport, or disposal of hazardous materials. Hazardous materials are regularly used, transported, and handled in San Leandro. Additional residential, commercial, and light-industrial land uses would likely increase the amount of hazardous materials transported, used, or handled in the city. As described in Section 4.7.1.1, Regulatory Framework, these activities are subject to extensive local, State, and federal regulations. Hazardous materials would be required to be transported under DOT regulations. Future development under the proposed project would be subject to regulatory programs such as those overseen by the RWQCB and the DTSC. These agencies require applicants for development of potentially contaminated properties to perform investigation and cleanup if the properties are found to be contaminated with hazardous substances. In addition, the City of San Leandro Environmental Service Section has substantial regulations concerning hazardous materials under its CUPA jurisdiction and related Unified Programs. For example, businesses in San Leandro must submit a Business Plan for the safe storage and use of chemicals if the business handles and/or stores a hazardous material equal to or greater than the minimum reportable quantities.

In addition, the proposed Plan includes the following policies and actions that would reduce hazards to the public from routine transport, use, or handling of hazardous materials.

- **Policy EH-5.1: Regulatory Compliance.** Work with the appropriate county, regional, state, and federal agencies to develop and implement programs for hazardous waste reduction, hazardous material facility siting, hazardous waste handling and disposal, public education, and regulatory compliance.

- **Action EH-5.1.A: CUPA Programs.** Continue to implement State programs as required by the City’s Certified Unified Program Agency (CUPA) designation.

- **Action EH-5.1.B: Implementation of County Hazardous Waste Management Plan.** Work with Alameda County on the implementation and coordination of local hazardous materials waste programs.

- **Action EH-5.1.C: Pipeline Safety.** Coordinate with appropriate regulatory agencies to ensure the safety of all fuel pipelines that cross San Leandro, and to ensure that record-keeping, maintenance, and operating conditions are fully compliant with state and federal safety regulations.

- **Policy EH-5.2: Clean-Up of Contaminated Sites.** Ensure that the necessary steps are taken to clean up residual hazardous wastes on any contaminated sites proposed for redevelopment or reuse. Require soil evaluations as needed to ensure that risks are assessed and appropriate remediation is provided.

- **Policy EH-5.3: Design of Storage and Handling Areas.** Require that all hazardous material storage and handling areas are designed to minimize the possibility of environmental contamination and adverse off-site impacts. Enforce and implement relevant state and federal codes regarding spill containment facilities around storage tanks.

- **Action EH-5.3.A: Implement Codes and Regulations.** Ensure enforcement of, and compliance with, all adopted hazardous materials regulations.

- **Policy EH-5.4: Separation from Sensitive Uses.** Provide adequate and safe separation between areas where hazardous materials are present and sensitive uses such as schools, residences, and public facilities. Zoning and other development regulations should include performance standards to avoid safety hazards and achieve compatibility between uses.
- **Policy EH-5.5: Incident Response.** Maintain the capacity to respond immediately and effectively to hazardous materials incidents. Provide ongoing training for hazardous materials enforcement and response personnel.

- **Policy EH-5.6: Household Hazardous Wastes.** Promote public education about the safe disposal of household hazardous waste, such as motor oil and batteries, including the locations of designated household hazardous waste disposal sites.

- **Policy EH-5.6: Incident Response.** Maintain the capacity to respond immediately and effectively to hazardous materials incidents. Provide ongoing training for hazardous materials enforcement and response personnel.

- **Policy EH-5.6: Household Hazardous Wastes.** Promote public education about the safe disposal of household hazardous waste, such as motor oil and batteries, including the locations of designated household hazardous waste disposal sites.

- **Action EH-5.6.A: Publicity of Household Hazardous Waste Information.** Work with Alameda County and Alameda County Industries (ACI) to provide each household with information on the location and operating hours of household hazardous waste collection facilities and the protocol for the disposal of such wastes.

