

Section 4.13: Human Health and Hazards

4.13.1 Environmental Setting

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. 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 sites are associated with industrial and commercial uses located throughout the City.

The existing historical buildings along the alignment of Pepper Tree Lane are not in use, although the US Post Office operates out of a relocatable trailer at the northeastern corner of the site. The Post Office is not expected to be posing human health and safety hazards to employees, visitors, or patrons of the site or the surrounding areas.

Historic Uses

The Guasti community was established after construction of the railroad tracks and a train depot in the late 1880s and operated as a winery surrounded by vineyards from the early 1900s. Land uses within the community included a gas station, vehicle repair facilities, electrical transformer, oil/fuel tanks, oil house, and blacksmith shop. When winery operations ceased in the mid-1980s, a mix of residential, commercial, warehouse, and light industrial uses operated out of individual buildings. Phase 1 Environmental Site Assessments for the area identified the presence of hazardous material/waste concerns, such as stained soils and floors, underground fuel storage tanks, past spills, hazardous material storage, and asbestos-containing materials and lead-based paint in existing structures.

The project site itself was formerly developed with 28 structures of the historic Guasti community, including 22 residential cottages, old bakery/recreation hall, market, workshop, firehouse, rock building, and a bunkhouse. To date, only 5 cottages, the market, and firehouse remain along the alignment of Pepper Tree Lane and two residences on the western section. These structures are not in use. The southern section of the site (south of Old Guasti Road) was developed with the railroad depot and parking lot (built in 1887 and demolished in the early 1960s). This area has remained undeveloped since then, serving as overflow parking for the land uses north of Old Guasti Road until 2007.

Hazardous Materials

Industrial uses that may utilize hazardous materials are no longer present on or near the site. Soil sampling and underground storage tank removal have been completed to remediate potential hazardous material wastes associated with past industrial uses on and near the site. Due to the nature of its operations, the existing US Post Office is not expected to be using hazardous materials or generating hazardous wastes in quantities that may pose public health and safety hazards.

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.

Section 4.13: Human Health and Hazards

Lead is a toxic metal and lead exposure has been associated with behavioral problems, reproductive and digestive problems, learning disabilities, slowed growth, muscle and joint pain, and even death. The primary sources of lead exposure 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.

Asbestos materials and lead-based paint were found in the buildings in the Guasti community but have been removed and disposed in accordance with SCAQMD and Cal-OSHA regulations. This included asbestos abatement and lead-based paint removal in existing buildings that are proposed to be rehabilitated and reused on the site, except for the Guasti Market building.

Two high-pressure jet fuel lines run along the UPRR right-of-way along the southern boundary of the site. These lines were located north of the tracks, until they were re-routed to the south side of the tracks in 1998. The 20-inch pipeline runs from the City of Carson in Los Angeles County to the City of Phoenix in Arizona. The 16-inch pipeline starts in the City of Norwalk and ends in the City of Rialto. These pipelines are owned by Kinder Morgan and pass along the south side of the UPRR tracks, west of Turner Avenue. At Turner Avenue, the pipelines cross the railroad tracks and continue along the north side of the UPRR tracks, east of Turner Avenue. Figure 4.13-1, *Pipelines*, shows the location of these jet fuel lines near the site.

Soil samples along the former pipeline alignment (north of the UPRR tracks) were tested and the results indicated that there are no detectable concentrations of volatile organic compounds (VOCs). Thus, no spills or leaks occurred from the previous pipelines. Kinder Morgan has also indicated no leaks have occurred along the new pipelines. However, these lines carry a potential for fire, explosion, and soil and groundwater contamination.

