

4.13 HUMAN HEALTH AND HAZARDS

A Phase 1 Environmental Site Assessment (ESA) was performed by Alaska Petroleum Environmental Engineering in October 2004. The findings of the Phase 1 ESA are summarized below and the report provided in Appendix I of this EIR.

4.13.1 Environmental Setting

Hazardous Materials Use

A hazardous material is defined as any substance that may be hazardous to humans, animals, or plants, and may include pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and even nuclear fuels or low-level radioactive wastes (California Health and Safety Code Section 25501, USDOT Hazardous Materials Transportation Guides, 1991 and FEMA Hazardous Materials website, accessed 3/27/2007). The City of Ontario has a wide variety of industries and land uses, which generate, use, or handle hazardous materials. Most of these hazardous material users and sites are associated with industrial and commercial uses located throughout the City (Envirofacts Data Warehouse website, accessed 3/30/2007).

With the closure of the Food 4 Less (formerly Ralph's) grocery store, Target, Toys R Us, and Jack's Key Service, hazardous materials such as cleaning solvents, paint, and oil, are no longer stored or sold at the site. The vacant commercial buildings and kiosk on the site are not in use; and thus, hazardous materials are not used for maintenance purposes or otherwise generated on-site (Phase 1 ESA, 2004 Appendix D p. 4). The Hollywood Video store sells and rents digital video disc (DVD) movies, music compact discs (CDs), and video games and does not store, use, or dispose of hazardous materials in quantities that may pose public health and safety hazards. Hazardous material use is limited to minimal quantities of maintenance and cleaning solvents at the video store. The Phase 1 ESA states that the site does not pose a material threat to public health or the environment (Phase 1 ESA, 2004 p. 3).

Adjacent land uses that handle hazardous materials include the 76 gas station located southeast of the site and Leslie's Swimming Pool Supplies, which was formerly located northeast of the site but has since relocated to the new Gateway at Mountain Village commercial development approximately ¼ mile to the northeast. The 76 gas station, located southeast of the site, was constructed between 1959 and 1964. There are four underground storage tanks (USTs) at this gas station, which were installed in 1983. The station had a leaking gasoline pipe recorded in 1990. Gasoline-impacted soil was excavated and disposed off-site. However, the soils were not tested for methyl tertiary-butyl ether (MTBE), a fuel additive. Other gas stations are present along Mountain Avenue and near the site. These adjacent uses are not expected to pose hazards to the site due to their distance, regulatory status, and/or cross-and down-gradient location to the site (Phase 1 ESA, 2004 p. 16 and Appendix D p. 9).

Public Health Hazards

Asbestos is a group of naturally occurring, fibrous minerals which are valued for thermal insulation, chemical and thermal stability, and high tensile strength. Because of these characteristics, asbestos was incorporated into many products, particularly insulations and other building materials. In the late 1960's and early 1970's the dangers of asbestos were beginning to be reported when it became known that asbestos particles that are released into the air and subsequently inhaled can lead to asbestosis, lung cancer, and mesothelioma - a rare form of cancer. The U.S. Environmental Protection Agency and the Consumer Products Safety Commission have banned several products containing asbestos, and manufacturers have voluntarily limited their use of asbestos. However, asbestos is still used in many

products for selective applications, including building construction (EPA Asbestos website, accessed 3/9/2007). The existing structures were built before asbestos was recognized as a health hazard and are expected to contain building materials associated with asbestos (Phase 1 ESA, 2004 p. 9).

Lead is a toxic metal also used in a variety of common products. Exposure to lead has been associated with behavioral problems, reproductive and digestive problems, learning disabilities, slowed growth, muscle and joint pain, and even death. Children six years old and under are most at risk, because children's growing bodies absorb more lead and children's brains and nervous systems are more sensitive to the damaging effects of lead. Children are also more susceptible to being exposed to lead by putting their hands in their mouths after being exposed to lead dust or by putting objects in their mouths with lead based components. Research suggests that the primary sources of lead exposure for most children are deteriorating lead-based paint, lead contaminated dust, and lead contaminated residential soil. The Federal government banned lead-based paint from housing developments in 1978; however, commercial structures can still utilize lead-based paint (EPA Lead website, accessed 3/9/2007). The existing structures are expected to contain lead-based paint (Phase 1 ESA, 2004 p. 9).

In addition, the parking area has high intensity discharge (HID) lights, which may contain heavy metals such as mercury. There are fire hydrants on-site and an automatic fire sprinkler system standpipe/shut-off valve, which may have fire loop piping made of Transite. Electrical conduits for the outdoor lighting may also be made of Transite. Two pad-mounted electrical transformers are present, with one located west of the Toys R Us building and the other transformer located southwest of the Food 4 Less building. There is also a three-pot pole mounted electrical transformer at the northwest corner of the Food 4 Less building (Phase 1 ESA, 2004 pp. 12-13).