- **Policy EH-5.7: Hazardous Building Materials.** Ensure the safe and proper handling of hazardous building materials, such as friable asbestos and lead based paint. If such materials are disturbed during building renovation or demolition, they should be handled and disposed of in a manner that protects human health and the environment.

- **Policy EH-5.8: Public Awareness.** Increase public awareness of hazardous material use and storage in the City, the relative degree of potential health hazards, and the appropriate channels for reporting odor problems and other nuisances.

- **Action EH-5.8.A: Disclosure to Property Owners.** Pursuant to the California Health and Safety Code, enforce community disclosure laws (e.g., Right-to-Know laws) that inform property owners of the presence of hazardous materials nearby.

- **Action EH-5.8.B: Rail Transport of Hazardous Materials.** Monitor proposals for the transport of potentially hazardous or explosive materials by rail through San Leandro, and take appropriate actions to ensure the safety of local residents and businesses.

- **Policy EH-5.9: Community Preparedness.** Ensure that the City’s Emergency Preparedness programs include provisions for hazardous materials incidents, as well as measures to quickly alert the community and ensure the safety of residents and employees following an incident.

Adoption and implementation of the proposed Plan would not directly result in new development, but new development allowed by the proposed Plan that uses hazardous materials or generates hazardous waste would be regulated pursuant to federal, State, and local laws. Compliance with federal, State and local regulations would ensure the potential for a significant adverse effect on the environment, due to upset and accident involving the use, transport, and disposal of hazardous materials, would be less-than-significant.

**Applicable Regulations:**
- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- United States Environmental Protection Agency Resource Conservation and Recovery Act
- United States Environmental Protection Agency Comprehensive Environmental Response, Compensation and Liability Act
- California Division of Occupational Safety and Health
- California Health and Safety Code (Chapter 6.95)
- California Code of Regulations (Title 19, Section 2729)
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- California Building Code
- San Leandro Municipal Code (Chapter 3-17, Hazardous Materials Storage; Chapter 3-18, Environmental Enforcement)

Significance before Mitigation: Less than significant.

Proposed Zoning Code Amendments

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. Zoning Code amendments would include the creation of a new Industrial Transition zoning district that would provide and protect industrial lands for the development of emerging technologies, artisanal production, and light manufacturing methods, while serving to support and preserve existing businesses. Certain types of commercial and residential uses are permitted under specified limitations. Although industrial activities allowed in the new Industrial Transition district by the proposed Zoning Code amendments could involve the transport, use, or disposal of hazardous materials, future development would be subject to existing regulations and proposed Plan policies that would ensure there is no potential for significant adverse effects. Moreover, the Industrial Transition district would include buffering standards that serve to reduce potential land use conflicts and noise impacts within adjacent residential districts. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

HAZ-2 The proposed project would not 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.

Proposed General Plan Update

The proposed Plan could substantially affect the public or the environment if future development allowed under the Plan would result in significant upset and accident conditions involving the release of hazardous materials into the environment. The proposed Plan would allow new development, including residential, mixed use, and commercial uses. Some of the new development could occur on properties that possibly are contaminated and inactive, undergoing evaluation and/or undergoing corrective action, as indicated in Table 4.7-1. Future construction of new buildings and redevelopment activities under implementation of the project could have the potential to release potentially hazardous soil-based materials into the environment during site grading and excavation operations. Likewise, demolition of existing structures could potentially result in release of hazardous materials (e.g., asbestos or lead paint) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of future development. In addition, as noted in the discussion of HAZ-1 above, hazardous materials are regularly used, transported, and handled in San Leandro. The City implements a variety of federal, State, and local regulations designed to address the use, transportation, and disposal of these materials.
Adoption and implementation of the proposed Plan would not directly result in new development, but new development allowed by the Plan that uses hazardous materials or generates hazardous waste, would be regulated pursuant to federal, State, and local laws. Compliance with applicable laws and regulations regarding handling of these materials described in Section 4.7.1.1, Regulatory Framework, and compliance with the Stormwater Pollution Prevention Plan and Best Management Practice (BMP) requirements for future development (see Chapter 4.8, Hydrology and Water Quality, for additional detail), would ensure future development under the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. Therefore, impacts would be less than significant.