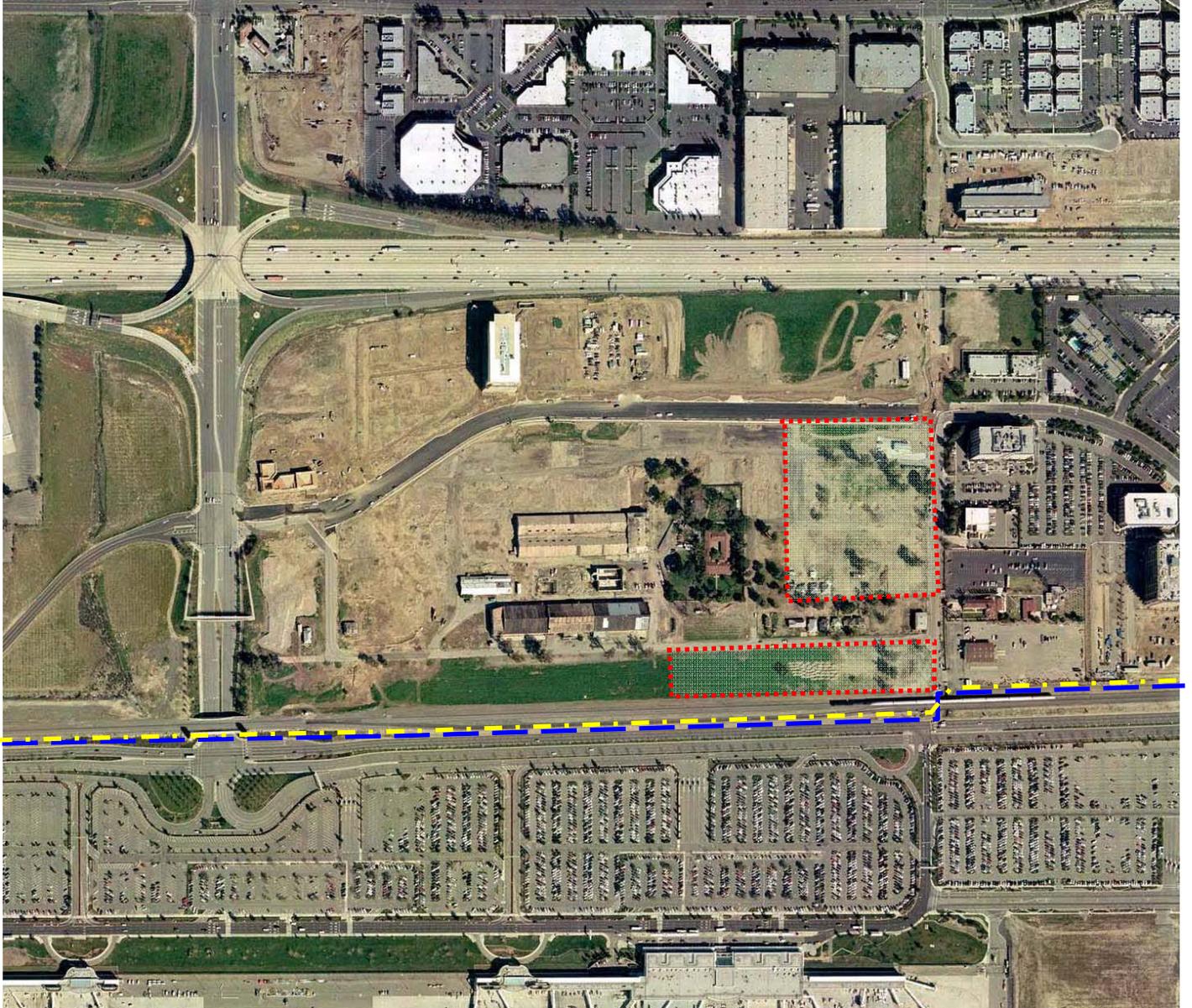
Another 12-inch pipeline runs along Milliken Avenue, approximately 1.5 miles east of the site. This pipeline is too far from the site to affect existing and future land uses.

Fire Hazards

The site has been recently cleared and fenced out and brush fire hazards are contained through regularly weed management. The existing structures are not in use and the US Post Office operates out of a relocatable trailer. No fire hazards are present at the existing structures and on the site.

Airport Hazards

The Ontario International Airport occupies approximately 1,741 acres in the northeastern section of the City of Ontario, south of the Guasti Plaza Specific Plan area. This airport serves commercial aircraft, air taxis, alternates, military aircraft and general aviation planes. In 2007, a total of 7.2 million passengers and 533,000 tons of cargo passed through the airport on approximately 148,000 flights. In 2009, nearly 4.9 million passengers, 391,000 tons of cargo and 98,332 flights used the airport.



Proposed Residential Overlay Zone



Existing 20-inch pipeline



Existing 16-inch pipeline



**Figure 4.13-1
Pipelines**

**Guasti Plaza Specific Plan Amendment
Supplemental EIR**

Section 4.13: Human Health and Hazards

Review of Federal Aviation Administration records show that there were 7 incidents at the Ontario International Airport in the last 11 years (January 2000 to January 2011). These incidents were non-fatal and involved hard landing, forced landing, improper landings, and turbulence encounters during landing due to improper maintenance, engine failure, pilot error, and weather conditions. None of these accidents occurred outside the airport property. With a total of 1,408,553 aircraft operations at the airport from 2000 to 2009, approximately 0.0005% resulted in incidents/accidents.

Object Free Zones are designated along both sides of the runways where no aboveground structures are allowed. The Runway Safety Area (RSA) is the area surrounding the runway that is prepared or suitable for reducing the risk or damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. In addition, Object Free Areas are designated along taxiways and in between runways.

