# 4.6 HAZARDS AND HAZARDOUS MATERIALS

## INTRODUCTION

This section describes the impacts associated with hazardous materials that could result from the proposed project. This section identifies the potential impacts of the proposed project and includes mitigation measures for the impacts, and evaluates residual impacts.

## EXISTING SETTING

### Definitions

The term "hazardous material" can have varying definitions for different regulatory programs. For the purpose of the proposed project, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(K) defines hazardous materials as follows:[1]

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

A waste is hazardous if it exhibits one or more of the characteristics defined below:[2]

*Toxic Substance:* Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels. (The level depends on the substances involved and is chemical-specific.) Carcinogens (substances that can cause cancer) are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).

*Ignitable Substances:* Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.

*Corrosive Materials:* Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).

*Reactive Materials:* Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, with the result that numerous industrial properties and public

[1]Title 22 C.C.R. Section 66261.3, "Hazardous Waste"
[2]Title 22 C.C.R. Section 66261.20-66261.24, "Hazardous Waste"

landfills became dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Sites are added to a National Priorities List following a hazard ranking system. The United States (US) Environmental Protection Agency (EPA) maintains the list of federal Superfund sites as well as a more extensive list of all sites with potential to be listed known as Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS).

Numerous smaller properties also have been designated as contaminated sites by local and regional agencies. Often these are gas station sites where leaking underground storage tanks were upgraded under a federal requirement in the late 1980s. Generally, potentially contaminated sites are referred to as "brownfields" – they are previously used, often abandoned sites that because of actual or suspected contamination are undeveloped or underused. Both the US EPA and California Department of Toxic Substances Control (DTSC) within the California EPA maintain lists of known brownfields sites. These sites are often difficult to inventory due to their owners' reluctance to publically label their property as potentially contaminated. In California, numerous regulatory barriers have blocked effective use of brownfields sites including uncertainty as to cleanup levels and ultimate cleanup cost. State legislation (SB 32 Escutia), adopted in 2001, establishes a locally-based program to help speed the cleanup and reuse of brownfields sites.

**Hazardous Materials in the Downtown Redlands Specific Plan Area**

The project site is highly urbanized and a variety of retail/commercial, restaurant, office, residential, institutional, light industrial and heavy industrial uses currently exist. Industrial uses are generally located adjacent to the existing railroad right-of-way or along Texas Street, north of Redlands Boulevard. Light and heavy industrial uses in the project area include a large milling facility, auto-related industrial facilities, and the Sunkist Groves shipping facility.

Many of the industries operating on and in the vicinity of the project site use hazardous materials in their operations. State regulations mandate that each business using hazardous materials prepare a business plan listing the types and quantities of materials used and their associated risks. These plans are submitted to an administrative agency that, in turn, prepares an area plan based on the hazardous materials within the jurisdiction of the agency. Because the project is located within the County of San Bernardino, the San Bernardino County Fire Department (SBFD) is the administrative agency. The SBFD maintains a list of all companies using hazardous materials, an inventory of those materials, and an assessment of the risks posed by the materials at each facility. Each facility is inspected to ensure that materials are properly managed on site.

**Cleanup Sites and Underground Storage Tanks**

DTSC maintains a database known as "CalSites" which contains information on properties in California where hazardous materials substances were released, or where the potential for release existed. In 2006, DTSC launched its new brownfields database site, EnviroStor, which provides similar information to CalSites, including identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. One DTSC cleanup site was identified within the project area boundaries and is listed in **Table 4.6-1**.

**TABLE 4.6-1: DOWNTOWN REDLANDS CLEANUP SITES**

| Name | Location | Type of Action |
|---|---|---|
| SoCAL Gas.Redlands I (State St.) Manufactured Gas Plant (MGP) | State Street at Redlands Boulevard | Voluntary Cleanup Site of Manufactured Gas Plant (MGP) with potential soil contamination of benzene, lead, and Polycyclinc Aromatic Hydrocarbons (PAHs) |

**SOURCE**: California Department of Toxic Substance Control, *EnviroStor,* Available at: http://www.envirostor.dtsc.gov/public/default.asp, Accessed November 3, 2009.