Applicable Regulations:
- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- United States Environmental Protection Agency Resource Conservation and Recovery Act
- United States Environmental Protection Agency Comprehensive Environmental Response, Compensation and Liability Act
- California Division of Occupational Safety and Health
- California Health and Safety Code (Chapter 6.95)
- California Code of Regulations (Title 19, Section 2729)
- California Building Code
- San Leandro Municipal Code (Chapter 3-17, Hazardous Materials Storage; Chapter 3-18, Environmental Enforcement)

Significance before Mitigation: Less than significant.

Proposed Zoning Code Amendments

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. Zoning Code amendments would include the creation of a new Industrial Transition zoning district that would provide and protect industrial lands for the development of emerging technologies, artisanal production, and light manufacturing methods, while serving to support and preserve existing businesses. Certain types of commercial and residential uses would be permitted under specified limitations. Although industrial activities allowed by the proposed Zoning Code amendments could involve use of hazardous materials and could therefore result in foreseeable accident conditions, future development would be subject to existing regulations that would ensure there is no potential for significant hazards. Moreover, the Industrial Transition district would include buffering standards that serve to reduce potential land use conflicts and noise impacts within adjacent residential districts. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

**HAZ-3** Implementation of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.
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Proposed General Plan Update

The proposed Plan could substantially affect existing or proposed schools if it would allow development that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school. As discussed in Section 4.12.1, Schools, in Chapter 4.12, Public Services and Recreation, of this Draft EIR, San Leandro is served by two public school districts within the EIR Study Area. Development allowed under the proposed Plan would allow land uses that could be reasonably expected to handle hazardous materials or generate hazardous emissions, as described under Impacts HAZ-1 and HAZ-2, above. It is possible that such uses could occur within ¼-mile of existing or proposed schools. However, as discussed under the regulatory setting and Impacts HAZ-1 and HAZ-2, the storage, use, and handling of these materials would be subject to existing extensive federal, State, and local regulations.

Buildout under the proposed Plan would result in increased population levels and could result in the need for additional school facilities. One of the major constraints to increasing school facilities is the limited supply of land available to build new schools facilities. However, in terms of new public schools that may result from implementation of the proposed Plan, DTSC’s School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning-up proposed school sites. The Division’s goal is to ensure that proposed school properties are free of contamination or that they have been cleaned to a level that protects the students and staff who will occupy the new school. School sites that will receive State funding for acquisition or construction are required to go through an environmental review and cleanup process under DTSC’s oversight.

Compliance with applicable federal, State, and local laws and regulations regarding storage, use, and handling of hazardous materials as described in Section 4.7.1.1, Regulatory Framework, and reiterated in Impacts HAZ-1 and HAZ-2, would ensure future development under the proposed Plan does not emit hazardous emissions within ¼-mile of an existing or proposed school site. Therefore, impacts would be less than significant.

Applicable Regulations:

- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- United States Environmental Protection Agency Resource Conservation and Recovery Act
- United States Environmental Protection Agency Comprehensive Environmental Response, Compensation and Liability Act
- California Division of Occupational Safety and Health
- California Health and Safety Code (Chapter 695)
- California Code of Regulations (Title 19, Section 2729)
- California Building Code
- California Department of Toxic Substances Control (School Property Evaluation and Cleanup Program)
- California Department of Education (School Facility)
- San Leandro Municipal Code (Chapter 13-17, Hazardous Materials Storage, Chapter 3-18 Environmental Enforcement)

Significance before Mitigation: Less than significant.
Proposed Zoning Code Amendments