Runway Protection Zones (RPZ) are found at the ends of the runways (formerly Clear Zones), which are trapezoidal areas at the end of the runways which define the takeoff and landing areas. The RPZs are not allowed to have tall buildings, uses that have the potential for explosion, that generate electric interference, distracting lights, glare, dust or smoke, that attract birds or accommodate/promote public assembly. The RPZs are located within the airport property or the areas to the east and west of the Ontario International Airport. The project site is not located within any of these airport safety zones, as shown in Figure 4.13-2, *Airport Hazard Zones*.

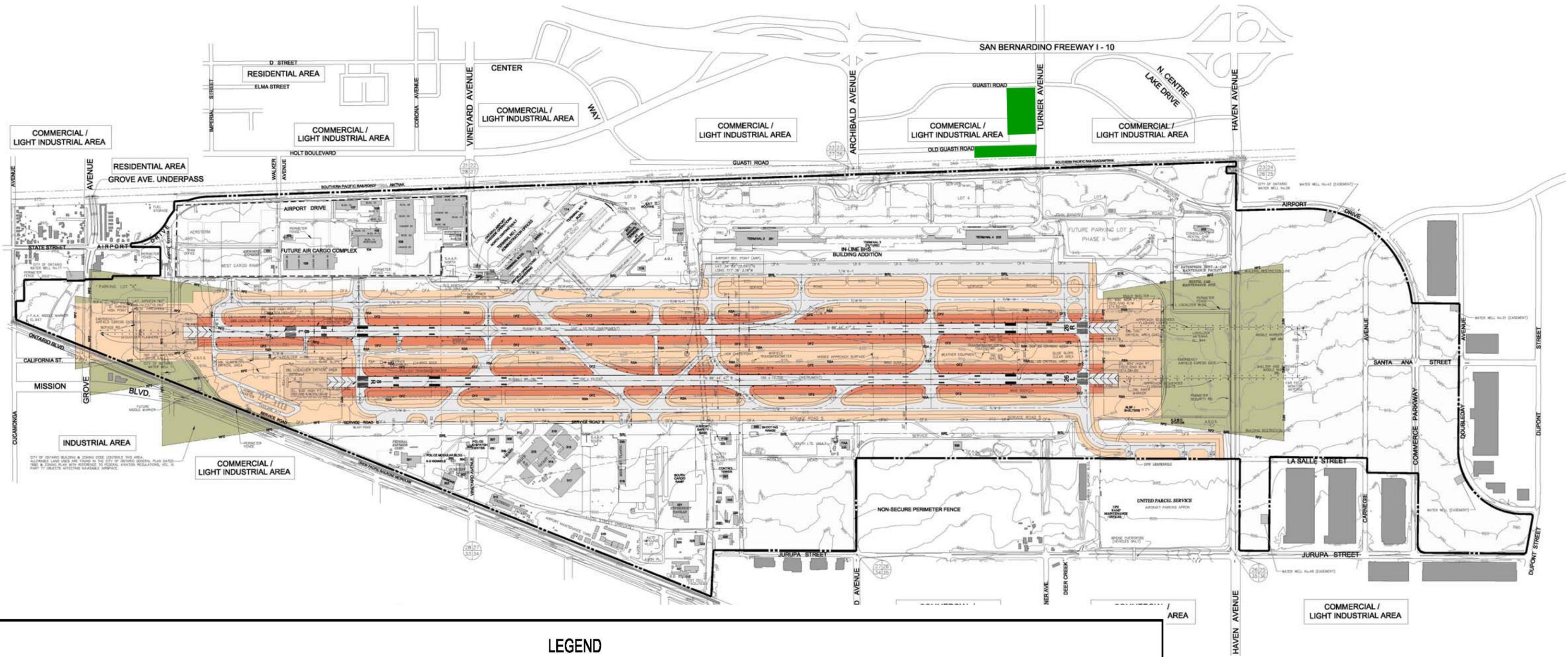
The Ontario Plan includes Goal LU-5 that calls for integrated airport facilities that minimize negative impacts and maximize economic benefits. Policy LU 5-3 - Airport Impacts states: "We work with agencies to mitigate the impacts and hazards related to airport operations". The site is not located within the No Build, Approach and Runway Protection Zones for the airport but is located within the Part 77 and Airport Influence areas.

Article 29, *Airport Approach Zone*, of the City's Development Code states that permitted height limits near the Ontario International Airport are shown in the Airport Hazards Map. No building or structure shall be erected, structurally altered, enlarged, or maintained; no object shall be placed, projected, or maintained; and no tree shall be planted, allowed to grow, or be maintained within the Airport Approach Zone, Airport Turning Zone, Airport Transition Zone, or Airport Hazard Areas. Also, no land use or activity is allowed within the Airport Approach Zone, Airport Turning Zone, or Airport Transition Zone if it creates electrical interference with radio communications between airport and aircraft; make it difficult for pilots to distinguish between airport lights; or impair the visibility of the airport for pilots. The site is located in an area that has a height limit of 150 feet over the base elevation of 952 feet above msl.