An underground storage tank system (UST) is a tank and any underground piping connected to the tank that has at least ten percent of its combined volume underground. Federal UST regulations apply to underground tanks and piping storing either petroleum or certain hazardous substances. When the federal UST program began, there were approximately 2.1 million regulated tanks in the U.S. Today, there are fewer USTs since many substandard UST systems have been closed. Nearly all USTs that have been closed contained petroleum. These closed sites include marketers who sold gasoline to the public (such as service stations and convenience stores) and non-marketers who used tanks solely for their own needs (such as fleet service operators and local governments.) EPA estimates about 25,000 tanks nationwide now hold hazardous substances covered by the UST regulations.

The greatest potential hazard from a leaking UST is that the petroleum or other hazardous substance can seep into the soil and contaminate groundwater, the source of drinking water for nearly half of all Americans (although not such a high percentage in the Southern California area). A leaking UST can present other health and environmental risks, including the potential for fire and explosion. Until the mid-1980s, most USTs were made of bare steel, which is likely to corrode over time and allow UST contents to leak into the environment. Faulty installation or inadequate operating and maintenance procedures also can cause USTs to release their contents into the environment.

The GeoTracker database is a geographic information system that provides online access to environmental data including underground fuel tanks (USTs), fuel pipelines, and public drinking water supplies. **Table 4.6-2** lists all UST's within the project site.

**Cortese List**

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The project site does not contain any hazardous materials release sites on the Cortese List.[3]

[3]California Department of Toxic Substance Control, *Hazardous Waste and Substances Site List,* Available at: http://www.envirostor.dtsc. ca.gov/public/mandated_reports.asp, accessed May 11, 2010.

**TABLE 4.6-2: DOWNTOWN REDLANDS USTS**

| Facility | Address | UST Type | Case Status | Contaminants |
|---|---|---|---|---|
| Stop N' Go | 765 W Redlands Blvd | Leaking | Closed | Gasoline |
| Circle K #5214 | 765 W Redlands Blvd | Permitted | | |
| Redlands Redevelopment Agency | 325 N Eureka St | Leaking | Closed | Gasoline |
| Redlands Redevelopment Agency | 325 N Eureka St | Leaking | Closed | Waste Oil, Motor, Hydraulic, Lubricating |
| GTE | 11 4th St | Leaking | Closed | Diesel |
| Verizon/Redlands C O | 11 S 4th St | Permitted | | |
| Mobil #08-Ev5 | 604 Orange St | Leaking | Closed | Gasoline |
| Redlands Shell | 127 E Redlands Blvd | Permitted | | |
| Redlands Shell | 127 Redlands Blvd East | Leaking | Closed | Gasoline |
| Conoco Phillips | 201 Redlands Blvd East | Leaking | Open | Gasoline |
| Tosco Ss # 30494-3356 | 201 E Redlands Blvd | Permitted | | |
| Performance Auto | 520 E State St | Leaking | Closed | Waste Oil, Motor, Hydraulic, Lubricating |
| Arco Petroleum Prod #6052 | 539 E Redlands Blvd | Permitted | | |
| Arco #6052 | 539 E Redlands Blvd | Leaking | Closed | Gasoline, Waste Oil, Motor, Hydraulic, Lubricating |

**SOURCE**: California Department of Toxic Substance Control, *GeoTracker*, Available at: http://geotracker.swrcb.ca.gov/map/?CMD=runreport&myaddress=redlands, accessed May 12, 2010.

## Other Hazards

**Asbestos Materials and Lead-Based Paint**. Asbestos-containing materials (ACMs) were widely used in structures built between 1945 and 1978. Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation or demolition activities disturb ACMs. Lead-based paint was primarily utilized from the 1920s through 1978. Commercial/industrial structures are affected by lead-based paint regulations if the paint is in a deteriorated condition or if remodeling, renovation or demolition activities disturb lead-based paint surfaces.