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed General Plan. Zoning Code amendments would include the creation of a new Industrial Transition zoning district that provide and protect industrial lands for the development of emerging technologies, artisanal production, and light manufacturing methods, while serving to support and preserve existing businesses. Certain types of commercial and residential uses would be permitted under specified limitations. Although industrial activities allowed by the proposed Zoning Code amendments could involve the handling or emission of hazardous materials near schools, future development would be subject to existing regulations, including DTSC oversight for new public schools, which would reduce the potential for significant hazards. In addition, the intent of the Industrial Transition zone is to allow new uses that are less impactful in terms of public hazards, in comparison to general and heavy industrial uses. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

HAZ-4 The proposed project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, would not create a significant hazard to the public or the environment.

Proposed General Plan Update

The proposed Plan could substantially affect the public or the environment if future development allowed under the proposed Plan were located on Cortese List development sites with existing hazardous materials contamination in soil and/or groundwater at these sites. As discussed in Section 4.7.1.2, Hazardous Materials Sites, a number of hazardous materials sites are listed on databases compiled pursuant to Government Code Section 65962.5. Some of these sites are DTSC and RWQCB ongoing cleanup sites that are undergoing investigation or cleanup with respective agency oversight. The proposed Plan would allow new development, including residential, mixed-use, and commercial uses within San Leandro. In addition, the proposed Plan advocates for the reuse and conversion of older industrial buildings to new uses supporting technology, artisans, crafts, and uses that have higher employment densities than traditional industrial uses, which could bring more people to sites previously used for general or heavy industrial uses. Some of the new development could occur on properties that are included in the database listed above. Construction of new buildings and improvements on these listed sites could have the potential to release potentially hazardous soil-based materials into the environment during site grading and excavation operations. Demolition of any existing structures, likewise, could potentially result in the release hazardous building materials (e.g., asbestos, lead paint) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of future development.

Adoption and implementation of the proposed Plan would not directly result in new development, but new development allowed by the proposed Plan that uses hazardous materials or generates hazardous waste, and/or is on the Cortese list; future new development would be regulated pursuant to federal, State, and local laws. Compliance with applicable laws and regulations regarding cleanup and reuse of a
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listed hazardous material site described in Section 4.7.1.1, Regulatory Framework, and reiterated in Impacts HAZ-1 and HAZ-2, would ensure that impacts would be less than significant.

Applicable Regulations:
- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- United States Environmental Protection Agency Resource Conservation and Recovery Act
- United States Environmental Protection Agency Comprehensive Environmental Response, Compensation and Liability Act
- California Division of Occupational Safety and Health
- California Health and Safety Code (Chapter 695)
- California Code of Regulations (Title 19, Section 2729)
- California Building Code
- California Department of Toxic Substances Control (2011-2016 Strategic Plan)
- Regional Water Quality Control Board (Porter-Cologne water Quality Act)
- San Leandro Municipal Code (Chapter 3-17, Chapter 3-18, Environmental Enforcement)

Significance before Mitigation: Less than significant.

Proposed Zoning Code Amendments

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. Zoning Code amendments would include the creation of a new Industrial Transition zoning district that provide and protect industrial lands for the development of emerging technologies, artisanal production, and light manufacturing methods, while serving to support and preserve existing businesses. Certain types of commercial and residential uses would be permitted under specified limitations. The Professional (P) district would also be revised to allow residential uses. Residential land uses on sites previously used for industrial activities could be permitted under the proposed Zoning Code amendments. However, future development would be subject to existing regulations that would ensure that adequate cleanup occurs prior to residential use. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

HAZ-5 The proposed project would not be 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, that would result in a safety hazard for people residing or working in the project area.