Past Land Uses

Aerial photographs taken in 1949 show the site planted with trees, potentially indicating use as an orchard (Phase 1 ESA, 2004 Table II). By 1964, the site was developed with commercial buildings and has remained developed since that time (Chuck Mercier, pers. comm. 2/27/2006). Today, two concrete tilt-up buildings, which are no longer in use, are present on-site, along with an abandoned kiosk and a commercial structure that is in use by a Hollywood Video store.

The larger building (on the western portion of site) was built in 1964 and operated as a White Front store, a Fedco department store, a Target store, and a Ralphs/Food 4 Less store in subsequent years. The former uses in the main building also included a White Front Discount Cleaner, White Front Pharmacy, and White Front Tire Center. The Toys R Us building was built in the southeastern corner of the site in 1970 and was occupied by the toy store only (Chuck Mercier, pers. comm. 2/27/2006 and 12/14/2006).

A Tesoro gas (Quality Gas) station operated at northeastern section of the site. Gasoline storage, dispensing, and remediation (using soil vapor extraction equipment) occurred in this area from 1983 to 1992, in association with the gas station. A 4-Day Tire store operated in this area in 1986. Three underground storage tanks (USTs) were removed from the site in 1990. During the UST removal, gasoline was spilled into the soils and the soils remediated using vapor extraction from 1994 to 1996. Asbestos was also identified and abated during building demolition and hydraulic lift removal (Phase 1 ESA, 2004 Appendix D pp. 16-17). However, soils were not tested for MTBE (Phase 1 ESA, 2004 p. 16). This area is now developed with a Hollywood Video store (built in 1997) (Chuck Mercier, pers. comm. 12/14/2006).

Fire Hazards

The project site is developed with two vacant commercial structures and a kiosk that have been subject to ongoing vandalism and illegal entry. Asbestos removal activities were also conducted within the buildings (Spectrum Abatement, Notice of Completion, 12/15/2004). Existing electrical systems within these structures are no longer functional and pose fire hazards if improperly used. The Hollywood Video store is in use and is not expected to pose undue fire hazards.

4.13.2 Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on hazards and hazardous materials, if its implementation results in any of the following:

- ◆ Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ◆ Creates 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;
- ◆ Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- ◆ Is 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;
- ◆ For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- ◆ Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan; or
- ◆ Exposes 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.

A project that creates or results in a public health or safety hazard is also considered to have a significant adverse impact.

4.13.3 Environmental Impacts

The proposed project would lead to the use of hazardous materials and the generation of hazardous wastes at the site, creating a potential for public hazards. Roadway and utility improvements would utilize hazardous materials during short-term construction but not in the long-term.

Hazardous Materials Use (*Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?)*

The proposed handling, use, storage, and sale of hazardous materials on the project site can create the potential for the accidental release of hazardous materials. The management and planning for such accidents is subject to federal, state, and local regulations regarding use, handling, storage, transport, and disposal. The regulations include established measures for the development of a risk management and prevention plan for

accidents. The plan would include an inventory of hazardous materials and wastes stored, generated, or treated at the site, prevention/reduction measures, employee training plan, emergency equipment, emergency contacts, and emergency response and evacuation procedures (San Bernardino County Fire Department Business Emergency/Contingency Plan Guidelines and Forms, 2005).

Compliance with relevant regulations would preclude the creation of hazards to on-site users and adjacent areas during the routine use, disposal, and transport of hazardous materials. Impacts associated with hazardous materials use would be less than significant.

Hazardous Materials Accidents (*Would the project 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?*)

The proposed project would generate hazardous wastes and utilize hazardous materials for demolition and construction, on-site maintenance, and for sale at the site.

Demolition Activities

The Phase 1 ESA indicated that asbestos in construction materials, lead-based paint, polychlorinated biphenyls in fluorescent light electrical ballasts and HVAC capacitors, regulated heavy metals in fluorescent light bulbs, HIDs, and thermostats (predominantly mercury), Freon in HVAC units and subsurface Transite (asbestos-cement) piping may be present in the existing buildings (Phase 1 ESA, 2004 p. 23).