Train Hazards

The southern boundary of the site is defined by the railroad tracks. Two rail spurs historically extended from these tracks to directly serve the Guasti winery, but were removed in the late 1970s and early 1990s.

There are 3 railroad tracks within a 100-foot wide right-of-way along the southern boundary of the project site and the Specific Plan area. The tracks are owned by Union Pacific Railroad (UPRR) and are used by an average of approximately 42 freight trains and 1 passenger train (2 Amtrak trains on Wednesdays, Fridays and Sundays) per day.



LEGEND							
ITEM	EXISTING	ITEM	EXISTING	ITEM	EXISTING	ITEM	EXISTING
IMPROVEMENTS	—	LEASE LINE	- - - - -	OBJECT FREE AREA (OFA)		SECTION CORNER	
AIRPORT BOUNDARY	— · — · — · —	PERIMETER FENCE	x — x — x —	RUNWAY PROTECTION ZONE (RPZ)		RAIL ROAD TRACK	
UNDERGROUND STRUCTURES	- - - - -	RUNWAYS, TAXIWAYS		CRITICAL AREA (CA)		ROADS	— — — — —
BUILDINGS		GROUND ELEVATION CONTOUR	~ 935 ~	RUNWAY SAFETY AREA (RSA)		AIRPORT REFERENCE POINT (ARP)	
PARKING STRUCTURES/LOTS		OBSTACLE FREE ZONE (OFZ)		BUILDING RESTRICTION LINE (BRL)	- - - BRL - - -	RUNWAY EDGE LIGHTS	• — • — • —

Proposed Residential Overlay Zone

Figure 4.13-2
Airport Hazard Zones
 Guasti Plaza Specific Plan Amendment
 Supplemental EIR



Source: Ontario International Airport

Section 4.13: Human Health and Hazards

Local freight trains have an average of 5 to 7 cars, while regional trains can have up to 100 cars. The freight trains do not operate on a fixed schedule and may pass by the site at any hour and on any day, traveling at a maximum speed of 70 miles per hour along this track.

In 1992, diesel fuel oil was released from a train locomotive at the tracks south of the site. Subsequent soil testing along the tracks has indicated that very heavy-end petroleum hydrocarbon residues were present in low concentrations at the site. The studies concluded that these residues reflect degraded asphalt residues and do not pose a significant environmental concern.

4.13.2 Threshold of Significance

According to 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.

4.13.3 Environmental Impacts

Future residential development would be exposed to hazards associated with hazardous material use, as well as train, airport, and pipeline hazards.

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?)*

Future residential uses under the proposed Amendment would not utilize or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public. However, individual households and maintenance activities at the site would utilize paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and other gardening, home improvement and automotive substances. These hazardous materials would be stored and used in limited quantities on-site and are not expected to create a public health and safety hazard through

Section 4.13: Human Health and Hazards

routine transport, use or disposal. As part of the City's Household Hazardous Waste Program, residents would be informed on the proper disposal and drop-off locations.

Construction activities associated with development of the project site would involve the use of hazardous materials during the construction phase. These would include paints, thinners, solvents, acids, curing compounds, grease, oils, and other chemicals, which 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 undue hazards. This impact is expected to be less than significant, since construction activities on the site would involve limited hazardous material use, and disposal would be made in accordance with existing regulations.

Any hazardous materials use is 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 management and prevention plans for accidents. Future residential development would have to comply with applicable hazardous materials regulations, including Article 33, *Environmental Performance Standards*, of the City's Development Code, which states that the use, handling, storage, and transportation of hazardous materials, including combustibles and explosives, shall comply with applicable provisions of the California Fire Code, the City of Ontario Hazardous Waste Ordinance and all other local, state and federal regulations. Impacts are expected to 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 project site was formerly developed with several structures that were part of the historic Guasti community and was not subject to agricultural use. Thus, agricultural chemical residues are not expected to be present in the on-site soils.

The site has been subject to clearing and grubbing, as part of recent demolition activities. This included the clean up of wastes at the site and asbestos and lead-based paint removal in the demolished and existing buildings, except for the Guasti Market building (Building # 11). While no additional demolition is proposed, potential impacts associated with asbestos-containing materials and lead-based paint in the Guasti Market building remains. Rehabilitation of this structure may lead to the release of asbestos fibers and lead-based paint, posing health hazards to the construction crew and future users. This is considered a significant adverse impact.

Impact 4.13.1: Asbestos and lead-based paint in the Guasti Market building may pose health risks to the construction crew and future users.

Building rehabilitation activities would need to comply with pertinent regulations for asbestos and lead materials to prevent health hazards. Compliance with SCAQMD Rule 1403 and Cal-OSHA regulations regarding asbestos and lead-based paint handling and disposal would prevent health and safety impacts to the crew and the on-site and adjacent population. Disposal of these hazardous materials would also need to be made at landfills permitted to accept these hazardous materials.

