4.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the EIR evaluates potential impacts associated with hazards and hazardous materials resulting from implementation of the proposed project. The following discussion is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared for the project (SCS Engineers 2018), which is included as Appendix H of this EIR.

4.6.1 Existing Conditions

4.6.1.1 Hazardous Materials Sites

Hazardous materials are substances with certain physical or chemical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are used for a variety of purposes, including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Small-quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices.

A search of federal, state, and local environmental regulatory agency databases was conducted to identify listed hazardous materials sites on and within up to a one-mile radius of the project site. A total of 89 reported facilities were identified in various databases within the search radius. Additional details on the databases searched and the search results are provided in Appendix H of this EIR.

The project site is listed on the following two regulatory databases:

- Historic Auto: The listing on this database is referred to as Wright Mobil Service 7407 Alvarado Road, listed to occupy the site from 2001 to 2005. The regulatory database report lists this facility as a gasoline service station; however, a gasoline service station has never been on the site. As such, this interpretation is considered erroneous.

- California Hazardous Material Incident Report System (CHMIRS): The CHMIRS contains information on reported hazardous material incidents (i.e., accidental releases or spills). Types of hazardous materials were not reported, and no violations were listed.

Off-site listed facilities were screened to six properties with potential to impact the project site from releases of hazardous materials, as identified in Table 4.6-1, *Listed Facilities in the Project Vicinity with Potential to Impact the Project Site*.

Table 4.6-1
LISTED FACILITIES IN THE PROJECT VICINITY WITH POTENTIAL TO IMPACT THE PROJECT SITE

Facility	Location	Distance/Direction from Project Site	Database	Potential Concern
Sid's Auto Body	7241 Alvarado Road	800 feet/West	SAM, CPS-SLIC	Cleanup site (soil and groundwater) – case closed
Sport and Import Auto Service	7243 Alvarado Road	680 feet/West	FINDS, RCRA-SQG, SWEEPS UST, HMMD, ECHO, Historic Auto	Hazardous waste generator
Southern Paint 7 Auto Body Shop	7245 Alvarado Road	680 feet/West	Historic Auto	Hazardous waste generator
Parkway Cleaners	7200 Alvarado Road	600 feet/ Northwest	Historic Cleaners	Hazardous waste generator
			UST	Registered UST
Alvarado Creek Redevelopment Site	8181 Alvarado Road	200 feet/East	SWRCB	Cleanup site (soil) – case closed
Bob Stall Chevrolet	7601 Alvarado Road	Adjacent	RCRA-SQG, AST, HMMD, FINDS, ECHO, SAM, LOP, LUST, Hist UST, SWEEPS UST, EMI, Hist CORTESE, HAZNET	Cleanup site (soils) Hazardous waste generator

Source: SCS 2018
SAM = Site Assessment and Mitigation Program, CPS-SLIC = Cleanup Program Sites -Spills, Leaks, Investigation, and Cleanup, FINDS = Facility Index System/Registry System, RCRA-SQR = Resource Conservation and Recovery Act-Small Quantity Generator, SWEEPS UST = Statewide Environmental Evaluation and Planning System Underground Storage Tank, HMMD = San Diego Hazardous Materials Management Division, ECHO = Enforcement and Compliance History Information, SWRCB = State Water Resources Control Board, AST = aboveground storage tank, LOP = Local Oversight Program, LUST = leaking underground storage tank; UST = underground storage tank, EMI = Emissions Inventory Data, HAZNET = Facility and Manifest Data

4.6.1.2 Aircraft Hazards

The State of California requires that the San Diego County Regional Airport Authority, as the Airport Land Use Commission, prepare an Airport Land Use Compatibility Plan (ALUCP) for each public-use airport and military air installation in San Diego County. An ALUCP contains policies and criteria that address compatibility between airports and future land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within the airport influence area (AIA) for each airport over a 20-year horizon.