A limited asbestos survey in 1999 identified the presence of asbestos-containing materials in the Target/Food 4 Less and Toys R Us buildings. The asbestos-containing materials (ACM) included the vinyl floor tiles, black mastic, and drywall. ACM was not found in the ceiling tiles, other vinyl floor tiles, and drywall paint but may be present in the floors, wall spaces, roofing materials, and other inaccessible areas, which were not assessed at that time (Phase 1 ESA, 2004 Appendix D pp. 17-20). Asbestos-containing materials were removed from the existing vacant commercial buildings in November to December 2004 by Spectrum Abatement (Spectrum Abatement, Notice of Completion, 12/15/2004). However, ACM may still be present in the remaining structures and subsurface Transite (asbestos-cement) piping to be removed as part of demolition activities (Phase 1 ESA, 2004 p. 23).

Demolition of the existing vacant commercial structures can lead to the release of asbestos fibers that may adversely impact the health of demolition staff and adjacent residents.

Impact 4.13.1: Demolition activities may lead to the release of asbestos fibers that would pose hazards to demolition staff and adjacent residents.

SCAQMD Rule 1403 provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, the project would require an asbestos survey by a Certified Asbestos Consultant (certified by OSHA) to identify building materials that contain asbestos. Removal of the asbestos should include prior notification of the SCAQMD and Cal-OSHA and compliance with removal procedures and time schedules, asbestos handling and clean-up procedures, and storage, disposal, and land filling requirements (SCAQMD Rule 1403 and California Division of Occupational Safety and Health Permits website, accessed 3/9/2007).

Demolition of the structures would lead to the removal of lead-based paint, which would then be considered as hazardous waste. In addition, polychlorinated biphenyls in fluorescent light electrical

ballasts and HVAC capacitors, regulated heavy metals in fluorescent light bulbs, HIDs, and thermostats (predominantly mercury), and Freon in HVAC units may be present in buildings and infrastructure to be removed as part of demolition activities (Phase 1 ESA, 2004 p. 23). Improper removal of hazardous wastes may lead to ground and water contamination at the site and improper disposal may lead to contamination at the landfills.

Impact 4.13.2: Demolition activities may lead to ground and water contamination from improper disposal of lead-based paint and other hazardous wastes.

Title 22, Division 4.5 of the California Code of Regulations provides standards [for](#) the management of hazardous wastes, including treatment, storage, and disposal. Compliance with this regulation on the disposal of lead-based paint and other hazardous wastes from on-site demolition activities would ensure that no ground or water contamination occurs from hazardous wastes (California Department of Toxic Substances Control, California Code of Regulations, Title 22, Division 4.5 website, accessed 3/30/2007).

Construction Activities

Construction activities associated with the project would involve the use of hazardous materials, including paints, thinners, solvents, acids, curing compounds, grease, oil, cleaners, adhesives, sealants, coolants, pesticides, fertilizers, and other chemicals (Stormwater BMP Handbook - Construction, 2003 WM-6). These hazardous materials could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used, or disposed. Compliance with existing hazardous material regulations would prevent public health and safety hazards (California DTSC website, 5/11/2007 and US EPA website, 5/11/2007). This impact is expected to be less than significant, since hazardous material use and disposal at the site is expected to be made in compliance with existing federal, state, and local regulations.

No UST, clarifier or hydraulic lift, is proposed at the northeastern section of the site (Design Review Plans, November 2005). Thus, no change in exposure to potential MTBE in the soils would occur with the project. Should subsurface excavation be necessary at this location, soil, vapor and groundwater testing shall be performed to determine levels of MTBE (Phase 1 ESA, 2004 p. 24). If the results of the testing show chemical levels are below regulatory limits, development may proceed accordingly. If chemical levels are above regulatory standards, remediation and/or removal of contaminated soils shall be completed prior to development.

The project will also involve the extension of a natural gas line from the existing service line on Fifth Street to the proposed building. This line would cross over the southern parking lot to the building service meter and would not be located under the proposed building. Construction of the new service line would be completed in accordance with the requirements of all applicable, City building codes, City engineering standards, and in coordination with the Southern California Gas Company (SCG) (Bruce Yonkers, SCG, pers. comm. 11/17/2006). Compliance with construction requirements for the installation of the new gas service line would minimize the risk of leakages, fire, explosion, and potential soil contamination, thus no hazardous material impacts are anticipated.

On-Site Hazardous Materials Use

The proposed commercial use on the project site would involve the handling of hazardous materials, including paint, cleaning solvents, fertilizers, pesticides, oils, and other chemicals that would be used for maintenance of the project, as well as for commercial sale within the building. The maintenance of the proposed project is not expected to utilize or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public. However, the project would sell products that are

considered hazardous materials. These include paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and other gardening, home improvement, and automotive substances.

