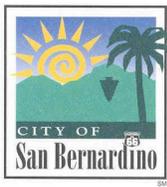


SECTION 5.10
HAZARDS AND HAZARDOUS MATERIALS



5.10 HAZARDS AND HAZARDOUS MATERIALS

This section describes the means by which hazardous substances are regulated from a Federal, State and local perspective, and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. Where significant impacts are identified, mitigation measures are provided to reduce these impacts to a less than significant level. For this EIR, the term “hazardous material” includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials, and bio-hazardous materials. “Hazardous waste,” a subset of hazardous material, is material that is to be abandoned, discarded, or recycled and includes chemicals, radioactive and bio-hazardous waste (including medical waste).

5.10.1 REGULATORY SETTING

Applicable Federal, State, and local regulatory agencies, policies, and law that apply to hazards and hazardous materials are discussed below.

FEDERAL AND STATE

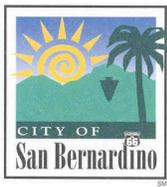
The United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Regulation of hazardous wastes is provided on both the State and Federal levels. In addition to the U.S. EPA and the DTSC, the Regional Water Quality Control Board (RWQCB), Los Angeles Region (Region 4), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater.

Department of Toxic Substances Control

The responsibility for implementation of Resource Conservation and Recovery Act (RCRA) was given to California EPA’s Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California’s own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and so regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called “non-RCRA hazardous wastes.”

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Program) was created in 1993 by Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):



- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or “SPCC”);
- Underground Storage Tanks (USTs);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

The San Bernardino County Fire Department is the CUPA for nearly the entire unincorporated and incorporated County, including the City.

Accidental Release Prevention Law

The State’s Accidental Release Prevention Law provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program.

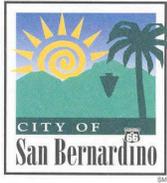
The Accidental Release Prevention Law is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by California Code of Regulations (CCR) Title 26. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through a State mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other



requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

REGIONAL

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. Refer to [Section 5.5, Air Quality](#), for further discussion regarding toxic air emissions.

COUNTY OF SAN BERNARDINO

San Bernardino County Fire Department

The purpose of the Hazardous Materials Division of the San Bernardino County Fire Department (HMDFD) is to protect the health and safety of the public and the environment of the County by assuring that hazardous materials are properly handled and stored. The Division accomplishes this through inspection, emergency response, site remediation, and hazardous waste management services.

The HMDFD oversees the County's CUPA program, household hazardous waste disposal, waste management alternatives for businesses through the Conditionally Exempt Small Quantity Generator (CESQG) program, and provides 24-hour response to emergency incidents involving hazardous materials or wastes. The HMDFD also oversees the investigation and remediation of environmental contamination due to releases from underground storage tanks (USTs), hazardous waste containers, chemical processes, or the transportation of hazardous materials. Also, the HMDFD conducts investigations and takes enforcement action, as necessary, against anyone who disposes of hazardous waste illegally or otherwise manages hazardous materials or wastes in violation of Federal, State, or local laws and regulations.

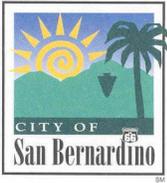
CITY OF SAN BERNARDINO

City of San Bernardino Fire Department

The San Bernardino City Fire Department (SBFD) also has a Hazardous Materials Response Team specially trained and equipped to handle hazardous materials releases, which have adverse effects on lives, the environment, and property within the City. However, it should be noted that the SBFD defers CUPA responsibilities to the HMDFD.

City of San Bernardino General Plan

The *City of San Bernardino General Plan (General Plan)* Safety Element assesses natural and man-made hazards present in the community and includes policies to address those hazards. This element specifically addresses the way in which the City will prepare and respond to fire hazards, geologic, and seismic hazards, and flood hazards. The Safety Element provides background information related to each issue and identifies hazard locations within the City,



risk-reduction strategies, and hazard abatement measures that can ultimately be used by decision-makers in their review of projects. Policies also address ways to minimize any economic disruption and accelerate the City's recovery following a disaster. Refer to Section 5.9, Geology and Seismic Hazards, for a discussion of earth resources and geology.

The City's goals and policies for hazardous materials and uses are designed to ensure the protection of the public health, safety, and welfare, and environmental resources in the City. Planning practices emphasize waste reduction, recycling, proper management of hazardous materials, siting of facilities, and effective emergency response.

Hazardous Waste Management Plan

The State Department of Health Services requires permits for the use, storage or disposal of hazardous substances. The permit categories range from the use of solvents and flammable material in the ordinary repair of automobiles to the treatment or handling of hazardous wastes in large quantities over prolonged periods of time. Operations that involve the treatment of hazardous wastes or storage over long periods of time require the issuance of a special permit by the State Department of Health Services. As indicated, the County Hazardous Waste Management Plan (Chapter 17.05, Hazardous Waste Management Plan, of the Municipal Code) is refining permit criteria and standards that will vest the permit process to the State. There are several approved hazardous waste management companies offering managing services to other companies in the City for the treatment, disposal or storage of hazardous material. These companies have either received a permit or have been granted interim status by the State of California pending review of the facilities for compliance with Federal and State regulations.

5.10.2 ENVIRONMENTAL SETTING

Refer to Section 3.0, Project Description, for a detailed description of the seven Project Areas.

REPORTED REGULATORY PROPERTIES

Department of Toxic Substances Control

RBF searched the Project Area and surrounding vicinity on the EnviroStor Database. EnviroStor Database was developed by the DTSC to allow the public to search for properties regulated by the DTSC's Site Mitigation and Brownfields Reuse Program where extensive investigation and/or cleanup actions are planned or have been completed. RBF makes no claims as to the completeness or accuracy of the EnviroStor Database; our review of EnviroStor Database's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites. RBF searched all sites within EnviroStor Database in the Project Area. The following search resulted in 14 listed regulatory properties located within the boundaries of the Project Area; refer to Table 5.10-1, DTSC Identified Regulatory Sites Within the Project Area, for a detailed listing of on-site properties listed in the EnviroStor Database.