Proposed General Plan Update

The proposed Plan would result in a significant impact if future development allowed under the Plan would be incompatible and in conflict with existing airport land use plans for OAK and HWD airports. As described in Section 4.7.1.1, Airport Hazards, the ALUCPs for OAK and HWD airports adopted in December 2010 and August 2012, respectively, by the Alameda County ALUC. The ALUCPs include policies intended to safeguard the general welfare of the inhabitants within the vicinity of the airports and ensure that new
surrounding uses do not affect the airport’s continued safe operations. Development under the proposed Plan does not contemplate land use changes within the ALUCPs areas. Future development primarily allows varying levels of residential and commercial development and does not change current Plan land use designations. Furthermore, future development does not contemplate land use changes within the CLUP area or the AIAs of the Oakland HWD airports.

In addition, the proposed Plan includes the following policies and actions that would further help to minimize risks to people residing or working in or near San Leandro.

- **Policy EH-9.1: Monitoring of Airport Plans.** Actively participate in forums and discussions regarding operations and expansion plans for Oakland International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

- **Policy EH-9.3: Changes to Airport Operations.** Ensure that any changes to airport operations that would potentially result in higher noise levels in San Leandro incorporate comprehensive noise mitigation measures, even when the impacts will be of limited duration. To the greatest extent feasible, any changes in airport activity should avoid impacts to noise sensitive uses such as residential areas and schools.

- **Policy EH-9.5: Use of North Field.** Strongly discourage any long-range plans that would extend the runways at the North Field (27 L/R and 9 L/R), or increase the use of the North Field for cargo jets or commercial passenger airlines, except as required for emergencies and periodic maintenance procedures.

- **Policy EH-9.6: Airport Safety Zones.** Regulate land uses within designated airport safety zones, height referral areas, and noise compatibility zones to minimize the possibility of future noise conflicts and accident hazards.

- **Policy EH-9.7: Legislative Changes to Improve Mitigation.** Pursue legislative changes that provide San Leandro and other cities with greater leverage regarding the mitigation of noise impacts, air pollution impacts, and other off-site impacts resulting from aviation.

- **Action EH-9.7.A: Local Representation on Airport Issues.** Lobby for regional representation or other forms of municipal input on the Port of Oakland Commission so that the impacts of Port operations on adjacent cities can be more comprehensively addressed.

- **Policy EH-9.8: Monitoring Programs.** Promote ongoing monitoring of noise levels associated with airport operations and support expanded monitoring of other off-site impacts, such as air quality. Advocate for additional study of the health effects of airport noise and emissions, and use the findings of such research in defining the City’s position on airport related issues.

- **Policy EH-9.9: Aviation Accidents.** Maintain a high degree of readiness to respond to aircraft accidents. Continue to participate in preparedness drills and mutual aid activities with the City of Oakland to ensure quick and effective response to emergencies.

- **Action EH-9.9.A: Water Rescue Operations.** Work collaboratively with the Port of Oakland and the Alameda County Fire Department to identify and maintain an appropriate location for emergency response to water rescue operations, in the event the San Leandro Shoreline can no longer serve this function.
The proposed Plan, therefore, would not interfere with any airport land use plan or otherwise create an airport-related safety hazard, and risk to people residing or working in the EIR Study Area would be less than significant.

Applicable Regulations:
- Alameda County Comprehensive Land Use Compatibility Plan – Oakland International Airport
- San Leandro Municipal Code, Title 7, Maps, Buildings, and Subdivisions
- San Leandro Municipal Code, Title 3, Health and Safety, Chapter 3-9, Aircraft

Significance before Mitigation: Less than significant.

Proposed Zoning Code Amendments

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. The proposed Zoning Code would implement that proposed Plan and would help to guide development throughout San Leandro. The Zoning Code amendments would not include any land use changes within the CLUP area. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

HAZ-6 The proposed project would not be within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

Proposed General Plan Update

As discussed in Section 4.7.1.2, Airport Hazards, there are no private or limited use airstrips in San Leandro. Therefore, there would be no impact.

Significance before Mitigation: No impact.

Proposed Zoning Code Amendments

As described above, there are no private airstrips in San Leandro or its SOI. Therefore, there would be no impact from the proposed Zoning Code amendments.