The closest public airport to the project site is Gillespie Field, which is located approximately five miles northeast of the project site in the City of El Cajon. Gillespie Field is a general aviation reliever airport operated by the County of San Diego Department of Public Works. According to the Gillespie Field ALUCP, the project site is not located within the airport's AIA (SDCRAA 2010a). The next closest airports include Montgomery-Gibbs Executive Airport approximately seven miles to the northwest in the City of San Diego and Marine Corps Air Station (MCAS) Miramar approximately eight miles to the northwest in

the City of San Diego. Montgomery-Gibbs Executive Airport is a general aviation reliever airport operated by the City of San Diego. According to the Montgomery-Gibbs Executive Airport ALUCP, the project site is located within Review Area 2 of the airport's AIA (SDCRAA 2010b). The project site is not within the AIA of MCAS Miramar (SDCRAA 2008). The Grossmont Hospital heliport is located approximately 1.8 miles east of the project site in the City of La Mesa. The heliport is privately owned and operated by the Grossmont Hospital District.

4.6.2 Regulatory Setting

4.6.2.1 Federal

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980 and provides federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Federal actions related to CERCLA are limited to sites on the National Priorities List (NPL) for cleanup activities, with NPL listings based on the USEPA Hazard Ranking System (HRS). The HRS is a numerical ranking system used to screen potential sites based on criteria such as the likelihood and nature of the hazardous material release, and the potential to affect people or environmental resources. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased state involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

Resources Conservation and Recovery Act

The federal Resources Conservation and Recovery Act (RCRA) of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984, provides for the management of hazardous wastes from generation to disposal to ensure that it is handled in a manner that protects human health and the environment. Under RCRA, the USEPA has established regulations and procedures for the generation, transportation, storage, and disposal activities of hazardous waste handlers, as well as technical standards for the design and safe operation of treatment, storage, and disposal facilities to minimize the release of hazardous waste into the environment. RCRA's corrective action program is designed to investigate and guide the cleanup of any contaminated air, groundwater, surface water, or soil from hazardous waste management of spills or releases into the environment as a result of the past and present activities at RCRA-regulated facilities.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT), the Federal Highway Administration (FHWA), and the Federal Railroad Administration are the three entities that regulate the transport of hazardous materials at the federal level. The Hazardous Materials Transportation Act (49 CFR 171, Subchapter C) governs the

transportation of hazardous materials. These regulations are promulgated by DOT and enforced by USEPA.

Federal Aviation Regulations Part 77

The Federal Aviation Administration (FAA) has primary responsibility for the safety of civil aviation. The FAA's major functions regarding hazards include the following: (1) developing and operating a common system of air traffic control and navigation for both civil and military aircraft; (2) developing and implementing programs to control aircraft noise and other environmental effects of civil aviation; (3) regulating U.S. commercial space transportation; and (4) conducting reviews to determine that the safety of persons and property on the ground are protected. Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, establishes standards for determining obstructions in navigable airspace; sets forth the requirements for notice to the FAA of certain proposed construction or alteration; provides for aeronautical studies of obstructions to air navigation in order to determine their effect on the safe and efficient use of airspace; provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and provides for establishing antenna farm areas. FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be filed with the FAA regional office prior to construction of buildings that are 200 feet or higher above the graded terrain. Minimum FAA safety standards include the marking or lighting of any structures 200 feet in height or greater from the graded terrain.

4.6.2.2 State

California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are codified in CCR Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generation, transportation, treatment, storage, and disposal facilities. Because California is a fully authorized state under RCRA, most RCRA regulations are integrated into Title 22. The CalEPA/California Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the USEPA through Title 22, which does not include as many exemptions or exclusions as the equivalent federal regulations. Title 22 also regulates a wider range of waste types and waste management activities than RCRA. The State has compiled a number of additional regulations from various CCR titles related to hazardous materials, wastes, and toxics into CCR Title 26 (Toxics), and provides additional related guidance in Titles 23 (Waters) and 27 (Environmental Protection), although California hazardous waste regulations are still commonly referred to as Title 22.