Hazardous materials are subject to federal, state, and local regulations regarding their use, handling, storage, transport, and disposal. The regulations include established measures for proper storage, use, and disposal, and a risk management and prevention plan for accidents. In accordance with Division 20, Chapter 6.95 of the California State Health and Safety Code, Title 19, Chapter 2 of the California Code of Regulations (CCR), and Title 40 of the Code of Federal Regulations, the project would have to obtain a hazardous materials handler permit from the San Bernardino County Fire Department (Susan Williams, pers. comm. 3/14/2007). The permit serves to comply with right-to-know laws, by ensuring that a business emergency/contingency plan containing information regarding the location, type, and health risks of hazardous materials on-site is readily available to emergency response personnel, authorized government officials, and the public. The plan would include an inventory of hazardous materials and wastes stored, generated, or treated at the site, prevention/reduction measures, employee training plan, emergency equipment, emergency contacts, and emergency response and evacuation procedures (San Bernardino County Fire Department Business Emergency/Contingency Plan Guidelines and Forms, 2005).

Compliance with relevant regulations would preclude the creation of hazards to on-site users and adjacent areas. In addition, the products containing hazardous materials would be packaged for individual sale and in household quantities at the Wal-Mart Supercenter. Thus, onsite hazardous materials use is not expected to pose major health and safety hazards to employees, patrons, and nearby residents.

Transport of Hazardous Materials

The transport of hazardous materials to the proposed Wal-Mart Supercenter would create a potential for spills and accidents along freeways and roadways utilized by delivery trucks. The transport of hazardous materials is regulated by the U. S. Department of Transportation and the California Health Services Department. Compliance with existing regulations on the transport of hazardous materials would prevent significant adverse impacts associated with accidents and spills. These include truck travel on designated truck routes, except for the segments needed to access on-site driveways as allowed pursuant to Section 35703 of the California Vehicle Code, such as the portion of Fifth Street from the western driveway to Mountain Avenue (California Vehicle Code Sections 35700-35722 website, accessed 3/9/2007). Impacts associated with the transport of hazardous materials would be less than significant.

Hazardous Emissions *(Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?)*

Schools are considered sensitive receptors that may be adversely impacted by hazardous or toxic emissions. The nearest schools to the project site are El Camino Elementary School (0.4 mile west), Hawthorne Elementary School (0.52 mile east), Elderberry Elementary School (0.48 mile south), Vernon Middle School (0.76 mile southwest), Buena Vista Arts Integrated School (0.64 mile southwest), Redeemer Lutheran School (0.37 mile northeast) and Citrus Elementary School (0.63 mile northeast) (Thomas Guide, 2005 pp. 571, 572, 601, 602).

The proposed Wal-Mart Supercenter would include a general merchandise store, a grocery, a game arcade, banking services, the sale of alcoholic beverages, and an outdoor garden center. No industrial processes or other sources of toxic emissions are expected with the project (Design Review Plan, November 2005). However, hazardous materials use and hazardous waste generation may affect adjacent land uses, as discussed above. The impacts associated with NO_x, ROG, diesel exhaust and other

potentially hazardous or toxic emissions that may significantly and adversely affect nearby schools and residents is discussed in Section 4.5, *Air Quality*.

Government Databases (*Is the project 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?*)

The Phase 1 ESA identified hazardous material users or generators at the site, which included agricultural uses from at least 1949 to 1964, a former dry cleaner, pharmacy and tire center within the Target building, and a former gas station and tire center at the northeastern section of the site. Residual impacts of the former agricultural uses are not expected to be present or to pose significant environmental concerns due to the time interval since these uses occurred on-site; the subsequent use of the site for past commercial development; subsequent soil testing and remediation efforts at the site; and the site's largely paved condition at this time (Phase 1 ESA, 2004 pp. 15 to 17).

The Phase 1 ESA also identified potential residual impacts from the former dry cleaning operations, but noted that the operational nature of the business was unclear and the site may not have actually been occupied or may have only been used as a drop-off facility for off-site operations. The assessment concludes with the recommendation that verification sampling may be warranted if the development of the site will involve the disturbance of soil at this location. Reference to an earlier Phase 1 ESA for the site (Dames and Moore, 1999) indicates that the exact location of the potential dry cleaning operation is not known and potential residual impacts do not represent a significant environmental concern. Therefore, due to the tentative nature of the use and the limited area that may have been utilized by the dry cleaner, residual impacts from the past dry cleaning operations at the site are not expected to pose significant environmental concerns (Phase 1 ESA, 2004 p. 24 and Appendix D p. 20).

The proposed commercial use is not considered a sensitive receptor or critical facility. The Hollywood Video store would remain in place and the parking area for the video store would not be disturbed, outside of the provision of additional landscaping. The project would also retain the largely paved condition of the site. No UST, clarifier, or hydraulic lift is proposed with the project or at the Hollywood Video store (Design Review Plans, November 2005). Thus, no impacts associated with the potential for MTBE to be present in the underlying soils in the northeastern section of the site store would occur with the project.