Significance before Mitigation: No impact.

HAZ-7 The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
Proposed General Plan Update

As discussed in Section 4.7.1.1, Regulatory Framework, the San Leandro Emergency Operations Center is responsible for coordinating agency response to disaster or other large-scale emergencies in the city of San Leandro with assistance from the Alameda County Office of Emergency Services and the ACFD. The City’s Hazard Plan establishes policy direction for emergency planning, mitigation, response, and recovery activities within San Leandro. The Hazard Plan addresses interagency coordination, procedures to maintain communication with county and State emergency response teams, and methods to assess the extent of damage and management of volunteers. With participation from the City of San Leandro and other local agencies, ABAG created an umbrella Hazard Mitigation Plan entitled “Taming Natural Disasters.” In addition, the City participated in development of and has since adopted the Regional Catastrophic Earthquake Mass Transportation Plan, which is an annex to the San Francisco Bay Area Regional Emergency Coordination Plan and addresses mass transportation/evacuation issues in response to a major earthquake.

In addition, the proposed Plan includes the following policies and actions that would further help to minimize impairment or interference with adopted emergency response and evacuation plans, due to its adoption and implementation.

- **Policy EH-6.1: Preparedness as a Top Priority.** Establish emergency preparedness as a top City priority. Staffing and funding levels for local preparedness programs should be sufficient to keep all residents and business well informed and prepared in the event of a major earthquake or similar disaster.

- **Action EH-6.1.A: Essential Service Facility Upgrades.** Periodically evaluate the ability of City facilities to function after a major disaster such as an earthquake. Take steps to address any deficiencies, and to ensure that emergency services and communication can be provided following a disaster.

- **Policy EH-6.2: SEMS Planning.** Use the Standard Emergency Management System (SEMS) as the basis for the City’s Emergency Preparedness programs. The City should maintain and periodically update a SEMS-based emergency preparedness plan that provides direction and identifies responsibilities following a disaster.


- **Action EH-6.2.B: Local Hazard Mitigation Plan.** Maintain a Local Hazard Mitigation Plan (LHMP) which assesses the vulnerability of areas in the city to different types of natural hazards (such as earthquakes, wildfires, and floods) and includes measures to reduce the potential for damage.

- **Policy EH-6.3: Public Education and Awareness.** Promote public education and awareness on all aspects of emergency preparedness, including the type and extent of hazards in the community, measures to reduce the likelihood of damage and injury, provisions for emergency supplies, steps to take immediately after a disaster, and the locations of shelters and medical facilities.

- **Action EH-6.3.A: Educational Materials.** Provide web-based material and links from the City’s website to internet websites to improve emergency preparedness. Ensure the availability of materials in multiple languages whenever feasible.

- **Action EH-6.3.B: Staffing Levels.** Maintain dedicated City staff position(s) for emergency preparedness program administration, including outreach to schools, the business community, neighborhood
groups, residents, and City staff, as well as the implementation of programs before, during, and after an emergency.

- **Policy EH-6.4: Drills.** Conduct periodic emergency response exercises to test the effectiveness of local preparedness procedures. Maintain SEMS training programs to ensure that City personnel are sufficiently prepared to respond to an emergency and staff an Emergency Operations Center.

- **Action EH-6.4.A: Radio 1610.** Maintain and upgrade Radio 1610 AM, and continue to use local cable television and Nixle 360 (or an equivalent successor) to provide important news bulletins to San Leandro residents.

- **Action EH-6.4.B: Siren Testing.** Consider reactivation of the City’s emergency warning sirens, along with education about the procedures to follow in the event the sirens are sounded.

- **Policy EH-6.5: Training Programs.** Maintain community-based emergency preparedness training programs targeted to neighborhoods and businesses groups. Ensure that such programs respond directly to local needs; include provisions for non-English speaking, disabled, and sight/hearing impaired residents; and are well publicized throughout the community.