## Airport Hazards

The City of Redlands has one airport, the Redlands Municipal Airport, which is approximately 2.6 miles from the northeastern portion of the project site and serves the area's aviation community. Redlands Municipal Airport is a 180-acre facility with a 4,570-foot long by 75-foot wide runway serving approximately 240 aircraft that are based at the airport. The nearest regional airport, San Bernardino International Airport (SBD), is located approximately 4.2 miles from the northwestern portion of the project site. Parts of the project site are under the direct flight path of airplanes approaching SBD and Redlands Municipal Airport.

### Emergency Evacuation Planning

The City of Redlands Emergency Plan is the guiding document in the event of an emergency in the City. The Emergency Disaster Plan identifies specific evacuation routes that include the project site. The San Bernardino County General Plan also designates potential evacuation routes in the event of an emergency. Within the San Bernardino Valley, the major routes out of the county are the I-10, I-15, and I-215 along with State highways 30, 31, 60, 66, and 71, and numerous major and secondary highways. I-10 is adjacent to the project site to the north. In addition, the California Department of Transportation (Caltrans) has identified Redlands Boulevard from Orange Street to Mountain View Avenue to be an evacuation route.

### Wildland Fires

The project site is located in a fully urbanized area comprised of primarily residential, commercial and industrial uses. The nearest wildland fire zone is located two to four miles south/southeast of the project site near the Crafton Hills, San Timoteo Canyon, Live Oak Canyon and the Badlands.[4]

## REGULATORY FRAMEWORK

Hazardous materials and hazardous wastes are regulated by many State and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

### Federal

Primary federal agencies with responsibility for hazardous materials management include the Environmental Protection Agency (EPA), Department of Labor (Federal Occupational Safety and Health Administration [OSHA]), Department of Transportation (DOT), and Nuclear Regulatory Commission (NRC). Major federal laws and issue areas include the following statutes and regulations (and regulations promulgated there under):

- Resources Conservation and Recovery Act (RCRA)
- Hazardous and Solid Waste Amendments Act (HSWA)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Superfund Amendments and Reauthorization Act (SARA)
- Emergency Planning and Community Right-to-Know (SARA Title III)
- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, *Federal Compliance with Pollution Control*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

[4]City of Redlands Master Environmental Assessment, 15.0 Community Services: 15.6 Fire, 1995.

**State**

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. Primary State agencies with jurisdiction over hazardous chemical materials management are the California Environmental Protection Agency (Cal-EPA), the DTSC, and the Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation [Cal/OSHA]), State Office of Emergency Services (OES—California Accidental Release Prevention implementation), California Department of Fish and Game (CDFG), California Air Resources Board (CARB), California Highway Patrol (CHP), state Office of Environmental Health Hazard Assessment (OEHHA—Proposition 65 implementation), and California Integrated Waste Management Board (CIWMB). Hazardous chemical and biohazardous materials management laws in California include the following statutes (and regulations promulgated there under):

- Hazardous Waste Control Act—hazardous waste management
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)—releases of and exposure to carcinogenic chemicals
- Hazardous Substances Act
- Hazardous Waste Management Planning and Facility Siting—"Tanner Act"
- Hazardous Materials Storage and Emergency Response—including response to hazardous materials incidents
- California Medical Waste Management Act—medical and biohazardous wastes

**Local**

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the SBFD. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994.The six consolidated programs are as follows:

- Hazardous Materials Business Plan
- Risk Management and Prevention Plan
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks
- Above Ground Storage Tanks (including the SPCC)
- UFC Article 80 HMMP and HMIS

As the CUPA for the City of Redlands, the SBFD, maintains the records regarding location and status of hazardous materials sites in the City of Redlands and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. In addition, the SBFD requires full business plans to be established which must include a full inventory of hazardous materials used in the facility and emergency response plans and procedures to be used in the event of a significant or threatening release of hazardous materials as well as detailed Material Safety Data Sheets for all substances. Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

**City of Redlands General Plan**, *Health and Safety Element*. The Health and Safety Element contains several policies regarding fire hazards and emergency management. Specifically, it provides assessment of natural and manmade hazards associated with fires, as well as providing a framework and guiding policies to guide future development and strengthen existing regulations within the City. The policies that are applicable to the proposed project are listed below:

- Policy 8.30a: Work to prevent wildland and urban fire, and protect lives, property, and watershed from fire dangers.