Nearby hazardous material handlers are located southeast and northeast of the site, with Leslie's Swimming Pool Supplies located ¼ mile to the northeast and the 76 gas station located the northwest corner of Fifth Street and Mountain Avenue, immediately southeast of the site. The proposed Wal-Mart Supercenter would not affect the 76 gas station, as no improvements are proposed at the site boundaries of this gas station. Any MTBE soil contamination at the 76 gas station is not expected to affect the project due to its cross- and down-gradient location to the site (Phase 1 ESA, 2004 Appendix D p. 9). Hazards associated with accidental spills and fire at the gas station are handled by the San Bernardino County Fire Department through regular monitoring of the underground storage tanks and gasoline storage and dispensing activities (San Bernardino County Fire Department Hazardous Materials Division, 3/30/2007). Impacts associated with nearby hazardous material users and hazardous waste generators would be less than significant.

Airport Hazards (*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? For a project within the vicinity of a*

private airstrip, would the project result in a safety hazard for people residing or working in the project area?)

The project site is not located near a public airport or private airstrip. The nearest airports are the Cable Airport (located approximately 2.2 miles northwest of the site) and the Ontario International Airport (located approximately 2.3 miles southeast of the site) (Thomas Guide, 2005 pp. 571, 572, 601, 602, 603, 642, 643). The site is not located within two miles or within the air safety zones of these airports (Ontario General Plan, 1992, page 4-19 and Cable Airport Master Plan, 1981, page 14). Thus, the proposed project would not be exposed to airport hazards; would not affect aircraft operations at the airports; and would not create an airport safety hazard for patrons, employees, and visitors to the site. No impacts related to airport hazards are expected at the site.

Emergency Evacuation *(Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?)*

The demolition and construction activities for the proposed project would be largely confined to the site, with proposed sidewalk and utility improvements on Fifth Street and roadway and utility improvements on Mountain Avenue. The off-site improvements would include addition of a new southbound lane, a raised median, a traffic signal on Hawthorne Street, and a traffic island on Hawthorne Street, a new storm drain line, water line replacement and upgrades, water lateral replacements, and sidewalk and parkway reconstruction. These would lead to the closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Any road work along the site would have to be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook) and City regulations (Mauricio Diaz, pers. comm. 3/29/2007). Thus, the project would not have significant adverse impacts on traffic flows or emergency response or evacuation.

The project site is not used for emergency response to or evacuation of adjacent areas. The site is surrounded by chainlink fencing and does not serve as an evacuation area for nearby residents or land uses. The proposed project would replace existing buildings on the site and would not interfere with the City's emergency response and evacuation plans for the area. Mountain Avenue is a designated evacuation route (Ontario General Plan, 1992 p. 3-20) and the proposed widening of Mountain Avenue would facilitate evacuation through this roadway. The project is not expected to adversely impact an adopted emergency response plan or emergency evacuation plan. Also, improvement of Hawthorne Street and Main Street through the site would facilitate emergency response to the surrounding area. Impacts on emergency response and evacuation would be less than significant.

Wildfire Hazards *(Would the project 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?)*

The project site is developed and is surrounded by urban developments. No wide, open areas with heavy brush are present near the site. Thus, wildfire hazards would not affect the project. No impact related to wildfire is expected.

The proposed Wal-Mart Supercenter would lead to the demolition of existing vacant commercial structures, eliminating the fire hazards posed by the old, deteriorated, and vandalized buildings. Construction of a new commercial building would be made in accordance with the Uniform Fire Code and would incorporate current fire prevention, suppression, and alarm system requirements (Ontario Municipal Code, Title 4

Chapter 4 – Fire Safety). Impacts to fire protection services are addressed in Section 4.11.2, *Fire Protection Services*, of this EIR.

Public Health or Safety Hazard (*Would the project create a public health or safety hazard?*)

The proposed project would involve the sale of general merchandise, groceries, and gardening supplies. It will also offer the sale of alcoholic beverages, a pharmacy, vision center, food service, photo studio, bank, and game arcade. The project would need to comply with relevant public health and safety regulations, as they may relate to the maintenance of the facility (including employee areas, restrooms, kitchen, and garden center) and the safety of employees and patrons of the site (California Division of Occupational Safety and Health website, accessed 3/30/2007).