- **Policy EH-6.6: Emergency Shelters.** Identify essential emergency facilities in the City, including shelters, and take the necessary actions to ensure that they will remain operational following a disaster.

- **Action EH-6.6.A: Disaster Response Equipment.** Continue to improve communication systems and utilize technology to improve disaster preparedness and post-disaster response.

- **Policy EH-6.11: Climate Change.** Prepare for the weather-related impacts of climate change, such as more frequent extreme weather events, temperature extremes, and prolonged drought. Street rights-of-way, parks, and other public spaces, including such features as street trees and landscaping, should be designed to be more resilient to such events.

Compliance with applicable federal, State, and local regulations and existing plans and policies regarding emergency operations, as described in Section 4.7.1.1, Regulatory Framework, would ensure that future development would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

**Applicable Regulations:**
- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- California Health and Safety Code (Chapter 6.95)
- California Code of Regulations (Section 2729)
- *San Leandro Hazard Mitigation Plan* (2010)

**Significance before Mitigation:** Less than significant.

**Proposed Zoning Code Amendments**

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. The proposed Zoning Code would implement that proposed Plan and would help to guide development in key areas of the city. The Zoning Code amendments would not include any changes that
would affect the ability of public agencies to implement emergency response plans. Therefore, impacts from the proposed Zoning Code amendments would be less than significant.

Significance before Mitigation: Less than significant.

HAZ-8 The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Exposure of people to existing wildland fire hazards is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a projects impact on the environment, not the environment’s impacts on the project unless the project would exacerbate the environmental hazard. The analysis below focuses on the proposed project’s potential to exacerbate wildland fire hazards.

Proposed General Plan Update

The proposed Plan would result in a significant impact if it would allow development on or near wildland interfaces that could be an ignition source for wildfires or provide additional fuel for fires, once burning. As shown on Figures 4.7-2 and 4.7-3, much of the area along the easterly city limit of San Leandro east of Interstate 580 is considered to have a moderate and high risk of wildland fire, whereas all of the urbanized areas of San Leandro, such as downtown, have minimal wildland fire hazards. Although this information indicates that wildfire risk in the SOI may be present, there are many resources available to address wildland fires should they arise, including the CAL FIRE Strategic Plan. In addition, future development would be concentrated within already urbanized and/or developed areas of San Leandro, given that San Leandro is largely built out. Development would largely occur closer to the Downtown along East 14th Street and near the Bay Fair BART station, which are not subject to wildland fire risks. Furthermore, future development under the proposed Plan would be required to comply with basic building designs and standards for commercial and residential buildings as mandated by Title 24 of the CCR and the SAN Leandro Fire Code, under Section 3-3-100 of the San Leandro Municipal Code. In addition, future development under the proposed Plan would also be required to comply with abatement of fire-related hazards and pre-fire management prescriptions as outlined under the California Health and Safety Code and the California Fire Plan.

In addition, the proposed Plan includes the following policies and actions that would further help to minimize risks involving wildland fires.

• Policy EH-2.1: Fire Codes. Adopt and enforce building and fire prevention codes that require property owners to reduce wildfire hazards on their properties.


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HAZARDS AND HAZARDOUS MATERIALS

- **Policy EH-2.2: Fire Prevention By Design.** Ensure that the planning and design of development in very high fire hazard areas minimizes the risks of wildfire and includes adequate provisions for vegetation management, emergency access, and firefighting.

- **Policy EH-2.3: Mutual Aid.** Work collaboratively with other jurisdictions and agencies to reduce wildfire hazards in San Leandro, with an emphasis on effective vegetation management and mutual aid agreements.

- **Action EH-2.3.A: Task Force Participation.** Continue to participate in multi-jurisdictional task forces and programs that address wildfire hazards in the East Bay Hills, including measures to reduce hazards in designated Very High Fire Hazard Severity Zones, consistent with SB 1241.