- Policy 8.90a: Use the City of Redlands Emergency Disaster Plan as the guide for disaster planning in the Redlands Planning area.

- Policy 8.90b: Aim for City-level self-sufficiency in emergency response.

- Policy 8.90c: Use the City of Redlands Local Hazard Mitigation Plan as the guide for identifying hazard risks and vulnerabilities, identifying and prioritizing mitigation actions, encourage the development of local mitigation and provide technical support for these efforts.

## THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or 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;
- Result in a safety hazard for people residing or working in the project area if the project is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport;
- Result in a safety hazard for people residing or working in the project area if the project is within the vicinity of a private airstrip;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- 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.

## IMPACTS

### Routine Transport, Use or Disposal of Hazardous Materials

**Routine Transport**. The proposed project would not itself create any hazards related to the transport, use or disposal of hazardous materials. Specific individual developments within the project area could handle hazardous materials and/or generate hazardous wastes due to routine operations associated with construction activities or operation of restaurant, retail, and office uses. Buildout of the proposed project would include a mix of uses and increase residential units, retail, restaurants, office space,

theaters/cinemas, hotel uses, and civic uses. Routine use, transport, or disposal of hazardous materials at these facilities would be managed as required by applicable federal, State, and local laws and regulations such as RCRA, Title 22, the Hazardous Waste Control Law, Hazardous Materials Transportation Act, and Hazardous Material Business Plans. Additionally, facilities requiring a hazardous materials permit would be subject to routine inspection by the SBFD. These requirements would minimize foreseeable risks of an accident that could create a hazard to the public or environment. Therefore, the proposed project would result in less-than-significant impacts related to the disposal of hazardous materials due to routine operations associated with construction activities or operation.

The USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 40, 42, 45, and 49 of the Code of Federal Regulations, and implemented by Title 17, 19, and 27 of the CCR. The USDOT Hazardous Materials Regulations (HMR) apply to persons who undertake transportation of hazardous materials. The Pipeline and Hazardous Materials Safety Administration (PHMSA) issues the HMR. PHMSA has also issued procedural regulations, including provisions on registration and public sector training and planning grants (49 CFR Parts 105, 106, 107, and 110). PHMSA's regulatory functions include issuing rules and regulations governing the safe transportation of hazardous materials and representing USDOT in international organizations and working to assure the compatibility of domestic regulations with the regulations of bodies such as the Federal Motor Carrier Safety Administration (FMCSA). The FMCSA issues regulations concerning highway routing of hazardous materials, the hazardous materials endorsement for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials.

The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The precise increase in the amount of hazardous materials transported to or from the project site as a result of implementation of the proposed project cannot be definitively predicted since detailed descriptions of potential development projects are not yet available. It is possible that future potential uses could result in some hazardous materials being brought to and from the project site; however, appropriate documentation for all hazardous waste that is transported in connection with project-site activities would be provided as required for compliance with the existing hazardous materials regulations described above. Adherence to these regulations, which requires compliance with all applicable federal and State laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents during transit. Therefore, the proposed project would result in a less-than-significant impact related to the routine transport of hazardous materials.

**Use**. As described in the regulatory framework, businesses are required to comply with health and safety and environmental protection laws and regulations which requires that businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan that includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The hazardous materials business plan must include a Material Safety Data Sheet (MSDS) for each hazardous material. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. In addition, future projects within the project site will be required to complete all applicable environmental review processes and to conform with environmental regulations related to new construction and hazardous materials use and storage.