Vectors

Demolition activities may lead to the dispersal of vectors and rodents that may be occupying the vacant commercial structures and kiosk at the site. As required by the City of Ontario, the applicant would need to notify the West Valley Mosquito and Vector Control District, so that a vector survey may be conducted and a report containing recommendations for the control and removal of vectors be provided to the applicant. The applicant would need to implement measures to prevent the dispersal of vectors to nearby developments, prior to the start of demolition activities. The District inspector would revisit the site to provide vector clearance to allow demolition activities (Sarah Dominick, pers. comm. 3/9/2007). The impacts associated with vectors would be less than significant.

Mosquitoes

Landscaped swales and areas, as well as other low points at the project site may lead to the presence of standing water that may breed mosquitoes. As standard practice, the grading and drainage plan for the project would have to be designed to prevent the creation of low points without discharge outlets. Also, landscaped infiltration areas need to be designed to absorb stormwater into the ground within 48 to 72 hours, to prevent the breeding of mosquitoes (Steven Su, pers. comm. 3/21/2007). Impacts associated with mosquitoes would be less than significant.

4.13.4 Previous Analysis

To the extent applicable, this Subsequent EIR tiers off previous environmental documents relating to the development of the project site. As outlined in Section 1.2.1, *Previous Environmental Review*, previous analyses include a Supplemental EIR considering the environmental impacts associated with future development within the Mountain Village Specific Plan area (which included the project site) and the EIR analyzing the environmental impacts of new development and redevelopment within the Added Area, which was part of Amendment No. 1 to the Ontario Redevelopment Project No. 2.

While baseline conditions in this Subsequent EIR reflect the present situation, the linkages between the three documents remain pertinent to the environmental review of the Wal-Mart Supercenter proposal. The following discussion summarizes the salient points of similarity/difference between the previous documents and the Subsequent EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Supplemental EIR for Mountain Village Specific Plan

The Supplemental EIR for the Mountain Village Specific Plan indicated the project area is fully urbanized and no wildfire risk is expected. The Supplemental EIR stated that construction activities may interfere

with emergency response or evacuation plans. Impacts would be temporary and not expected to be any different than those resulting from new construction throughout the City. The City’s Disaster Preparedness Plan has policies and procedures to respond to an emergency. The Specific Plan would not increase potential health hazards and compliance with the existing public safety programs and regulations would prevent the creation of public safety hazards.

The project would not create or expose persons or property to wildfire hazards. The project would include construction of a raised median and widening of Mountain Avenue and a traffic signal and traffic island on Hawthorne Street. Construction work within in the roadway would be conducted in accordance with Standard Specifications for Public Works Construction (Greenbook) and City regulations. Thus, the project would not adversely impact emergency response or evacuation.

As analyzed in the previous EIR, significant adverse impacts related to risk of upset conditions may occur with new development and redevelopment in the Specific Plan area and on the project site. The Supplemental EIR for the Mountain Village Specific Plan did not provide standard conditions and mitigation measures for hazards, although the Supplemental EIR discussed compliance with existing public safety programs. The proposed project would comply with applicable regulations regarding hazardous materials and public health and safety.

EIR for Amendment No. 1

The EIR for Amendment No. 1 identified a number of hazardous material users in the Added Area, which included the Ralph’s grocery store and the adjacent 76 gas station. The EIR for Amendment No. 1 indicated that there are no wildfire hazards in the City. The EIR indicated that construction activities for roadways and other infrastructure systems may cause temporary street obstruction that would interfere with emergency response. Mitigation to minimize street closure was provided. The EIR also acknowledged hazards associated with the transport of hazardous materials along freeways and railroads, the Ontario International Airport, and the gasoline pipelines running along the UPRR tracks. The EIR indicated that future developments and redevelopment projects in the Added Area, including the site, that utilize hazardous materials would increase the potential for fire and accidental spills. Industrial uses and developments near the railroads would expose nearby land uses to spills, explosion, or fire. Compliance with existing public safety programs and hazardous material regulations would keep impacts at insignificant levels.

The proposed project would utilize hazardous materials for construction and maintenance activities and would store hazardous materials that are packed for individual resale. Hazardous materials storage, use, and disposal would be made in accordance with existing regulations.

As analyzed in the previous EIR, significant adverse impacts related to risk of upset conditions may occur with new development and redevelopment in the Added Area, including the project site. The EIR for Amendment No. 1 identified policies in the Ontario General Plan, which would reduce risk of upset impacts. These are listed below, along with the project’s compliance.