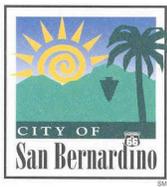
**Table 5.10-1
DTSC Identified Regulatory Sites Within The Project Area**

Address	Regulatory Site	Site Information	Current Potential Environmental Condition
Jones Elementary School Seventh Street / F Street	School Cleanup	Investigations regarding potential soil contamination as a result of past agricultural uses, indicating the potential use of pesticides or herbicides. The soil may also have been impacted with petroleum products associated with the gas and oil shed in the area. A school cleanup Agreement was completed on October 29, 2003. Site certification was completed on December 20, 2004. A letter stating that no further action is required on June 28, 2007.	NO
Lincoln II South Elementary School 7 th Street / Vine Street	School Cleanup	The Site consists of approximately 75 contiguous parcels. Historical information indicate residential surroundings as early as 1894 and a railroad track existed along the eastern boundary from 1913 to 1977. A gas station was located at the corner of West 7th Street and North Mountain View and a motorcycle repair shop located on the corner of West 8th Street and North Sierra Way. The San Bernardino County maintenance yard and garage with a historical underground storage tank leak is located directly adjacent to the Site. A tractor repair facility, and a water bottling facility were located adjacent east of the Site from as early as 1950 until 1969. The DTSC approved 1.2 acres of the approximate 15 acre proposed Lincoln II property with a no further action determination on October 1, 2009.	YES
So Cal Gas / San Bernardino 1 (Arrowhead) NW Corner of 2 nd and Arrowhead Street	Voluntary Cleanup Site	This is a one acre site located in the civic center area. The site is currently occupied by office buildings and parking lots. The site was historically a manufactured gas plant. There exists no potential for direct exposure to soils on the site. No visible residues, odors or structures from the former MGP remain. The DTSC approved the Removal Action Completion Report on June 8, 2009. The site is proposed to include a Land Use Restriction and certification in 2011	YES
780 East Gilbert Street	School Investigation Site	The site has been historically residential, potential agricultural (row crops), and a county medical facility. No further action was received by the DTSC on April 1, 2003.	NO



**Table 5.10-1 (continued)
DTSC Identified Regulatory Sites Within The Project Area**

Address	Regulatory Site	Site Information	Current Potential Environmental Condition
<p>City of San Bernardino Economic Development Agency (proposed Transit Village Core Project Area), south of Rialto Avenue and west of E Street</p>	<p>Evaluation Site</p>	<p>On the north boundary of the site lays the Atchison Topeka & Santa Fe railroad. It is thought that the site was used by the railroad as a maintenance yard in the late 1960s and 1970's. Since 1969, this railway was the main track. A field review has identified several areas of the site where old train tracks are buried. There is some speculation that since the property to the north of this site was used for electric cars, this site might have also been used in this capacity.</p> <p>There have been no previous environmental investigations done at the site, however, the environmental issues that surround this property make the site vulnerable to some of the same contaminants that have been found on adjacent properties. To the west of this, environmental conditions exist at the Southwest Metals site. In addition, to the west of the site there are three leaking USTs listed by the RWQCB. In 2000 and northwest of the site, lead contamination was discovered during grading activities. Finally, on the property directly north of the site, Phase-1 activities located possible oil stained areas and potential PCBs.</p> <p>The site is the future location of the Transit Village Core of the City's downtown Transit Center for the City's Transit-Oriented Development (TOD). With the development of the City's TOD, the City and Agency are partnering with San Bernardino Associated Governments (SANBAG) and Omnitrans to develop the strategy to implement this crucial redevelopment project. Within the City's TOD, the planning and funding of various transportation projects will take place.</p> <p>Services being requested are the preparation of necessary workplans to collect soil, soil gas, and groundwater samples to test for metals, petroleum hydrocarbons, PCBs, chlorinated solvents, and VOCs in soil, soil gas, and groundwater.</p>	<p align="center">YES</p>
<p>655 W. Rialto Avenue</p>	<p>Evaluation Site</p>	<p>This site has been referred to the local agency as of March 27, 2000.</p>	<p align="center">Unknown</p>



**Table 5.10-1 (continued)
DTSC Identified Regulatory Sites Within The Project Area**

Address	Regulatory Site	Site Information	Current Potential Environmental Condition
119 South Arrowhead Avenue	Voluntary Cleanup Agreement Land Use Restrictions	<p>The Hanford Foundry Company Site (Site) was owned and occupied by the Hanford Family from 1892 to 1986. The foundry produced commercial pumps, and cement and oil tool castings using steel, stainless steel or high temperature alloys. Sand and silica were used as molds for casting the metal products. Foundry operations generated wastes including spent sand and silica. Information regarding onsite waste-handling practices is unknown. Prior to 1986, a laboratory, a steel foundry with a sand-mixing area, a 1,000 gallon underground fuel tank, a transformer, an office building, sand bins, a scrap storage area and two buildings of unknown operations were located on the Site. In 1986, all onsite structures were demolished and all equipment was removed from the site.</p> <p>In May of 1982, U.S. EPA conducted a Site Inspection. The purpose of the PA and SI was to review existing information on the site and its environs to assess the threat(s), if any, posed to public health, welfare, or the environment, and to determine if further action under CERCLA/SARA is warranted. After reviewing the PA and SI, EPA decided that further investigation of the foundry would be necessary. U.S. EPA then used the Hazard Ranking System (HRS) criteria to assess the relative threat associated with the actual or potential releases of hazardous substances at the site. In 1983, the DTSC conducted a drive-by inspection of the site and documented piles of waste material on site east of the foundry and existing buildings. In 1987, the Hanford Foundries Trust hired an environmental consultant, CHJ, Inc., to sample onsite soils prior to selling the property. Analytical results indicated the presence of various metals in onsite surface soils. In 1988, a second DTSC drive-by inspection documented that the site was a vacant lot. In October 1989, DTSC completed a Preliminary Assessment of the site for U.S. EPA. Analytical results of onsite soil and groundwater samples collected in 1991 during the SI, and soil samples collected during the ESI in March 1995 indicated the presence of chromium and nickel. DTSC became the lead agency for the Hanford Foundry site in July 2004.</p>	YES