CCR Title 24, Part 9, the California Fire Code is based on the International Fire Code, with necessary California amendments. The purpose of the California Fire Code is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, as well as to provide safety and assistance to firefighters and emergency responders during emergency operations.

Additionally, CCR Title 8, Division 1, Chapter 4, Subchapter 4 regulates exposure to asbestos (Section 1529) and lead-based paint (Section 1532.1) during construction work.

Hazardous Materials Release Response Plans and Inventory Act

The Hazardous Materials Release Response Plans and Inventory Act requires facilities that handle hazardous materials in amounts above threshold quantities to establish and implement hazardous materials business plans. Pursuant to California Health and Safety Code Section 25504, hazardous materials business plans must contain a hazardous materials inventory disclosing the type, quantity, use, location, and health risks of every hazardous substance, chemical product, and waste handled by the facility; emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material; and provisions for employee training in safety procedures.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, CDFW, and RWQCB.

California Government Code Section 65962.5

The provisions of California Government Code Section 65962.5 are commonly referred to as the Cortese List, which refers to several government databases, compiled and updated by state regulatory agencies that identify potential hazardous materials sites, including sites that may have been subject to a release of hazardous substances and hazardous waste facilities. A site's presence on this list can affect the local permitting process and compliance with the CEQA. Data resources that provide information regarding the sites and facilities identified as meeting the Government Code Section 65962.5 list requirements include the following (CalEPA 2020):

- List of Hazardous Waste and Substances Sites from the DTSC EnviroStor database;
- List of Leaking Underground Storage Tank (LUST) Sites from the Water Resources Control Board (SWRCB) GeoTracker database;
- List of Solid Waste Disposal Sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit;
- List of active Cease and Desist Orders and Cleanup and Abatement Orders from the SWRCB; and
- List of Hazardous Waste Facilities subject to corrective action pursuant to California Health and Safety Code Section 25187.5, identified by DTSC.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, CDFW, and RWQCB.

4.6.2.3 Local

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

Long-term prevention, mitigation efforts, and risk-based preparedness for specific hazards within San Diego are addressed as a part of the 2018 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MHMP). It is intended to educate the public, help serve as a decision-making tool, supplement local policies regarding disaster planning, and improve multi-jurisdictional coordination. The MHMP identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The list of hazards profiled for San Diego County include climate change; sea level rise, coastal storms, erosion, and tsunami; dam failure; earthquake; flood; rain-induced landslide; liquefaction; structure/wildfire fire; extreme heat; drought/water supply; and manmade hazards. Hazardous materials (associated with transport, use, and storage) are identified in the Hazard Mitigation Plan as the top hazard in La Mesa (County of San Diego 2018)

San Diego County Regional Airport Authority

The San Diego County Regional Airport Authority (SDCRAA) serves as the region's Airport Land Use Commission, which is responsible for adopting ALUCPs for the County's 16 public-use and military airports. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. ALUCPs focus on a defined area around each airport known as the AIA, which is comprised of noise, safety, airspace protection, and overflight factors. The AIA is divided into the following areas:

- Review Area 1: Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together with all of the safety zones.

- Review Area 2: Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents is also required in locations within Review Area 2.

Once ALUCPs have been adopted, local agencies with land located within the AIA boundary for any of the airports must, by law, amend their planning documents to conform to the applicable ALUCP. By providing direction to local agencies in their land use decisions, ALUCPs help maintain the nation's air transportation infrastructure by protecting airports from encroachment by incompatible land uses that could restrict their operations.

San Diego County Site Assessment and Mitigation Program

The County of San Diego Department of Environmental Health (DEH) is the regional agency generally entrusted with the monitoring and enforcement of various laws and regulations governing the handling, use, transportation, storage, and disposal of hazardous materials. The DEH maintains the Site Assessment and Mitigation (SAM) list of contaminated sites that have previously or are currently undergoing environmental investigations and/or remedial actions. The SAM Program, within the Land and Water Quality Division of the DEH, has a primary purpose to protect human health, water resources,

and the environment within San Diego County by providing oversight of assessments and cleanups in accordance with the California Health and Safety Code and the California Code of Regulations. The SAM's Voluntary Assistance Program also provides staff consultation, project oversight, and technical or environmental report evaluation and concurrence (when appropriate) on projects pertaining to properties contaminated with hazardous substances.