General Plan Policy in EIR	Project Compliance
1. Prohibit construction of new residential development near businesses producing, using, or storing hazardous materials. (Hazards Element Policy 5.4)	The proposed project does not involve residential construction.
2. Discourage the transport of hazardous	This shall be added as mitigation below, with truck

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General Plan Policy in EIR	Project Compliance
materials and substances through residential areas, routes with dense immobile populations such as hospitals and schools, as well as environmentally sensitive areas. (Hazard Element Policy 5.10)	deliveries for the project restricted to the use of Mountain Avenue and major arterials.
3. Adequately buffer hazardous waste facilities from residences, immobile populations, public facilities, and environmentally sensitive areas to ensure the protection of the public health, safety, and welfare. (Hazards Element Policy 5.12)	The project is not considered a hazardous waste facility.
4. For new development, maximize building setback from existing pipelines or new/established pipeline routes to a preferred width of 150 feet where physically feasible, but in no event less than 50 feet. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline locations and all measures proposed to mitigate all potential safety hazards. (Hazards Element Policy 6.3)	There are no gas or petroleum pipelines on or near the site. The natural gas line in Fifth Street is a distribution line and connection of a service line to the proposed building would be made in accordance with SCG guidelines and will not be located under the proposed building (SCG Will Serve letter, 2/14/2007)/
5. The City shall enforce the San Bernardino County Vector Control District guidelines controlling the populations and dispersal of vectors. These measures include the notification of the District at least two weeks prior to demolition or grading on any structures dwelling that may have the potential to harbor rodents. This will allow sufficient time to inspect or place rodenticide bait prior to demolition to reduce the potential for rodent dispersal.	The West Valley Mosquito and Vector Control District serves the City and notification and a vector survey is needed from the District at least 1 week prior to the start of demolition (Sarah Dominick, pers. comm. 3/9/2007). This has been added as a standard condition below.
6. Sites shall be graded to avoid standing water that could breed mosquitoes. Trash shall be held in fly-proof containers and emptied on a regular schedule.	The grading plan for the project shows that positive drainage would be provided. Infiltration areas would need to be designed to absorb stormwater into the ground within 48 to 72 hours, to prevent the breeding of mosquitoes (Steven Su, pers. comm. 3/21/2007). Trash would be collected in covered bins and emptied at least once a week, per City regulations.
7. During the landscape phase, plants that are attractive to rodents will be avoided. The Vector Control District has prepared a list of ground cover types that are less attractive to rodents.	The West Valley Mosquito and Vector Control District indicated that there is no list but that the English Ivy, bougainvillea, fan palms (roof rats live in the dried/dead palm leaves), Italian Cypress (good harborage for rodents), and most vines are not recommended (Min-Lee Cheng, pers. comm. 11/21/2006). The proposed landscaping materials include bougainvillea, fan palms, and vines, which have been proposed in accordance with the Specific Plan. Regular maintenance activities at the site are expected to prevent the proliferation of rodents in landscaped areas.

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Human Health and Hazards (continued)

A number of mitigation measures were also outlined to reduce potential risk of upset conditions for the siting sensitive receptors in areas on or near hazardous waste generators/transportation lines, the siting of critical facilities, remediation of contaminated sites, and obstruction of evacuation and emergency response routes. The mitigation measures in the EIR for Amendment No. 1 are listed below, along with the project's compliance.

Mitigation Measure	Project Compliance
1. Guidelines on hazardous waste management shall be followed with regard to the siting of sensitive receptors in areas that currently contain hazardous waste generators/transportation lines. These standards are outlined in the San Bernardino County Hazardous Waste Management Plan and the Ontario General Plan.	The proposed project is not considered a sensitive receptor.
2. Remedial action must be undertaken for sites with hazardous materials contamination, prior to new building construction. Redevelopment projects shall not be located on contaminated sites, unless remediation programs have been completed.	Remediation has been completed for the gasoline spill at the former gas station and tire center at the northeastern section of the site. Should subsurface excavation be necessary at the northeastern section of the site, soil, vapor and groundwater testing shall be performed to determine levels of MTBE and the necessary remediation completed, as provided in the mitigation measure below.
3. Critical facilities, such as fire stations and police substations, shall not be located adjacent to the southern boundary of the Added Area due to the presence of gasoline pipelines along the railroad tracks.	The proposed project is not considered a critical facility.
4. Redevelopment projects shall minimize street closure of identified evacuation and emergency response routes and shall maintain at least one lane open during all roadway improvement projects.	The construction of roadway improvements along the site boundaries shall maintain at least one lane open at all times, with construction conducted in accordance with the Greenbook.

The project would comply with applicable policies and mitigation measures, as provided below.

Based on the comparative discussion above, the project's impacts are no different than those analyzed in the previous EIRs. However, specific impacts of the Wal-Mart Supercenter are discussed above.

4.13.5 Standard Conditions and Mitigation Measures

Standard Conditions

In addition to other project-specific conditions which may be imposed by the City, the City will impose the following standard conditions on the project as part of any future approval:

Standard Condition 4.13.1: Demolition and construction activities and on-site hazardous materials use shall comply with applicable regulations regarding hazardous materials handling, storage, transport, and disposal.