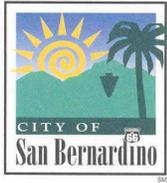


**Table 5.10-1 (continued)
DTSC Identified Regulatory Sites Within The Project Area**

Address	Regulatory Site	Site Information	Current Potential Environmental Condition
		Responsible parties entered a Voluntary Cleanup Agreement with DTSC and currently, a thorough Site Investigation is under way. A Covenant with listed land use restrictions was recorded on February 23, 2007. Also, the DTSC issued a no further action required letter, dated February 28, 2007, provided that the use of the site does not change from commercial/industrial, and the site is not used for any of the sensitive uses identified in the Land Use Covenant.	
Southwest Metal Company 740 Congress Street	Evaluation Site	This site has undergone site screening and has been referred to the EPA as of August 24, 2007.	Unknown
Tri-City Community Day School Site Stoddard Avenue / D Street	School Investigation Site	This property has undergone school site investigations per the DTSC. A no further action letter has been granted by the DTSC on September 27, 2005.	NO
Trojan Plating Co. #1 268 South Mountain View	Evaluation	The DTSC is requiring that this site undergo further evaluation as of August 31, 1995. A Preliminary Assessment/ Site Inspection Report (PA/SI) was completed on June 14, 2001. Further investigation is required.	YES
San Bernardino Eng. Sub-Depot	Military Evaluation Site	The DTSC is requiring that this site undergo further evaluation as of July 1, 2005.	YES
Benedict Properties 255 Benedict Road	Evaluation Site	This site has been referred to the local agency as of November 1, 2001.	Unknown
Benedict Properties 205 Benedict Road	Evaluation Site	This site has been referred to the local agency as of October 25, 2001.	Unknown
Benedict Properties 101 Benedict Road	Evaluation Site	This site has been referred to the local agency as of October 25, 2001.	Unknown
Source: Department of Toxic Substances Control, EnviroStor Database, http://www.envirostor.dtsc.ca.gov/public/ , accessed November 23, 2009.			

GEOTRACKER

In addition to the EnviroStor Database mentioned above, RBF searched the Project Area and surrounding vicinity on GeoTracker. GeoTracker was developed pursuant to a mandate by the California State Legislature to investigate the feasibility of establishing a statewide Geographic Information System (GIS) for leaking underground fuel tank (LUFT) sites and is maintained by the State Water Resources Control Board (SWRCB). RBF makes no claims as to the completeness or accuracy of GeoTracker; our review of GeoTracker’s findings can only be as



current as their listings and may not represent all known or potential hazardous waste or contaminated sites. According to the GeoTracker database search, over 50 regulatory sites have reported LUFT properties that have releases substances to the soil and/or groundwater, which are located within the boundaries of the Project Area.

TRANSPORT OF HAZARDOUS MATERIALS/WASTE

Transportation of hazardous materials/wastes is regulated by *California Code of Regulations (CCR) Title 26*. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through a State mandated *Emergency Management Plan*.

Major transportation routes within the City include surface streets, railroads, and freeways. Major surface streets within Project Area include Waterman Avenue, Arrowhead Avenue (north of 5th Street), and Sierra Way. Freeways within the Project Area include I-10 Freeway, I-210 Freeway, and I-215/91 Freeways.

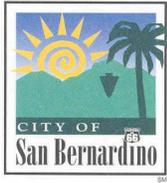
FIXED FACILITY

Many businesses within the Project Area handle, transport, and/or store hazardous materials. Also, several commercial and retail businesses in the Project Area have small amounts of hazardous materials. Many smaller chemical users such as school laboratories and stores maintain hazardous materials on-site. These hazardous materials may threaten human health or the environment. Potential hazards are found in materials that are toxic, flammable, corrosive, or reactive. It should be noted that existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within the City.

RAILROAD OPERATIONS

Extensive freight rail service is provided within the City by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads; in fact, freight operators are the largest users of San Bernardino's rail facilities. Rail service provided by UP on its main line through the City is expected to grow significantly in the future due to the increased international trade at the Ports of Long Beach and Los Angeles, the San Bernardino International Airport, as well as population growth in southern California. BNSF operates intermodal, carload freight, and bulk unit trains through the City.

Both Amtrak and Metrolink provide long-distance passenger train service from the Historic Depot in San Bernardino. Amtrak has provided local, interstate, and transcontinental service at San Bernardino since Amtrak's inception in 1971. Commuter Rail service is provided by the Southern California Regional Rail Authority (SCRRA), which operates the Metrolink train service. The City of San Bernardino is served by the San Bernardino Line, which is Metrolink's busiest line, with a station located at the historic Santa Fe Depot.



AIRPORTS

The San Bernardino International Airport (SBIA) is located in the southeastern edge of the City. The SBIA is specifically located approximately 0.5 miles from the Southeast Industrial Park Redevelopment Project Area. This Project Area is currently occupied by manufacturing- and distribution-related warehouse uses. Also, according to the California Division of Aeronautics, there are five helipads in the City's planning area. The helipads are private-use facilities and are situated at the National Orange Show and the Tri-City area.