City of La Mesa Emergency Operations Plan

The La Mesa Emergency Operations Plan describes a comprehensive emergency management system for response to natural and man-made disasters. The Emergency Plan identifies lines of authority and operational responsibilities and outlines a framework for the continuity of government and maintenance of City services. The Emergency Plan provides City staff with the basis for an effective response in the event of a local or region-wide disaster.

City of La Mesa Fire Code

La Mesa Municipal Code Chapter 11.04, Fire Code, adopts the 2010 California Fire Code as the fire code of the City of La Mesa for regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials, and devices; and from conditions hazardous to life or property in the occupancy of buildings and premises, erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use, and maintenance of buildings and structures.

4.6.3 Methodology and Assumptions

The hazardous materials study prepared for the proposed project (see Appendix H) included a site reconnaissance; site research; a historical land use review; interviews with site personnel; and a search of relevant federal, State and local regulatory agency databases and records. The site reconnaissance was conducted on October 10, 2018 to observe and document existing site conditions. The interiors of the existing on-site buildings were observed, and the site grounds and perimeter were systematically traversed on foot. Available previous environmental reports and site records were reviewed, including those from the County DEH, La Mesa Building Department, and Regional Water Quality Control Board. Additionally, historic aerial photographs, City directories, Sanborn Fire Insurance maps, topographic maps, and geological maps were reviewed. The regulatory database search was conducted by Environmental Data Resources, Inc. (EDR) and included a comprehensive search of listed facilities on numerous federal and state agency databases within a radius of up to one mile from the project site.

Potential impacts related to aircraft hazards are based on a review of the ALUCPs for Montgomery-Gibbs Executive Airport.

4.6.4 Significance Thresholds

According to Appendix G of the CEQA Guidelines a significant impact related to hazards or hazardous materials would occur if implementation of the proposed project would result in any of the following:

1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

2. 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?

3. 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?

4. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

5. 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 or excessive noise for people residing or working in the project area?

6. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.6.5 Impact Analysis

4.6.5.1 Release of Hazardous Materials

Threshold 1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Threshold 2: 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?

Project construction would involve the on-site use and/or storage of hazardous materials/wastes such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The location of material storage and construction staging areas would be dictated by a Stormwater Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System General Construction Permit, which includes such measures as regular maintenance of construction equipment, and storage criteria for oil, gasoline, and other potential contaminants that commonly occur during construction activities. Based on compliance with regulatory requirements, potential impacts from use/storage of construction-related hazardous materials would be effectively avoided or addressed.

The project site contains six existing buildings, all constructed between 1954 and 1959, that would be demolished. Due to the age of these buildings, the potential exists for them to contain ACM and/or LBP and thus, demolition activities could potentially release these hazardous building materials into the environment. Associated construction-related impacts from demolition activities would be potentially significant.

As a residential development, the project would involve the limited use of household cleaning products, chemical pesticides and fertilizers required to maintain proposed landscaping, and chemicals associated with maintenance of the swimming pool. Any regulated materials would be properly handled, used, stored, transported, and/or disposed of in accordance with regulatory standards. Use of these common hazardous materials would not create a significant hazard to the public or the environment.

4.6.5.2 Hazards to Schools

Threshold 3: 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?

There are five schools located within 0.25 mile of the project site, including the following:

- Maryland Avenue Elementary School, located at 5400 Maryland Avenue, which is approximately 0.23 mile north of the site;
- National University – La Mesa Campus, located at 7787 Alvarado Road, which is approximately 0.21 mile east of the project site;
- Taproot Montessori – La Mesa, located at 5173 Guava Avenue, which is approximately 0.25 mile east of the project site;
- St. Martin of Tours Academy, located at 7708 El Cajon Boulevard, which is 0.25 mile southeast of the project site; and
- AKA Head Start, located at 7520 El Cajon Boulevard, which is approximately 0.25 south of the project site.