Section 4.13

Human Health and Hazards (continued)

Standard Condition 4.13.2: The use, storage, sale, and disposal of hazardous materials at the Wal-Mart Supercenter shall comply with the provisions of the Uniform Fire Code, the City's Hazardous Waste Ordinance, and applicable local, County, state, and federal regulations, per Section Sec. 9-1.3330 of the Ontario Development Code.

Standard Condition 4.13.3: Truck deliveries for the project shall be restricted to the use of designated truck routes, such as Mountain Avenue, Holt Boulevard, the I-10 Freeway, and other designated truck routes. No trucks shall utilize Fifth Street, Sixth Street, Hawthorne Street, Main Street, or other local streets. Trucks may utilize the portion of Fifth Street from the western driveway to Mountain Avenue, as allowed pursuant to the California Vehicle Code.

Standard Condition 4.13.4: Waste disposal at the site shall be conducted in accordance with Title 6, Chapter 3 (Integrated Solid Waste Management) of the City's Municipal Code.

Standard Condition 4.13.5: Planned demolition activities shall include notification of the West Valley Vector Control District at least 1 week prior to the start of demolition, to allow the District to conduct a vector survey of the site. The applicant shall implement the recommendations of the District for the control and removal of vectors prior to any demolition. (EIR for Amendment No. 1)

Standard Condition 4.13.6: The project shall obtain a hazardous materials handler permit from the San Bernardino County Fire Department, prior to the issuance of a Certificate of Occupancy, which would include the development of a business emergency/contingency plan for hazardous materials and wastes that would be stored, generated, or treated at the site.

Standard Condition 4.13.7: As standard practice, the project site shall be graded to avoid standing water and infiltration areas would need to be designed to absorb stormwater into the ground within 48 to 72 hours, to prevent the breeding of mosquitoes. (EIR for Amendment No. 1)

Mitigation Measures

Mitigation measures that would reduce the potentially significant adverse impacts of the project and/or that have been identified in the Supplemental EIR for the MVSP and the EIR for Amendment No. 1 and found to be applicable to the project include the following:

Mitigation Measure 4.13.1: Demolition activities shall be conducted in accordance with SCAQMD Rule 1403 on the removal and disposal of asbestos-containing materials and Cal-OSHA requirements.

Mitigation Measure 4.13.2: Disposal of hazardous wastes, such as lead-based paint and lead-containing materials, ballasts, capacitors, light bulbs, Freon, and Transite, during demolition activities shall be made in accordance with Title 22, Division 4.5 of the California Code of Regulations.

Mitigation Measure 4.13.3: The transport of hazardous materials and substances to and from the site shall be restricted to the use of Mountain Avenue and major arterials, and discouraged on roads passing through residential areas and routes with dense immobile populations such as hospitals and schools. (EIR for Amendment No. 1)

Mitigation Measure 4.13.4: Should subsurface excavation be necessary at the northeastern section of the site, soil, vapor and groundwater testing shall be performed to determine levels of MTBE. If the results of the testing show chemical levels are below regulatory limits, development may proceed accordingly. If chemical levels are above regulatory standards, remediation and/or removal of contaminated soils shall be completed prior to development.

4.13.6 Unavoidable Significant Adverse Impacts

Preliminary analysis in the Initial Study (IS) for the project indicated that no impacts associated with wildland fire, airport hazards, or aircraft operations are expected. The IS found that the proposed project would not adversely affect emergency response or evacuation plans, as the project site does not serve as an area for access to, or evacuation from, adjacent areas. Less than significant impacts were expected in relation to routine hazardous materials use, disposal, or transport. Potentially significant impacts were expected due to the potential release of hazardous materials to the environment during demolition and construction activities and operation of the Wal-Mart Supercenter.

The analysis in this Subsequent EIR, as provided above, shows that impacts associated with human health and hazards would generally be the same as the findings of the IS. However, more detailed analysis of potential impacts is provided as it relates to past hazardous materials use on the site, existing site conditions, and potential public health and safety hazards.

The analysis in this section indicates that demolition of the existing vacant commercial buildings and kiosk would generate hazardous wastes, which will need to be disposed of in accordance with existing regulations. Vector control would be made in accordance with the current guidelines of the West Valley Mosquito and Vector Control District. The construction and operation of the proposed Wal-Mart Supercenter would utilize hazardous materials, which could adversely affect the construction crew, residents, employees, and visitors of the site. Implementation of the standard conditions and mitigation measures above would reduce potential adverse impacts to less than significant levels. No unavoidable significant adverse impacts are expected after mitigation.