CONTAMINATED GROUNDWATER CONDITIONS

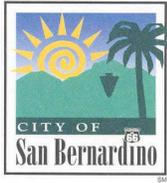
As discussed above, there are over 50 regulatory sites (within the boundaries of the Project Area, that have reported leaking underground tanks (LUSTs/LUFTs), which may have impacted the groundwater underlying these sites. Also, contaminated groundwater within the Project Area may have resulted from off-site facilities as well. The following off-site facilities are anticipated to have impacted groundwater underlying the Project Area.

San Bernardino International Airport (Former Norton Air Force Base)

According to the *General Plan EIR*, the San Bernardino International Airport [SBIA] (former Norton Air Force Base) is a designated superfund site located within the eastern portion of the City of San Bernardino. The 2,103-acre site began operations in 1942 and served as a major overhaul center for jet engines and the general repair of aircraft. The site was primarily used by the Military Airlift Command for the movement of troops and military cargo among other Air Force bases. A large number of Air Force contractors were present on the base serving in various data collection and other administrative functions.

In 1987, the EPA added this site to the National Priorities List (NPL) noting soil contaminants that included polychlorinated biphenyls (PCB), trichloroethylene (TCE), petroleum hydrocarbons, lead and other toxic metals, and polycyclic aromatic hydrocarbons. In 1994, the base was closed under the Base Realignment and Closure Act. Past military hazardous waste management practices contributed to the prior levels of contamination that existed throughout the base. The practices included both a domestic and industrial waste landfill, which included the disposal of various waste products and other unspecified materials. Industrial waste water disposal lines traversed from the Air Force flight line to a waste water treatment plant located immediately north of the Central Avenue extension for the disposal of waste oils, solvents, and paint residues that were not otherwise placed into landfills.

The contaminated groundwater plume beneath the site initially extended 2.5 miles long and contaminated 100,000 acre-feet of groundwater. Groundwater contamination has potentially affected several municipal drinking water wells. In November 1986, the RWQCB issued a Cleanup and Abatement Order requiring the Air Force to clean up the site. The first phase of this cleanup addressed the Industrial Waste Water Treatment Plant Sludge Drying Beds on-site. Since then, more than 22 clean up areas have been identified on-site. Due to its effectiveness, the Air Force has ceased operations of the groundwater pump and treatment system and only two actions are required at this time. The first is to continue monitoring groundwater on-site and off-site to ensure that contaminant levels do not exceed the Maximum Contaminant Level (MCL) established for drinking water. The second is related to Site 19, which has been identified with the presence of PCBs within the top six inches of soil. Since 1966 this area has been covered



by 20-24 inches of concrete as part of the taxi/ runway for the Airport. Keeping this concrete cap in place would protect human health and the environment from exposure to this substance. Under federal law, the Air Force is required to provide a five year update on additional actions and findings associated with base clean up and monitoring. It is expected that the next review would be completed sometime after 2010. Additional information outlining the cleanup activities is provided in Appendix H.

Bunker Hill Sub-Basin Groundwater Contamination

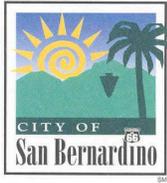
Based on the *General Plan EIR*, the San Bernardino Bunker Hill Sub-basin in the Upper Santa Ana Valley Groundwater Basin, which is bounded by the San Gabriel Mountains to the north and the San Bernardino Mountains to the east, shows contamination from trichloroethylene (TCE) and tetrachloroethene (PCE) above acceptable California State Action levels of five parts per billion (ppb) for TCE and four ppb for PCE (also known as perchloroethylene or PERC). Nitrates have also been identified at the site in concentrations above State action levels for nitrates of 45 parts per million (ppm).

According to the DTSC's EnviroStor Database, this area of groundwater contamination consists of approximately 15 square miles in the Bunker Hill Groundwater Basin in San Bernardino County. The site includes areas within the following zip codes: 92401, 92404, 92405, 92407, 92410, and 92411. Of these zip codes only 92401 is located within the Project Area. In the past four years, the San Bernardino Municipal Water District has removed fourteen domestic supply wells from production because of TCE and PCE contamination. There are levels of TCE and PCE in domestic water wells above the State health-based action level for drinking water at this site.

TCE was a degreaser used in large quantities for commercial, industrial and aerospace applications in the area. PCE is a similar degreaser and dry cleaning compound that was also commonly used by local businesses. Potential exposure to contaminants is possible through withdrawal of groundwater through domestic water wells. Another potential route of exposure exists through air emissions resulting from the stripping towers. Possible receptors include over 200,000 local residents and downgradient cities. In November 1986, the DTSC made an Imminent and Substantial Endangerment Determination at the site. DTSC entered into an agreement with the City of San Bernardino to design and construct three treatment systems in an effort to retard migration of underground contaminants. These three systems are now on line, treating up to 30 million gallons of groundwater per day.

Newmark Groundwater Contamination

According to the *General Plan EIR*, the Newmark Groundwater Contamination site underlies portion of the City with two groundwater plumes on either side of Shandin Hills. Newmark Plume area stretches to 5 miles on the east side of Shandin Hills and on the west side lies the Muscoy Plume area, extending for 4 miles north. Contaminants found in these plumes include chlorinated solvents, PCE and TCE, resulting in the closing of 20 water supply wells within a 6-mile radius. The Newmark Groundwater Contamination Site was listed on the NPL in 1989. The City Municipal Water Department under contract to the U.S. EPA, brought 12 of the wells back into operation by installing air stripping towers on eight wells and carbon filtration systems on the other four. For the Newmark Plume Area, a remedy was chosen in 1993 to pump and treat about 18 million gallons of contaminated water per day. This would prevent additional



contaminants from entering this part of the valley. The Muscoy Plume Area was divided into two projects: the Muscoy Plume that would control the spread of contamination into clean area, and the Source Project that would address final cleanup of the source of contamination. The water from both plumes would be treated by conventional activated carbon adsorption technology to meet all drinking water standards. The treated water will be delivered to the local municipal water departments, which will bear the majority of the operating costs. While no immediate actions were required at the Newmark Groundwater Contamination site, the San Bernardino Municipal Water Department has constructed and operated four wellhead treatment systems to ensure the safety of the public water supply.