Section 4.13: Human Health and Hazards

Future residential development would not create a potential for the release of hazardous materials into the environment, as hazardous materials use by future residents would be limited to household and/or building and ground/common area maintenance.

Train activity on the tracks has the potential for accidents that may lead to property damage, personal injury, or spills of hazardous materials. While the UPRR railroad crossings at Archibald Avenue and Haven Avenue have grade separations, the tracks run at-grade along the southern boundary of the site. UPRR has indicated that construction equipment close to the railroad may pose safety hazards. In addition, residents and visitors of the site may also be exposed to train hazards, if no separation between the tracks and future residential development is provided. These include property damage, personal injury, hazardous material spills, fire and explosion from train derailment. This is considered a significant adverse impact.

Impact 4.13.2: Future residential development would be exposed to safety hazards associated with moving trains on the adjacent railroad tracks.

A block wall should be provided between the UPRR tracks and the site to preclude access to the tracks by residents and/or visitors of the site. The wall would also serve as a barrier to hazards associated with train derailment.

Future residential uses would be located near 2 jet fuel pipelines along the UPRR railroad. The jet fuel lines have the potential for fire, explosion, and soil and groundwater contamination in the event of a leak in the pipeline. While no development is proposed on the pipeline (south of the railroad tracks), future residential development would be located near the pipeline, especially where the pipelines cross to the north of the railroad tracks at Turner Avenue. Thus, fire or explosion on the line would have the potential to pose hazards to future residential development on the site. This is considered a significant adverse impact:

Impact 4.13.3: Future residential development would be exposed to safety hazards associated with nearby jet fuel lines.

Kinder Morgan has indicated that they will need to review and approve plans and any improvements on or near the pipeline easement to ensure regular observation and ready access to the pipeline. They provided a number of guidelines to be followed for landscaping, utility lines, roads, and structures on or near the pipeline. These include prohibitions for dwelling units within 50 feet of the pipeline and for blasting within 1,000 feet of the pipeline.

Kinder Morgan also indicated that in the event of an accidental release or leak, their representatives are required to call 911; initiate shutdown of the valves at the ends of each line section; and notify all responsible agencies. The valves can be automatically actuated and can be operated manually or remotely. This will limit the amount of spill and the potential for fire and explosion.

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?)*

The nearest school to the project site is the Ontario Center Elementary School located approximately 0.5 mile northeast of the site and across the I-10 Freeway (at 835 Center Avenue). Future residential uses would not generate hazardous or toxic emissions that may

Section 4.13: Human Health and Hazards

affect this school. Construction activities at the site may involve hazardous material use, storage, and disposal, which would be made in accordance with existing federal, state, and local regulations. No hazardous or toxic emissions are expected from construction and occupancy of the residential units. No impacts related to hazardous emissions are expected.

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?)*

Review of the EPA Envirofacts Database and California Envirostor Database show that the project site is not identified as a hazardous material user or generator. The US Post Office is not expected to be utilizing large quantities of hazardous materials or to be generating hazardous wastes.

The nearest hazardous material user is the Ontario International Airport to the south. The parking areas of the airport are located just south of the UPRR tracks and provide an approximately 900-foot separation between the terminals and the site, with another 300 feet to the taxiways.

The Phase 1 ESA for the central portion of the Specific Plan area identified several hazardous material uses/generators on and near the project site. These included on-site hazardous material users, spills, and underground storage tanks that have since been discontinued, remediated or removed.

Hazardous material users/generators near the site and listed in government databases include a Unocal gas station at Archibald Avenue across the freeway (northwest of the site); Lockheed Air Terminal and Ontario Airport Terminal (both south of the site); and the Verizon equipment facility on Turner Avenue (east of the site). These users/generators are not listed as contaminated sites or have had their cases closed. Thus, they do not pose hazards to future residential uses on the site. Future residential uses on the site would also not directly affect hazardous materials use at the airport or near the site. Thus, no hazard associated with a hazardous material site that is listed in government databases is expected with the proposed Amendment.

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 located north of the Ontario International Airport. Future residential development could pose a hazard to aircraft operations or expose residents and/or visitors to airport hazards.

Hazards to Aircraft

Based in the preliminary proposals, future residential development on the site would consist of multi-family residential structures, approximately 3 to 5 stories high. Exterior lighting and glazing that would be provided on-site may affect aircraft navigation. Structures that extend over 150 feet above the base elevation of 952 feet above msl can create hazards to air navigation. With no specific development plans for the site, lighting and building and structural heights are unknown. However, any structure that is at least 130 feet high at the northern

Section 4.13: Human Health and Hazards

boundary of the site or 138 to 143 feet high along the southern boundary of the site may affect aircraft operations at Ontario International Airport, and cause a significant adverse impact. A five-story structure would be approximately 60 to 65 feet tall and would not be tall enough to affect aircraft navigation above the site. However, since no actual building plans have been submitted as part of the Amendment, future development at the site has the potential to affect aircraft operations at the airport.