The proposed project would involve the temporary use and/or storage of fuels, oils, and other potential hazardous materials during construction, and the limited use/storage of household cleaning products, landscaping pesticides, and pool chemicals during operation. The project's use of hazardous materials during construction would be handled in accordance with NPDES SWPPP requirements, as well as compliance with applicable federal, state, and local regulations associated with hazardous materials. Adherence to these applicable regulations would avoid exposure to construction-related and common residential hazardous materials from occurring to nearby schools.

As discussed in Section 4.6.5.2, however, the existing on-site buildings that would be demolished could potentially contain ACM and/or LBP. If present, people at nearby schools could potentially be exposed to emissions of these hazardous materials during demolition activities. Potential construction-related impacts on nearby schools from demolition activities would be potentially significant.

4.6.5.3 Listed Hazardous Materials Sites

Threshold 4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

A search of federal, state, and local environmental regulatory agency databases was conducted to identify listed hazardous materials sites on and within up to a one-mile radius of the project site.

Project Site Listings

The project site is listed on two hazardous materials databases, including the Historic Auto database and CHMIRS. The Historic Auto database lists the site as being occupied by Wright Mobil Service from 2001

to 2005, and the EDR lists this facility as a gasoline service station. However, based on a review of La Mesa Building Department records and historic photos, a gasoline service station has never been present on the site, so this listing is considered erroneous. The listed facility is likely related to a mobile car detailing or mobile auto repair service that used the project site as a hub or mailing address. No recorded cases, violations, or incident reports are associated with this listing. While the site is also listed on the CHMIRS database, types of hazardous materials were not reported and no violations were recorded. Therefore, neither of the project site listings on hazardous materials databases are considered to create a significant hazard to the public or the environment.

Off-site Listed Facilities

Off-Site listed facilities identified in the regulatory agency database search were evaluated as to their potential to impact the project site based on the following criteria:

- Reported distance of the facility to the project site;
- The nature of the database on which the facility is listed, and/or whether the facility is listed on a database reporting unauthorized releases of hazardous materials, petroleum products, or hazardous wastes;
- Reported case type (e.g., soil only, failed UST test only);
- Reported substance released (e.g., chlorinated solvents, gasoline, metals);
- Reported regulatory agency status (e.g., case closed, “no further action”); and
- Location of the facility with respect to the reported groundwater flow direction and depth to groundwater.

Based on these criteria, off-site listed facilities were screened to six facilities in the project vicinity with potential to impact the project site from releases of hazardous materials. The six facilities are described below, as well as an assessment of their potential to represent a recognized environmental condition to the project site.

Sid’s Auto Body (7241 Alvarado Road)

Sid’s Auto Body, located at 7241 Alvarado Road, is approximately 800 feet west of the project site and listed on the County SAM and Cleanup Program Sites Spills, Leaks, Investigation, and Cleanup (CPS-SLIC) databases for potential diesel contamination of the aquifer used for drinking water supply. Soils containing elevated concentrations of lead were mitigated in 2004 and the remaining contaminants in the soil and groundwater were either below contaminant levels or not detected above laboratory reporting limits. The DEH issued a case closure letter on October 18, 2005 indicating that the cleanup goals were met.

Based on the reported mitigation to below cleanup goals, the closure letter issued by the DEH, the distance from the project site, and the location of this facility with respect to the reported groundwater flow direction (i.e., downgradient from the project site), this facility is not considered to represent a recognized environmental condition to the project site.