CLANDESTINE DUMPING

Clandestine dumping of toxic materials and hazardous materials/waste on public or private property is a criminal act due to the health and safety threat it poses. As the costs and restrictions increase for legitimate hazardous waste disposal sites, it is anticipated that illegal dumping of hazardous materials would increase proportionately.

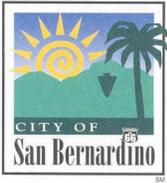
LANDFILLS

Landfills can have adverse impacts on surrounding properties, the ground, and groundwater below the landfill. The concern from these facilities is related to the kind of materials disposed of in them, which can consist of both non-hazardous (class III), hazardous waste (class I) or a combination of both (class II).

Based on the GeoTracker Database Search, three land disposal sites have been noted within the City. Two disposal sites have been reported within the boundaries of the Project Area and one site is reported adjoining the Project Area. The West Bank Yard (Santa Fe Railway located at 740 Carnegie) and the Soil Treatment facility (located both at 1880 E. Riverview Drive and Trippecanoe Avenue, north of San Bernardino Road and west of Riverview Drive) are reported within the southern Tri-City Area and northeastern portion of the Southeast Industrial Park Area, respectively. The West Bank Yard is a reported land disposal site that is currently undergoing site clean up activities. The Soil Treatment facility is reported as a land disposal site that is listed as case closed by the RWQCB. The reported off-site Brine land disposal site is located adjoining the western portion of the Southeast Industrial Park Area (at 399 Chandler Place) and is currently closed, but undergoing site clean up activities.

HOUSEHOLD HAZARDOUS WASTE

There are several common household items that are considered hazardous including medications, paint, motor oil, antifreeze, auto batteries, lawn care products, pest control products, drain cleaners, pool care products such as chlorine and acids, and household cleaners. These materials need to be used, stored, and disposed of in a safe and proper manner. Currently, City residents may take these household hazardous waste to the San Bernardino International Airport and Trade Center (2824 East W Street, Building 302) to properly dispose of household hazardous materials.

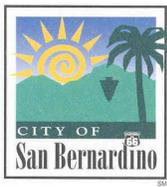


5.10.3 SIGNIFICANCE THRESHOLD CRITERIA

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of San Bernardino in its environmental review process, and is contained in Appendix A of this EIR. The Initial Study Checklist includes questions relating to hazards and hazardous materials. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 8.0, Effects Found Not To Be Significant).
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Section 8.0, Effects Found Not To Be Significant).
- 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 (refer to Section 8.0, Effects Found Not To Be Significant).

Based on these significance standards, the effects of the proposed project have been categorized as either “no impact”, a “less than significant impact”, or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a “significant unavoidable impact.”



5.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

HAZARDOUS MATERIALS USE, GENERATION, EMISSION, AND TRANSPORT

- ◆ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED RISK OF UPSET ASSOCIATED WITH THE ROUTINE USE, GENERATION, AND TRANSPORT OF HAZARDOUS MATERIALS OR EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE, WHICH MAY POTENTIALLY POSE A HEALTH OR SAFETY HAZARD.**

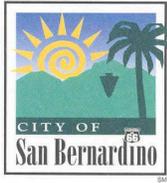
Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed project's primary purpose is to alleviate conditions of blight within the Project Area. The proposed project would not modify existing land uses. Land uses within the Project Area may include residential, commercial, and public facility land uses that would use limited amounts of hazardous materials, such as dry cleaners, gas stations, and chemical fertilizers/pesticides applied to landscaping and park areas. Such use of hazardous materials, although not expected to pose a risk to people residing or working in the area, could result in potentially significant impacts.

Also, the Project Area would include industrial uses that may utilize various chemicals and hazardous materials. These uses may routinely handle, store, and/or transport hazardous substances, as well as generate hazardous waste. Such substances can range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. However, it should be noted that these uses already exist within the Project Area.

Chemical storage of any kind over specific quantities must be publicly reported in accordance with California Proposition 65. Business Plans for businesses storing substances above minimum reporting requirements must be prepared and kept on file with the HMDFD. The State's Accidental Release Prevention Law, implemented by the HMDFD, requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the HMDFD, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Chemicals and wastes stored in aboveground or underground storage tanks would follow guidelines mandated by the RWQCB and HMDFD. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal, State, and local standards.



New businesses that locate near residential areas or other sensitive uses may expose these sensitive uses to greater risk of exposure to hazardous materials, wastes, or emissions. Methods such as a buffer in the form of a major street, channel, or intervening land use can be used to separate residential areas from industrial areas. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risk to acceptable levels. Compliance with measures established by Federal, State, and local regulatory agencies, along with *General Plan* goals and policies, is considered adequate to offset the negative effects related to the use, storage, emission, and transport of hazardous materials at future development sites; thus impacts would be less than significant in this regard.

General Plan Goals and Policies:

SAFETY ELEMENT

Goal 10.2 Promote proper operations of hazardous waste facilities and ensure regulations applicable to these facilities are enforced.

Policy 10.2.1 Require the proper handling, treatment, movement, and disposal of hazardous materials and hazardous waste.

Policy 10.2.2 Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.

Policy 10.2.3 Implement federal, state, and local regulations for the disposal, handling, and storage of hazardous materials.

Policy 10.2.4 Work with the Department of Environmental Health Services to promote waste minimization, recycling, and use of best available technology in City businesses.

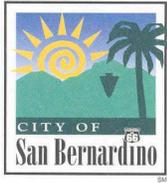
Policy 10.2.5 Participate in the process of selecting routes that are the most acceptable for the safe transportation of hazardous waste material within the City limits. Streets with high concentrations of people, such as the downtown, or with sensitive facilities, such as schools and parks, should be avoided to the maximum extent possible.