Overall, adoption and implementation of the proposed Plan would not directly result in new development, and new development allowed by the Plan would generally occur in areas of low wildland fire risk and would not serve as an ignition source for wildland fires or provide additional fuel for fires, once burning. Compliance with applicable federal, State, and local laws and regulations would ensure that impacts from wildland hazards would be *less than significant*.

Applicable Regulations:
- California Department of Forestry and Fire Protection (*2012 Strategic Plan*)
- California Code of Regulations (Section 2729)
- California Building Code
- California Fire Code
- San Leandro Municipal Code (Chapter 3-17, Hazardous Materials; Chapter 3-18, Environmental Enforcement; Chapter 3-21, Very High Fire Severity Zones)

**Significance before Mitigation:** Less than significant.

**Proposed Zoning Code Amendments**

The proposed amendments to the Zoning Code would bring the Zoning Code into conformance with the proposed Plan. The proposed Zoning Code would implement the proposed Plan and would help to guide development in key areas of the city. The Zoning Code amendments do not affect the eastern edge of the city and would only include changes in areas of the city that are subject to low risk of wildland fires, such as Downtown and the industrial areas west of Interstate 880. Therefore, impacts from the proposed Zoning Code amendments would be *less than significant*.

**Significance before Mitigation:** Less than significant.

**4.7.4 CUMULATIVE IMPACTS**

| HAZ-9 | Implementation of the proposed project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials. |

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JUNE 1, 2016
This cumulative analysis considers the effects of the proposed project within the San Leandro city limit and SOI, in combination with impacts from projected growth in the rest of Alameda County and surrounding region, as forecast by ABAG. As described above, development allowed by the proposed project would not result in significant impacts from the increased use of hazardous household materials and would not increase exposure to potential hazards associated with wildland fires. The proposed project would not interfere with implementation for emergency response plans. In addition, potential project-level impacts associated with hazards and hazardous materials would be further reduced through compliance with local, regional, State, and federal regulations. Cumulative development in adjacent jurisdictions would be subject to the same federal, State, and regional regulations, as well as regional safety plans (i.e., the Oakland International Airport CLUP); building codes (i.e., Chapter 7A in California Building Code, which requires ignition resistant exterior construction hazardous fire areas); and regional emergency response plans (i.e., San Leandro Hazard Mitigation Master Plan). Compliance with these requirements would ensure that cumulative, development-related impacts that relate to airport hazards, wildfire hazards, and emergency response would not be significant. Since impacts associated with hazardous materials and wildland fire are focused on specific sites or areas, the less-than-significant impacts within the EIR Study Area from the proposed Plan would not contribute to a cumulative increase in hazards in the immediate vicinity of the EIR Study Area or throughout the region. Therefore, cumulative impacts associated with hazards and hazardous materials would be less than significant.

Applicable Regulations:

- United States Department of Transportation Hazardous Materials Transport Act (49 Code of Federal Regulations)
- United States Environmental Protection Agency Resource Conservation and Recovery Act
- United States Environmental Protection Agency Comprehensive Environmental Response, Compensation and Liability Act
- California Division of Occupational Safety and Health
- California Health and Safety Code (Chapter 695)
- California Code of Regulations (Title 19, Section 2729)
- California Building Code
- County of Santa Clara Ordinance Code (Title B, Division B11, Chapter XIII)
- San Leandro Municipal Code (Chapter 3-17, Hazardous Materials; Chapter 3-18, Environmental Enforcement; Chapter 3-21, Very High Fire Severity Zones)
- California Department of Toxic Substances Control (School Property Evaluation and Cleanup Program)
- California Department of Education (School Facility)
- Regional Water Quality Control Board (Porter-Cologne water Quality Act)
- California Department of Toxic Substances Control (2011-2016 Strategic Plan)
- San Leandro Hazard Mitigating Master Plan (2010)

Significance before Mitigation: Less than significant.