Sport and Import Auto Service (7243 Alvarado Road)

Sport and Import Auto Service, located at 7243 Alvarado Road, is approximately 680 feet west of the project site and listed on the Facility Index System/Registry System (FINDS), Resource Conservation and Recovery Act – Small Quantity Generator (RCRA-SQG), Statewide Environmental Evaluation and Planning System (SWEEPS) Underground Storage Tanks (UST), San Diego Hazardous Materials Management Division (HMMD), Enforcement and Compliance History Information (ECHO), and Historic Auto databases. The facility was reported in 1985 as a RCRA small quantity generator (SQG) for more than 100 and less than 1,000 kilograms of hazardous waste during any calendar month and is listed as an automotive service. Types of hazardous materials were not reported, and no violations were listed.

Based on the lack of known and reported releases from this facility, the lack of reported violations, the location of this facility to the west of the project site and cross-to down-gradient position with respect to the groundwater flow direction, this facility is not considered to represent a recognized environmental condition to the project site.

Southern Paint 7 Auto Body Shop (7245 Alvarado Road)

Southern Paint 7 Auto Body Shop at 7245 Alvarado Road is approximately 680 feet west of the project site and listed on the Historic Auto database. The facility was reported in 1971 as an automobile repair shop. The DEH file includes compliance inspection reports (CIRs) for the period from 1991 through 2009. In addition, the September 2010 DEH HE-17 database of facilities storing hazardous materials, generating hazardous wastes, and discharging unauthorized releases was reviewed. Reported violations at the site include batteries recycled, hazardous waste recycled, missing labels, and two tanks removed.

Based on the types and quantities of hazardous materials and petroleum products used and stored and hazardous waste generated at this facility, the absence of disposal violations, and the lack of known and reported releases, the distance from the project site, and the location of this facility with respect to the reported groundwater flow direction (i.e., cross- to downgradient from the project site), there is a low likelihood that a recognized environmental condition exists at the project site in connection with the listing of the reported hazardous materials and petroleum products at this facility.

Parkway Cleaners (7200 Alvarado Road)

Parkway Cleaners at 7200 Alvarado Road is located approximately 600 feet northwest of the project site and is listed on the Historic Cleaners database. The facility was reported in 2004 to 2006 as a dry-cleaning plant, with no known reported releases or violations.

Based on the lack of known and reported releases from this facility, the lack of reported violations, the down-gradient position of this facility with respect to the project site, the facility only being in operation for four years, and the reported depth to groundwater, this facility is not considered to represent a recognized environmental condition to the project site.

Alvarado Creek Redevelopment Site (8181 Alvarado Road)

Alvarado Creek Redevelopment Site at 8181 Alvarado Road is located approximately 200 feet east of the project site and is listed on the State Water Resources Control Board GeoTracker database. Phase I and II site assessments conducted in 1996 show soils only surface spillage of waste petroleum and asphaltic debris. Soil sample analytical data indicates there is very limited surficial impact to the environment. In

addition, a stockpile of construction type material located adjacent to the concrete lined Alvarado Creek bed was determined to be non-hazardous. The DEH issued a case closure letter on August 7, 1996 indicating that the cleanup goals established for this project were met. Based on the closure letter issued by the DEH, and the distance from the Site, this facility is not considered to represent a recognized environmental condition to the project site.

Bob Stall Chevrolet (7601 Alvarado Road)

The Bob Stall Chevrolet car dealership at 7601 Alvarado Road is located adjacent to the east of the project site and is listed on several regulatory databases, including the RCRA-SQG, Aboveground Storage Tank (AST), HMMD, FINDS, ECHO, SAM, LOP, LUST, Hist UST, SWEEPS UST, EMI, Hist CORTESE, and HAZNET databases. The facility was reported in 1986 to 1996 in the Local Oversite Program (LOP), DEH Site Assessment and Mitigation agency, with a soils-only case that was closed July 26, 1996. The facility was also reported in 1996 as a RCRA SQG for more than 100 and less than 1,000 kilograms of hazardous waste during any calendar month and is listed as an automotive service. Types of hazardous materials were not reported, and no violations were listed. The DEH file includes CIRs for the period from 1991 through 2010. In addition, the September 2010 DEH HE-17 database of facilities storing hazardous materials, generating hazardous wastes, and discharging unauthorized releases was reviewed. The reported violations at the site include missing labels, inadequate training, records keeping, not properly drained, hazardous waste recycled, waste container not closed, improper management, improperly contaminated, unauthorized disposal, disposal or causing the disposal to an unauthorized point, generator of waste not determined, waste determination not made, waste on site greater than 90/180/270 days, second containment not kept empty, and missing daily tank inspection. Details of the unauthorized disposal incident were not reported.