Policy 10.3.1 Conduct educational programs to educate the public about the proper handling and disposal of household hazardous wastes.

Policy 10.3.2 Enforce the proper disposal of Household Hazardous Wastes.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the General Plan are required.

Level of Significance After Mitigation: Not Applicable.



ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

◆ ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS COULD RESULT IN A RISK TO THE PUBLIC OR ENVIRONMENT.

Level of Significance Before Mitigation: Potentially Significant Impact.

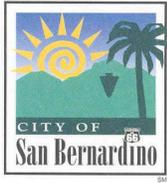
Impact Analysis: The proposed project would involve the implementation of several projects and programs that seek to mitigate environmental threats to public health and safety, and transform contaminated, underutilized properties, otherwise known as “brownfields,” into productive assets of the community.

In 2008, the Redevelopment Agency (Agency) was selected to receive two separate grants from the U.S. EPA for Communitywide Brownfields Assessments to inventory brownfield sites and conduct Phase I and Phase II Environmental Site Assessments on priority sites with high revitalization potential. These grants can ideally be used by redevelopment agencies as “seed money” to create comprehensive, proactive brownfield revitalization programs. The Agency also possesses unique powers under the Polanco Redevelopment Act (CRL Sections 33459-33459.8) to transfer and mitigate legal and financial liabilities that would otherwise deter a property owner or developer from seeking to better utilize brownfield sites. Redevelopment activities under this project/program, include community outreach, grant funding, and implementation of the sbX Bus Rapid Transit Project, an interagency effort with Omnitrans, the regional transportation authority, to implement a bus rapid transit system that would traverse and interconnect 15.7 miles of the City, many portions of which include right-of-ways containing environmental pollutants regulated by Federal and State oversight agencies. The Agency estimates \$3 million in project costs for environmental remediation and brownfields revitalization through the life of the proposed project. Additionally, with implementation of Strategy No. All-63, the Agency would continue to develop and implement a comprehensive Brownfields Revitalization Program that seeks and leverages funding for the assessment, remediation, and revitalization of environmentally contaminated properties throughout the Project Area.

Overall, long-term operations of development associated with implementation of the proposed project would result in a decreased threat to the health and safety of residents, as the proposed redevelopment activities would be required to improve the risk to public health through implementation of Federal, State, and local laws pertaining to hazardous materials, in particular use of the Polanco Act, *California Health & Safety Code* Section 33459, *et seq.*. However, future development in the Project Area may result in accidental releases to the public or environment due to short-term construction/rehabilitation activities or long-term operations.

Short-Term Construction/Rehabilitation Activities

Demolition, rehabilitation, and/or construction activities may result in an accidental release of hazardous materials that may result in a public health risk. Known hazardous materials that have reported soil and groundwater contamination exist within the Project Area. Based on both the DTSC’s and RWQCB’s regulatory databases, multiple regulatory incidences have been reported on-site via a Federal, State, and/or local regulatory database. Many of these incidences pertaining to hazardous materials have not yet received a case closure letter and/or a no further action required designation from the appropriate regulatory agency. These reported hazardous materials, as well as other unknown hazardous materials, may be encountered



during demolition, rehabilitation, and/or construction activities. With implementation of the Mitigation Measure HAZ-1, a formal Phase I Environmental Site Assessment (ESA) would be prepared on a project-by-project basis in accordance with ASTM Standard 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI), prior to any land acquisition and/or construction activities within the Project Area. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified hazardous materials consultant with Phase II/Site Characterization experience prior to land acquisition and/or construction.

Also, on-site structures may contain asbestos-containing materials (ACMs) and/or lead-based paints (LBPs). Pursuant to Cal OSHA regulations and the South Coast Air Quality Management District (SCAQMD) Rule 1403, an asbestos survey must be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal OSHA certified building inspector to determine the levels of asbestos in structures (HAZ-2). Additionally, LBPs may be present, as a result of the age of the on-site structures. On-site LBPs would also be required to be disposed of to an appropriate permitted disposal facility should renovation or demolition occur (HAZ-3).

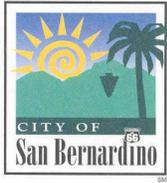
While implementation of HAZ-1 through HAZ-3 would reduce potential impacts from site disturbance activities, accidental conditions may arise during construction of a future development project. If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor would be required to complete the following (HAZ-4):

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the Project Engineer of the implementing agency;
- Secure the areas as directed by the Project Engineer; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator. The Hazardous Waste/Materials Coordinator would advise the responsible party of further actions that would be taken, if required.

With implementation of Mitigation Measures HAZ-1 through HAZ-4, potential accidental release during construction would be minimized to a less than significant level.

Long-Term Operations

Typical incidents that could result in accidental release of hazardous materials include leaking underground storage tanks, accidents during transport causing a "spill" of hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.



Accidental releases would most likely occur in the commercial and industrial areas and along transport routes leading to and from these areas. The City's street setback requirements minimize the direct damage that may occur from transportation-related hazardous waste spills. Also, Hazardous Material Release Response Plans and Inventories would be required. The HMDFD oversees the submittal of Business Emergency Plans, which are intended to mitigate potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials on a future development site.

Related to the issue of groundwater protection is the issue of minimizing the effects of storm water and urban runoff pollution (SWURP). Not only does storm water runoff affect local groundwater, it has the potential to impact neighboring jurisdictions and the region. Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system. Anything thrown, swept or poured into the street, gutter or a catch basin (the curbside openings that lead into the storm drain system) can flow directly into our waterways. The problem is particularly acute during heavy rains, but can be a problem at any time due to the improper disposal of products associated with home, garden, and automotive maintenance. Water pollution is of national importance and the federal Clean Water Act established the National Pollution Discharge Elimination System (NPDES) permit program to address the problem. The Clean Water Act requires that cities "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." Cities are now required to obtain NPDES permits to discharge their storm water into the storm drains and implement Best Management Practices (BMPs) on new construction in order to prevent illegal discharges to storm drains and runoff from construction sites, restaurants, outdoor storage sites, and industrial areas.