Impact 4.13.4: Future residential development could pose to safety hazards to aircraft operations at the Ontario International Airport.

Future residential development will need to comply with Article 29, Airport Approach Zone, of the City's Development Code regarding height limits, structure and building locations, and land use and activities near the Ontario International Airport.

Part 77 of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) also addresses objects affecting navigable airspace. This regulation requires notification of the Federal Aviation Administration (FAA) and their review of site and building plans to determine the effects of proposed construction on air navigation and to identify measures to be implemented for the continued safety of air navigation. Compliance with the recommendations of the FAA would avoid obstructions to air navigation and prevent any significant adverse impacts.

Noticing of the FAA is required for any construction or alteration of a temporary or permanent structure, equipment, highway, railroad, roadway, or natural growth that is more than 200 feet in height or that extends into an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway that is 3,200 feet or longer or at a slope of 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway that is less than 3,200 feet long.

Compliance with this regulation would allow FAA to review future development on the site and to identify hazards to aircraft operations. Compliance with their recommendations would prevent hazards to air navigation.

Airport Hazards

From 1990 to 2000, the National Transportation Safety Board (NTSB) data on aircraft accidents shows that 67 to 68% of the accidents occurred within the airport, with 3 to 7% occurring en route to the airport, and 26 to 29% occurring in the airport vicinity. An FAA study showed that the majority of aircraft accidents occurred in the immediate vicinity of the runway during landing or takeoff. Most accidents occurred at the ends of the runways (within 1,500 feet) or near the extended centerline of the runways (2 miles out). The NTSB data also show that 0.7% of all accidents involved buildings, with 0.3% involving residential structures. Injuries to people on the ground (i.e., people who are not occupants of the aircraft) as a result of general aviation aircraft accidents occurred even less frequently than collisions with buildings.

The project site is located outside the RPZ and other safety zones of the nearby airport. It is also outside the flight paths of aircraft landing and taking off the airport. However, it is located near the Ontario International Airport. With a 10-year average of 0.0005% of the total aircraft operations resulting in an accident and 29% of these occurring in the airport vicinity, the airport's estimated 100,000 annual operations could result in 0.145 accident per year in the surrounding area, including the site.

Section 4.13: Human Health and Hazards

The California Airport Land Use Planning Handbook states that there is a 1:10,000 risk of accident for all operations per year within the limits of an airport's runway protection zones (RPZs). This decreases to a 1:100,000 risk within the area immediately surrounding the RPZs and to a 1:1,000,000 risk extending 2 miles from the runway. Nationwide, the annual risk of an aircraft accident causing fatal injury to an individual on the ground, but not on an airport, was found to be 1:1,700,000 for the 1975-1985 period.

Generally, areas with a risk of 1:1,000,000 or greater should not be developed with schools, hospitals or places of assembly. The site is located within an area with an accident risk of 1:1,000,000 (2 miles of the airport) but away from the ends of the runways. Also, the proposed Amendment will not involve the development of a school, large daycare center, hospital, nursing home, or place of assembly. Thus, risks to future residential development on the site are acceptable and impacts are considered less than significant.

There are no private airstrips located immediately adjacent to or near the site. Therefore, future residential development under the proposed Amendment would not expose residents, employees, and/or visitors to hazards from private airstrips.

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

The project site is not used for emergency response to adjacent areas. The site is surrounded by a chainlink fence and does not serve as an evacuation area for nearby land uses. Emergency evacuation on and near the site would be provided by Archibald Avenue, Turner Avenue, New Guasti Road, and Haven Avenue toward the I-10 Freeway.

Future residential development under the proposed Amendment would not interfere with the City's emergency response and evacuation plans, since New Guasti Road and Turner Avenue are local roads that do not serve as evacuation routes. The Amendment would not adversely impact an adopted emergency response plan or emergency evacuation plan.

Access to the site has improved with the construction of New Guasti Road. Roadway improvements that would be implemented as part of future residential development would further improve access and evacuation of the site and the surrounding areas. No adverse impacts to emergency evacuation or response are expected from the proposed Amendment and future residential uses.

Compliance with pertinent requirements of the California Fire Code and Ontario Fire Department regulations on emergency access would provide adequate evacuation routes for future development on the site. Impacts are expected to 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 site and adjacent areas are located in an urbanized area and not near large open areas with wildfire hazards. The proposed Amendment does not promote the construction of structures that may be exposed to a significant risk of loss due to wildland fire hazards. Therefore, no risk of loss, injury, or death involving wildland fires is expected from the proposed Amendment.