For those employees who would work with hazardous materials, the amount of hazardous materials that are handled at any one time are anticipated to be generally relatively small given the type of land uses allowed within the project site (residential, retail, restaurants, office, etc.), thus reducing the potential consequences of an accident during handling. Further, proposed future projects would be required to comply with federal and State laws to eliminate or reduce the consequence of hazardous materials

accidents. For example, employees who would work around hazardous materials would be required to wear appropriate protective equipment and safety equipment, which is routinely available in all areas where hazardous materials are used. Therefore, the proposed project would result in a less-than-significant impact related to the use of hazardous materials.

**Storage**. Hazardous materials are required to be stored in specific areas designed to prevent accidental release to the environment. *California Building Code* (CBC) requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable federal and State laws related to the storage of hazardous materials, as required by existing hazardous materials regulations, would be implemented to maximize containment (through safe handling and storage practices described above) and to provide for prompt and effective cleanup if an accidental release occurs. Therefore, the proposed project would result to a less-than-significant impact related to the storage or hazardous materials.

**Disposal**. It is considered likely that asbestos and lead-based paint is present in buildings constructed prior to 1978. Given the high number of buildings predating 1978 throughout the project area, it is reasonable to assume that these materials would be encountered during rehabilitation and demolition. However, removal of these materials is well regulated. Therefore, the proposed project would result in a less-than-significant impact related to asbestos and lead-based paint.

**Upset and Accident Conditions Involving Hazardous Materials**

Development under the proposed project would include the use, storage, and disposal of hazardous materials during construction. Some chemicals can pose physical hazards (e.g., chemical burns) or health hazards (e.g., poisoning), including potential acute or chronic illnesses. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the quantities of these materials that would be stored and used on the project site. The project-related effects of hazardous materials handling and storage would generally be limited to the immediate areas where materials would be located, because this is where exposure would be most likely. Exposure at more distant locations would require some mechanism, like wind, to transport the material to the location. The individuals most at risk would be residents, employees, or others in the immediate vicinity of the hazardous materials that may be used at future project sites within the project area. The routes through which these individuals could be exposed include inhalation, ingestion, contact, and other accidents.

As described in the regulatory framework, businesses are required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan that includes an inventory of hazardous materials stored on site (above specified quantities), a hazardous materials plan, and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The hazardous materials plan must include a Material Safety Data Sheet (MSDS) for each hazardous material used or stored on site. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. In addition, future projects within the project area will be required to complete all applicable environmental review processes and to conform with environmental regulations related to new construction and hazardous materials storage, use, and transport. Existing hazardous materials regulations would minimize the potential for exposure to adverse health or safety effects.

As described above, one cleanup site and 13 USTs are located within the project area. Existing facilities in the project area (mostly gas stations) have the potential to utilize or generate hazardous materials. New development on a site previously occupied by one of these land uses would have the potential to uncover hazardous materials. Future development on a site identified in **Table 4.6-2**, above, or on a site previously

occupied by a hazardous materials-generating facility would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and appropriate remediation measures taken to minimize risks. Therefore, without mitigation, the proposed project would result in a significant impact related to upset of hazardous materials.

**Cortese List**

As mentioned above, there are no hazardous materials release sites listed in the Cortese List for the project site. Therefore, the proposed project would result in a less-than-significant impact related to hazardous materials release sites.

**Schools**

There are four schools within one-quarter mile of the project site as shown in **Table 4.6-3**, including the Sacred Heart Academy, Franklin Elementary, Redlands High School, and Orangewood High School.