Compliance with measures established by Federal, State, and local regulatory agencies, along with General Plan goals and policies, is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the Project Area, and reduce potential impacts to a less than significant level.

General Plan Goals and Policies:

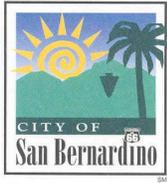
LAND USE ELEMENT

Goal 2.8 Promote development that integrates with and minimizes impacts on surrounding land uses.

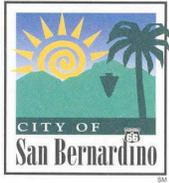
Policy 2.8.4 Control the development of industrial and other uses that use, store, produce, or transport toxics, air emissions, and other pollutants.

SAFETY ELEMENT

Goal 10.4 Minimize the threat of surface and subsurface water contamination and promote restoration of healthful groundwater resources.



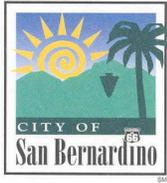
- Policy 10.4.1 Promote integrated inter-agency review and participation in water resource evaluation and mitigation programs.
- Policy 10.4.2 Protect surface water and groundwater from contamination.
- Policy 10.4.3 Eliminate or remediate old sources of water contamination generated by hazardous materials and uses.
- Policy 10.4.4 Develop programs and incentives for prevention of groundwater contamination and clean up of known contaminated sites.
- Policy 10.5.1 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City. (LU-1)
- Policy 10.5.2 Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:
- Increase permeable areas to allow more percolation of runoff into the ground;
 - Use natural drainage, detention ponds or infiltration pits to collect runoff;
 - Divert and catch runoff using swales, berms, green strip filters, gravel beds and French drains;
 - Install rain gutters and orient them towards permeable surfaces;
 - Construct property grades to divert flow to permeable areas;
 - Use subsurface areas for storm runoff either for reuse or to enable release of runoff at predetermined times or rates to minimize peak discharge into storm drains;
 - Use porous materials, wherever possible, for construction of driveways, walkways and parking lots; and
 - Divert runoff away from material and waste storage areas and pollution-laden surfaces such as parking lots. (LU-1)
- Policy 10.5.3 Cooperate with surrounding jurisdictions and the County to provide adequate storm drainage facilities.
- Policy 10.5.4 Require new development and significant redevelopment to utilize site preparation, grading and foundation designs that provide erosion control to prevent sedimentation and contamination of waterways. (LU-1)



- Policy 10.5.5 Ensure compliance with the requirements for Storm Water Pollution Prevention Plans or Water Quality Management Plans for all new development or construction activities.
- Policy 10.5.6 Coordinate with appropriate federal, state, and local resource agencies on development projects and construction activities affecting waterways and drainages.

Mitigation Measures:

- HAZ-1 A formal Phase I Environmental Site Assessment (ESA) shall be prepared on a project-by-project basis in accordance with ASTM Standard 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI), prior to any land acquisition and/or construction activities. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified hazardous materials consultant with Phase II/Site Characterization experience prior to land acquisition, demolition, and/or construction.
- HAZ-2 Prior to demolition and/or rehabilitation activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal OSHA certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403.
- HAZ-3 If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified environmental professional. If lead-based paint is found, abatement shall be completed by a qualified lead specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.
- HAZ-4 If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:
- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
 - Notify the City's Engineer;



- Secure the area as directed by the Project Engineer; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator. The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

Level of Significance After Mitigation: Less Than Significant Impact.

RAILROAD USES

- ◆ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE DISTURBANCE OF EXISTING AND/OR PAST RAILROAD USES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

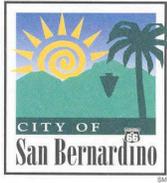
Impact Analysis: Extensive freight rail service is provided within the City by the BNSF and UP railroads. Both Amtrak and Metrolink provide long-distance passenger train service from the Historic Depot. Active and inactive railroad beds frequently have concentrations of petroleum products and lead elevated above natural background conditions. Petroleum product concentrations and lead concentrations are derived from drippings from rail vehicles and flaked paint, respectively. Wooden railroad ties may contain preservatives (i.e., creosote), some of which may contain hazardous constituents. Track switch locations often have elevated levels of petroleum hydrocarbons. Inorganic and organic herbicides, along with diesel fuel, may have been used for vegetation control.

Due to the existing and past railroad uses, the presence of gasoline, diesel, and/or creosote underneath the concrete and surrounding the railroad areas is likely. Also, development associated with past railroad yards may also result in disturbance of contaminated areas. With implementation of Mitigation Measure HAZ-1, a formal Phase I Environmental Site Assessment (ESA) would be prepared on a project-by-project basis within the Project Area. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs) (including those resulting from current and past railroad facilities/uses), which may require further sampling/remedial activities by a qualified hazardous materials consultant with Phase II/Site Characterization experience. With implementation of Mitigation Measure HAZ-1, impacts would be reduced to less than significant levels.

General Plan Goals and Policies: Refer to the goals and policies identified above.

Mitigation Measures: Refer to Mitigation Measure HAZ-1. No additional mitigation measures are required.

Level of Significance After Analysis and Mitigation: Less Than Significant Impact.



LANDFILLS

- ◆ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED HAZARD TO THE PUBLIC OR THE ENVIRONMENT IN ASSOCIATION WITH LANDFILLS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The West Bank Yard (Santa Fe Railway located at 740 Carnegie) is a reported land disposal site that is currently undergoing site clean up activities. The West Bank Yard is located within the southern Tri-City area and the northeastern portion of the Southeast Industrial Park Redevelopment Project Area. Also, the closed Brine land disposal site (located off-site to the north of the western portion of the Southeast Industrial Park Redevelopment Project Area) is currently undergoing site clean up activities as well and may have impacted groundwater underlying the western portion of the Southeast Industrial Park Redevelopment Project Area.