Section 4.13: Human Health and Hazards

Future residential development would not be exposed to wildfire hazards. Also, future residential development would be built in accordance with the California Fire Code and the California Building Code and is not expected to create fire hazards on the site. Rehabilitation of the existing buildings for reuse would also be made in accordance with the California Building Code or the State Historic Building Code. No fire hazard would be created and impacts would be less than significant.

4.13.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental 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.

Guasti Plaza Specific Plan EIR

The EIR for the Guasti Plaza Specific Plan indicated that future developments in the Specific Plan area may utilize hazardous materials and ~~have~~ create a potential for fire and accidental spills. Compliance with the State and local laws for hazardous materials would keep impacts at insignificant levels. The EIR also identified two petroleum pipelines along the UPRR tracks that could pose hazards to future development on the site.

The previous EIR also discussed the potential for aircraft accidents near the airport but concluded that hazards associated with airport or aircraft operations would be less than significant because the Specific Plan area is not located within the Clear Zones or Approach Zones for the airport. Mitigation measures outlined to reduce potential risk of upset conditions include compliance with applicable regulations, County Fire Department and Environmental Health Services Department reviews, and petroleum pipeline disclosure during site plan review by the City.

The EIR indicated that no wildfire hazards or adverse impacts to emergency response or evacuation from future development were present. Mitigation called for review of access drives by the City Fire Department.

The proposed Amendment would expose future residential development to hazards associated with the pipelines, airport operations, and railroad tracks located near the site, as discussed above.

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. All State and local laws and policies that govern the manufacturing and handling of hazardous substances must be followed by all new industrial uses constructed within the Proposed Project Area.

This mitigation is not applicable to future residential development under the proposed Specific Plan Amendment.

Section 4.13: Human Health and Hazards

2. Provisions for the use and storage of any potentially hazardous materials within the proposed Project Area shall be reviewed by the Fire Department and County Environmental Health Services, and strict controls shall be placed upon their use and storage to ensure safety.

This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

3. All site plans for development projects in Planning Area 3 that are submitted to the City for site plan review shall clearly show the location of the petroleum pipelines.

This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan stated that construction and operational activities may involve the use of hazardous materials and mitigation is provided to reduce impacts to less than significant levels, similar to those in the Specific Plan EIR. The EIR also indicated that former agricultural uses and the adjacent railroad and petroleum pipelines pose hazards to development in the Project Area. Mitigation for soil sampling in areas formerly used for agriculture was provided. The EIR discussed hazards from the petroleum pipelines, the railroad, and the airport. Adherence of City policy and the Specific Plan were expected to reduce impacts to less than significant levels. It stated that emergency access is readily available and impacts related to emergency response or evacuation would be less than significant.

The proposed Amendment would expose future residential development to hazards associated with the pipelines, airport operations, and railroad tracks located near the site, as discussed above.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Hazardous Materials

To help mitigate impacts associated with hazardous materials, the following mitigation is recommended to minimize unknown impacts due to the loss of unknown resources:

- Prior to grading soil samples shall be taken to determine whether agricultural chemical residues present potential exposure problem. If chemical residues are found to be in such concentrations, project developers will work with the appropriate State or Federal Agencies to develop plan to remove, or otherwise contain, contaminated soils prior to site grading.
- All State and local laws and policies that govern the manufacturing and handling of hazardous substances must be followed by all new industrial uses constructed within the proposed Project Area.
- Provisions for the use and storage of any potentially hazardous materials within the proposed Project Area shall be reviewed by the Fire Department and County Environmental Health Services, and strict controls shall be placed upon their use and storage to ensure safety.
- Although the risk of upset impacts associated with the railroad right-of-way were determined to be less than significant, as a precautionary measure all site plans for development projects in the area adjacent to the Union Pacific Right-of-Way are

Section 4.13: Human Health and Hazards

submitted to the City site plan review shall clearly show the location of the petroleum pipelines.

The first bullet is not applicable to future residential development under the proposed Specific Plan Amendment since the site was not historically used for agricultural purposes. The next 3 bullets are mitigation measures included in the Specific Plan EIR, with the second bullet not applicable and the 3rd and 4th bullets remaining applicable to future residential development

4.13.5 Standard Conditions and Mitigation Measures

Standard Conditions

The following standard conditions are imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.13.1: Construction activities, facility maintenance, and other uses that utilize hazardous materials shall comply with applicable provisions of the California Fire Code, the City of Ontario Hazardous Waste Ordinance, and all other local, state and federal regulations regarding use, handling, storage, transport, and disposal, as reviewed by the Ontario Fire Department and the County Department of Environmental Health Services.

Standard Condition 4.13.2: Future residential development shall comply with Article 29, Airport Approach Zone, of the City's Development Code regarding height limits, structure and building locations, and land use and activities near the Ontario International Airport.