**TABLE 4.6-3: DOWNTOWN REDLANDS SCHOOLS WITHIN 0.25 MILE**

| School | Address | Distance |
|---|---|---|
| **Elementary Schools** | | |
| Sacred Heart Academy | 7215 South Eureka Street | 0.11 |
| Franklin Elementary | 850 East Colton Avenue | 0.14 |
| **High Schools** | | |
| Redlands High School | 840 East Citrus Avenue | 0.07 |
| Orangewood High School | 515 Texas Street | 0.02 |

**SOURCE**: TAHA, 2010.

As mentioned above, the future proposed projects could handle and/or store potentially hazardous materials; however, the types of hazardous materials anticipated are limited to regulated types and quantities. Construction activities would involve the utilization of diesel-powered trucks and equipment, which result in diesel emissions that have been determined to be health hazards. These impacts are discussed comprehensively in Section 4.2 *Air Quality*. Compliance with all applicable local, State, and federal laws, and regulations, as described in the regulatory framework, regulate, control, or respond to hazardous waste, transport, disposal, or clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, the proposed project would result in a less-than-significant impact related to the emission or handling of hazardous materials within the vicinity of schools.

**Airport Safety**

The project area is not within an airport land use plan, or within two miles of a public airport, public use airport, or private airstrip. Therefore, the proposed project would result in a less-than-significant impact related to airport safety.

**Emergency Evacuation Planning**

The proposed project would not impair or interfere with any emergency response plan or emergency evacuation plan. Through the extension of new roads, implementation of the proposed project would alter the configuration of, or access to, the major streets and highways in the project area not including the

designated evacuation route along Redlands Boulevard. Further, the future developments would incorporate applicable, access emergency requirements of the City of Redlands Fire Department, which are further addressed during the building permit and building fire plan check stages. Therefore, the proposed project would result in a less-than-significant impact related to circulation and accessibility of emergency response vehicles.

**Wildland Fires**

The proposed project would not pose a substantial risk of wildfires. The project site is located in an urbanized area comprised of primarily residential, industrial, and commercial uses. The project site is located approximately two- to four miles north/northwest from the nearest wildland fire hazard zone. The proposed project would not create any additional fire risk. Therefore, the proposed project would result in a less-than-significant impact related to wildland fires.

## MITIGATION MEASURES

The City of Redlands shall ensure the following measures are implemented as appropriate for individual development projects associated with the proposed project.

**Routine Transport, Use or Disposal of Hazardous Materials**

**HM1** A Licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACM) within structures to be reused, reconfigured, or demolished within the project area. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove all asbestos from the development site.

**HM2** For existing structures to be reused, reconfigured, or demolished within the project area, lead-based paint testing shall be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.

**Upset and Accident Conditions Involving Hazardous Materials**

**HM3** A Phase I Environmental Site Assessment shall be required for future developments within the proposed project site. The assessment shall be prepared by a Registered Environmental Assessor (REA). The assessment shall be prepared in accordance with state standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste/materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies.

**Cortese List**

Impacts associated with hazardous materials site compiled pursuant to Government Code Section 65962.5 are considered to be less than significant. No mitigation measures are required.

**Schools**

Impacts associated with exposure of school sites are considered to be less than significant. No mitigation measures are required.

### Airport Safety

Impacts associated with airport safety are considered to be less than significant. No mitigation measures are required.

### Emergency Evacuation Plan

Impacts associated with emergency evacuation plans are considered to be less than significant. No mitigation measures are required.

### Wildland Fires

Impacts associated with wildland fires are considered to be less than significant. No mitigation measures are required.

## LEVEL OF IMPACT AFTER MITIGATION

### Routine Transport, Use or Disposal of Hazardous Materials

Implementation of Mitigation Measures **HM1** and **HM2** will reduce the significant impact related to the routine transport, use, or disposal of hazardous materials to less than significant.

### Upset and Accident Conditions Involving Hazardous Materials

Implementation of Mitigation Measure **HM3** will reduce the significant impact related to the release of hazardous materials to less than significant.

## CUMULATIVE IMPACTS

The proposed project could result in development that allows the use, transport, or storage of hazardous materials. However, these kinds of activities could occur without implementation of the proposed project, and are not materially different than what could occur elsewhere in the City and region. Mitigation of potential hazards is regulated by federal, State, and local requirements, and would be addressed on a case-by-case basis. Thus, cumulative impacts would be less-than-significant, since all projects would individually be mitigated to a less-than-significant level.