Development within the Project Area may expose the public to a hazardous condition as a result of these land disposal facilities (both on- and off-site). With implementation of Mitigation Measure HAZ-1, a formal Phase I Environmental Site Assessment (ESA) would be prepared on a project-by-project basis, prior to any land acquisition and/or construction activities within the Project Area. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs) (including those resulting from on- and off-site land disposal facilities), which may require further sampling/remedial activities by a qualified hazardous materials consultant with Phase II/Site Characterization experience. With implementation of HAZ-1, impacts would be reduced to less than significant levels.

General Plan Goals and Policies: Refer to the goals and policies identified above.

Mitigation Measures: Refer to Mitigation Measure HAZ-1. No additional mitigation measures are required.

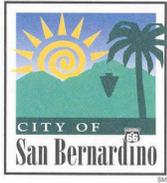
Level of Significance After Mitigation: Less Than Significant Impact.

AIRPORTS

- ◆ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED HAZARD TO THE PUBLIC OR THE ENVIRONMENT IN ASSOCIATION WITH AIRPORT FACILITIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The San Bernardino International Airport is located in the southeastern edge of the City, specifically approximately 0.5 miles from the Southeast Industrial Park Project Area. This Project Area is currently occupied by manufacturing- and distribution-related warehouse uses. As a result of the long term use of the facility by aircraft, many of the existing, surrounding land uses are industrial or commercial as well. The nearest residential uses under the proposed project would be located approximately 1.2 miles north of the SBIA. However,



there are existing residential uses scattered to the southwest of the airport as well. To a lesser degree, the City is also exposed to safety hazards associated with helicopter operations.

The *General Plan* includes land use designations for industrial around the airport which would prohibit any new residential uses that could be affected by the airport. Policies in the *General Plan* also address compatibility with the noise and safety zones in terms of land use, density, and height. Upon adoption of the Comprehensive Land Use Plan (CLUP) and Airport Master Plan, the *General Plan* would be amended to incorporate the adopted safety zones and any new airport related policies. The Airport Influence Area was adopted by the SBIA and is incorporated in the *General Plan*. In this manner, the required notification and buyer disclosure is addressed in the *General Plan*. Overall, the *General Plan* provides sufficient protection from airport safety hazards. The proposed project would not change the existing land uses permitted through the *General Plan* and *Development Code*. Therefore, impacts are less than significant in this regard.

LAND USE ELEMENT

Goal 2.9 **Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.**

Policy 2.9.1 Require that all new development be consistent with the adopted Comprehensive Land Use Plan for the San Bernardino International Airport and ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Policy 2.9.2 Refer any adoption or amendment of this General Plan, specific plan, zoning ordinance, or building regulation within the planning boundary of the adopted Comprehensive Airport Master Plan for the SBIA to the airport authority as provided by the Airport Land Use Law.

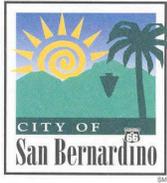
Policy 2.9.3 Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the Comprehensive Land Use Plan for the SBIA and as shown on Figure LU-4.

Policy 2.9.5 Ensure that the height of structures does not impact navigable airspace, as defined in the Comprehensive Land Use Plan for the SBIA.

Policy 2.9.6 As required by State Law for real estate transactions within the Airport Influence Area, as shown on Figure LU-4, require notification/disclosure statements to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the General Plan are required.

Level of Significance After Mitigation: Not Applicable.



5.10.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- ◆ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN CUMULATIVELY CONSIDERABLE HAZARDS AND HAZARDOUS MATERIALS IMPACTS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The proposed project's primary purpose is to alleviate conditions of blight within the Project Area. The proposed project would involve the implementation of several programs and general project activities to alleviate conditions of blight. Therefore, it is anticipated that potential hazards and hazardous material impacts would be similar to those already analyzed in the *General Plan EIR*.

The proposed project would result in the redevelopment of existing uses in the Project Area. These redevelopment activities may result in an increase in the storage and transport of hazardous materials during construction/rehabilitation activities. The redevelopment activities proposed may increase use and transport of hazardous materials in the Project Area, resulting in the increased potential for accidental releases of hazardous materials. However, long-term operations of development associated with the proposed project would also result in a decreased threat to the health and safety of residents, as the proposed redevelopment activities would be required to improve the risk to public health through implementation of Federal, State, and local laws pertaining to hazardous materials. Short-term impacts associated with rehabilitation/construction would be reduced to less than significant with implementation of the recommended Mitigation Measures HAZ-1 through HAZ-4.

Compliance with Federal, State, and local regulations would ensure that potential contamination or exposure to hazardous substances is avoided or controlled to minimize the risk to the public on a case-by-case basis, as the cumulative projects are constructed. Impacts in this regard are less than significant with compliance of applicable Federal, State, and local regulations; *General Plan* goals and policies; and Mitigation Measures HAZ-1 through HAZ-4.

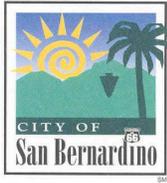
General Plan Goals and Policies: Refer to the goals and policies identified above.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Public health and safety impacts associated with implementation of the proposed project would be less than significant with compliance and/or adherence to the existing Federal, State, and local regulations regarding hazardous materials, *General Plan* goals and policies, and implementation of Mitigation Measures HAZ-1 through HAZ-4. Therefore, no significant unavoidable public health and safety impacts related to hazards or hazardous materials would occur as a result of the proposed project.



5.10.7 SOURCES CITED

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**San Bernardino Merged Area A – Merger and Amendments
Program Environmental Impact Report**

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