Based on the types and quantities of hazardous materials and petroleum products used and stored and hazardous waste generated at this facility, and the distance of auto repair bays at this facility from the project site (200 feet away or greater), there is a low likelihood that a recognized environmental condition exists at the project site in connection with the various hazardous materials related permit listings of this facility.

This property is also listed in the LUST database. Four USTs were removed in 1988, including one 550-gallon used oil UST, two 550-gallon new oil USTs, and one 2,000-gallon regular gasoline UST. Samples indicated that groundwater was not impacted—only soils with total petroleum hydrocarbons (TPH) and total recoverable petroleum hydrocarbons (TRPH). In 1992, soil excavated from the area of the former USTs were confirmed to have TPH and TRPH concentrations. In 1996, the groundwater monitoring wells were monitored, purged, and sampled, and results indicate that no TPH or TRPH were present. The SWRCB GeoTracker database shows the LUST case as closed as of July 26, 1996.

Based on the reported removal of the tanks and impacted soil, confirmation from the soil samples that the extent of the release was limited to 30 feet from the area of the former USTs and that groundwater was not impacted, and that the case was closed by DEH, there is a low likelihood that a recognized environmental condition exists at the project site as a result of this known and reported release.

Conclusion

Although the project site is identified on two hazardous materials databases, neither listing represents a recognized environmental condition at the project site. Additionally, there are no off-site listed facilities that would represent a recognized environmental condition to the project site. Therefore, the project

site is not located on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5 that would create a significant hazard to the public or the environment. Impacts associated with hazardous materials sites would be less than significant.

4.6.5.4 Airport Safety Hazards

Threshold 5: 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 or excessive noise for people residing or working in the project area?

As stated in Section 4.6.1.3 above the project site is located approximately five miles from Gillespie Field airport, approximately seven miles from Montgomery-Gibbs Executive Airport, approximately eight miles from MCAS Miramar, and approximately 1.8 miles from the Grossmont Hospital heliport. The project site is not located within the AIA for Gillespie Field or MCAS Miramar, which is the area in which airport-related noise, safety, airspace protection, and overflight notification factors may affect or necessitate restrictions on land uses (SDCRAA 2010a, 2008). Thus, the project site would not be subject to safety hazards associated with Gillespie Field or MCAS Miramar operations. However, the project site is located within Review Area 2 of the Montgomery-Gibbs Executive Airport AIA, which consists of locations beyond the noise and safety zones, but within the airspace protection and overflight notification areas (SDCRAA 2010b). Specifically, the project site lies within the airspace surfaces of Montgomery-Gibbs Executive Airport, which depict areas that should be kept free of obstruction and protected for the safe and efficient use of navigable airspace by aircraft. The proposed project would not include any structures that would exceed the Federal Air Regulations Part 77 height restrictions for the airspace protection area (200 feet) and thus, the project site would not be subject to safety hazards associated with Montgomery-Gibbs Executive Airport operations. Furthermore, due to the distance from the Grossmont Hospital heliport and the relatively low number of flights from this facility, the project site would not be subject to safety hazards associated with related heliport operations. Therefore, implementation of the proposed project would not result in airport safety hazards for people residing or working in the project area. Impacts would be less than significant.

4.6.5.5 Emergency Response and Evacuation Plans

Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The La Mesa Emergency Operations Plan is the adopted emergency response plan for the City. During construction of the project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). Additionally, construction of the project could require temporary detours and/or lane closures that could temporarily disrupt travel along Alvarado Road for a period of time within the construction zone. Emergency access to all surrounding properties, however, would be maintained throughout the construction period. Furthermore, Alvarado Road is not a major corridor that would be used as an evacuation route. As a result, the project's construction-related impacts would be less than significant.