Mitigation Measures

Implementation of the mitigation measures below would prevent significant adverse impacts on human health and safety:

Mitigation Measure 4.13.1 Prior to the rehabilitation of the Guasti Market building, asbestos-containing materials shall be removed and disposed in accordance with applicable regulations (including South Coast Air Quality Management District (SCAQMD) regulations and Cal-OSHA guidelines) by a state-licensed abatement contractor, with abatement oversight performed by an independent asbestos consultant. All identified lead-based paint shall also be removed and disposed of by a licensed contractor, in accordance with existing regulations.

Mitigation Measure 4.13.2: A block wall shall be provided between the railroad tracks and the site, to prevent easy access and entry into the tracks and to serve as a barrier to derailed trains.

Mitigation Measure 4.13.3a: Habitable structures on the site shall be located a minimum of 50 feet from existing jet fuel pipelines. Developments within 150 feet of the pipelines shall submit site plans to the City, which show pipeline locations and incorporate measures to mitigate potential safety hazards.

Section 4.13: Human Health and Hazards

Mitigation Measure 4.13.3b: In order to protect the high-pressure jet fuel lines, future residential development that involves grading and construction activity or any improvements and structures near the pipelines will require approval from Kinder Morgan. Specifically, the following measures shall be followed:

- *No structures, buildings, or obstructions that would prevent access shall be built over the pipeline easement, although roads, parking areas, and driveways may be developed over the easement.*
- *Shrubs, trees or shielding that would preclude aerial observation of the easement are not allowed, although seasonal crops are permitted.*
- *No power poles or light standards shall be installed on the easement.*
- *Irrigation equipment (i.e. backflow prevention devices, meters, valves, valve boxes, etc.) shall not be located on the easement.*
- *No dwelling, industrial building or place of public assembly in which persons work, congregate, or assemble shall be located within 50 feet of the pipeline.*
- *No blasting shall be allowed within 1,000 feet of the pipeline, unless permitted by Kinder Morgan.*
- *Burning of trash and brush is not allowed within the easement.*
- *A Kinder Morgan representative shall be on-site to observe any construction activities within ten (10) feet of the pipeline or aboveground appurtenance.*
- *A Kinder Morgan representative shall monitor construction activities within 25 feet of the easement during and after the construction activities.*
- *A Kinder Morgan representative shall do all line locating.*
- *Foreign gas, water, electric, sewer and other utility lines may cross the jet fuel line, subject to the following:*
 - *Foreign lines shall cross the jet fuel line at as near a ninety-degree angle as possible. A foreign pipeline shall not run parallel to the jet fuel pipeline without written permission from Kinder Morgan.*
 - *A minimum of two feet of vertical clearance is maintained between jet fuel line and the foreign pipeline.*
 - *Constant line elevations must be maintained across the easement width, except for gravity drain lines.*
 - *Metallic foreign lines shall be coated with a suitable pipe coating for a distance of at least 10 feet of the crossing.*
 - *Electrical lines must be installed in a conduit and properly insulated.*
 - *Pipeline markers shall be installed to indicate the route of the foreign pipeline across the easement.*
 - *Cathodic protection test leads shall be installed at all crossings, as coordinated with those maintained by Kinder Morgan.*
 - *Pipeline trenches shall not remain exposed overnight and trenches shall be backfilled at the end of each day.*
 - *Temporary support shall be provided to prevent stresses or the settling of the jet fuel line during grading and excavation activities in the easement.*

Mitigation Measure 4.13.4: Future residential development shall be subject to review by the FAA for potential hazards to air navigation, which include, but are not limited to, the following:

Section 4.13: Human Health and Hazards

- *Structures over 500 feet in height anywhere or over 200 feet within 3 miles of an airport;*
- *An object that extends in FAA Part 77 surfaces;*
- *Activities that create electrical interference with navigational signals or radio communication between the airport and aircraft;*
- *Lighting which is difficult to distinguish from airport lighting;*
- *Glare in the eyes of pilots using the airport;*
- *Smoke or other impairments to visibility in the airport vicinity; and*
- *Uses which attract birds and create bird strike hazards.*

Future development shall comply with the recommendations of the FAA to avoid obstructions to air navigation and prevent any significant adverse impacts.

4.13.6 Unavoidable Significant Adverse Impacts

Construction, occupancy, and maintenance of future residential development under the proposed Amendment would utilize hazardous materials or generate hazardous wastes, which could affect the construction crew, residents, employees, and visitors of the site. Hazards are also posed by the nearby railroad tracks, jet fuel lines, and the Ontario International Airport. Implementation of the standard conditions and mitigation measures would reduce potential adverse impacts to less than significant levels. No unavoidable significant adverse impacts are expected after mitigation.