The project would construct improvements to Alvarado Road along the project site frontage, including road right-of-way dedication and a public access easement to provide for a shoulder, parking lane, curb

and gutter, a shared pedestrian/bicycle path, and street-side landscaping. Additionally, the project site access points along Alvarado Road would be designed to provide for adequate site distances for both directions. These roadway improvements would provide improved circulation along the roadway, including for emergency vehicles.

The project would provide adequate emergency access within the site. Access for emergency vehicles would be provided along the proposed perimeter road. Fire lanes would also be provided on site to accommodate emergency response vehicles such that Alvarado Road would not be obstructed for public safety vehicle movement as well as local traffic both to the east and west in the event of an emergency.

Therefore, implementation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

4.6.6 Mitigation Measures

4.6.6.1 Release of Hazardous Materials

Implementation of the proposed project could result in a potentially significant hazards impact during demolition activities associated with release of ACM and/or LBP. Implementation of mitigation measure HAZ-1 would reduce this impact to below a level of significance.

HAZ-1 Asbestos-Containing Materials and Lead-Based Paint Survey and Disposal. Prior to issuance of a demolition or grading permit, an asbestos and lead survey shall be conducted on the project site by a licensed asbestos/lead contractor. If the survey identifies hazardous building materials, the owner/permittee shall complete the necessary remediation identified in the survey prior to commencement of demolition activities in accordance with applicable laws, including Occupational Safety and Health Administration (OSHA) guidelines, to ensure that no hazards to the demolition crew, adjacent residents, or others are created by exposure to hazardous building materials. The owner/permittee shall provide a letter to the City's Community Development Department stating that a licensed asbestos/lead contractor has been retained at the owner/permittee's expense to conduct the asbestos and lead survey, and a letter report summarizing the conclusions and recommendations of the asbestos and lead survey shall be prepared and submitted to the City's Community Development Department.

4.6.6.2 Hazards to Schools

Implementation of the proposed project could result in a potentially significant hazards impact to people at nearby schools during demolition activities associated with release of ACM and/or LBP. Implementation of mitigation measure HAZ-1 identified above would reduce this impact to below a level of significance.

4.6.6.3 Listed Hazardous Materials Sites

No significant impacts associated with listed hazardous materials sites would result from the implementation of the proposed project. Therefore, no mitigation measures are required.

4.6.6.4 Airport Safety Hazards

No significant impacts associated with airport safety hazards would result from the implementation of the proposed project. Therefore, no mitigation measures are required.

4.6.6.5 Emergency Response and Evacuation Plans

No significant impacts associated with adopted emergency response and evacuation plans would result from the implementation of the proposed project. Therefore, no mitigation measures are required.

4.6.7 Significance Determination

The significance of impacts related to hazards and hazardous materials before and after mitigation is summarized in Table 4.6-2, *Significance Determination Summary of Hazards and Hazardous Materials Impacts.* Implementation of the proposed project would not result in significant impacts related to listed hazardous materials sites, airport safety hazards, and emergency response and evacuation plans. Implementation of the proposed project, however, would result in potentially significant impacts related to the release of hazardous materials and hazards to schools. With implementation of mitigation measure HAZ-1, these impacts would be reduced to below a level of significance.

Table 4.6-2
SIGNIFICANCE DETERMINATION SUMMARY OF HAZARDS AND HAZARDOUS MATERIALS IMPACTS

Issue	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Release of Hazardous Materials	Potentially significant	HAZ-1	Less than significant
Hazards to Schools	Potentially significant	HAZ-1	Less than significant
Listed Hazardous Materials Sites	Less than significant	None required	Less than significant
Airport Safety Hazards	Less than significant	None required	Less than significant
Emergency Response and Evacuation Plans	Less than significant	None required	Less than significant

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