

3.8 - Hazards and Hazardous Materials

This section describes the existing setting regarding hazards and hazardous materials and potential effects from project implementation on the site and its surrounding area. Descriptions and analyses in this section are based in part on information contained in Updated Phase I Environmental Site Assessment, by RM Environmental, Inc. (RM Environmental), conducted in April 2009 for the project site, included in this Recirculated Draft EIR's Appendix F.

3.8.1 - Existing Conditions

Hazardous Materials

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical 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 grouped into the following four categories, based on their properties:

- Toxic—causes human health effects
- Ignitable—has the ability to burn
- Corrosive—causes severe burns or damage to materials
- Reactive—causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of characteristics of hazardous waste (California Department of Toxic Substances, 2010).

Phase I Environmental Site Assessment

An Updated Phase I Environmental Site Assessment (ESA), dated April 9, 2009 was prepared by R M Environmental for the project. The purpose of the Updated Phase I ESA is to further assess the potential for the presence or likely presence of hazardous substances or petroleum products on the property, and whether there are any conditions which indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water in connection with the property.

The site consists of undeveloped land with miscellaneous dirt access roads. Several areas of miscellaneous non-hazardous debris were observed throughout the property. Additionally, two burned mobile trailers were observed in the central portion of the site. A transmission waterline with associated structures was observed to traverse through the northern portion of the property. No additional site developments were observed on the subject property (R M Environmental 2009).

The site reconnaissance for the Updated Phase I ESA was performed between March 19 and 24, 2009. Site reconnaissance consisted of traversing the site to observe surficial soil conditions, structures, possible generators or storage of hazardous materials, drainage, land use, vegetation, and any notable surface conditions, which would indicate the presence of hazardous waste or petroleum product contamination on or near the site (R M Environmental 2009).

On March 20, 2009, an environmental assessor from R M Environmental interviewed Mr. Randy Downing, property owner of a parcel located north and adjacent to the site. Mr. Downing indicated he had lived at this location for approximately nine years. Mr. Downing had no knowledge of hazardous substances ever being present on the subject site. Mr. Downing also indicated he had no knowledge of any storage or use of petroleum substances on the subject property. In conformance with the American Society for Testing and Materials (ASTM), E 1528, the environmental assessor administered to Mr. Randy Downing a Transaction Screen Questionnaire (R M Environmental 2009).

Agency Findings

Information obtained by the database search and governmental agency review indicated the following:

- No Federal, National Priority List, Resource Conservation and Recovery Act, Corrective Action Reports, or treated, stored or disposed of (TSD) sites are located within 1 mile of the site.
- No known oil or gas wells are on record within 1 mile of the site.
- There are no known CAL-SITES (formerly Abandoned Site Program Information System), California Hazardous Material Incident Reporting System, or Hazardous Waste Information System (HAZNET) sites located within 1 mile of the site.
- There are no Solid Waste Facility/Landfill or Leaking Underground Storage Tank sites within a half-mile of the site.

Sanborn Map Report

Sanborn fire insurance maps consist of documented sites, which previously or currently contain chemicals/substances that pose a possible increase in fire potential or threat. The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Sanborn Maps were originally created for assessing fire insurance liability in urbanized areas. A Sanborn fire insurance map search was conducted for the area north of Cherry Valley Boulevard. No Sanborn Maps were found for the information submitted.

Environmental Lien Search

An environmental lien search was not conducted for the Updated Phase I ESA. Based on the findings of the prior Phase I Site Assessment of the site (R M Environmental 2009), environmental liens were not identified for the site. It is the professional opinion of R M Environmental that the absence of an additional environmental lien search is insignificant.

Review of Previous Environmental Investigations

In May 2007, R M Environmental performed a Phase I Environmental Site Assessment of the project site and the adjacent property (APNs 413-270-012 and 413-270-013). The scope of work completed for the investigation included a field reconnaissance of the site and surrounding areas, personal interviews, record and document review, historic map and aerial photo review, selected soil sampling and laboratory analysis, evaluation of the data collected, and submittal of a Phase I report (R M Environmental 2009).

The findings of the above Phase I Environmental Site Assessment indicated no significant evidence of recognized environmental hazardous conditions pertaining to the site. Based on the absence of any evidence of recognized hazardous conditions, no additional environmental investigation was recommended for the project site (R M Environmental 2009).

Site History

Site history is based on historical maps and aerial photographs and information gathered from interviews. Several of the historical resources used for the review of the site history are included in Appendix F, Updated Phase I ESA.

The earliest aerial photographs of the project site suggest that the flattest parts of the project area had been cleared of native vegetation by plowing. The land was not being irrigated at the time and the plowing was probably undertaken to foster the growth of grass for grazing. During this period it may have been possible to grow a dryland hay crop in the spring because of cooler temperatures and higher soil moisture content. By 1959, plowing had been extended even further into the small canyons north of the project area leaving finger ridges between each flat spot with dense native vegetation upon them. The images show a small gully being formed because of runoff from Cherry Valley Boulevard (aka Woodland Avenue): this has subsequently enlarged and deepened to about 15 feet below the plain. In 1967 the native vegetation on the property seems to have declined (there was no sign of fire on these ridges) and the decline has accelerated to the point where today most of the original native vegetation on the low finger ridges in the project area is nearly gone.

Site history is based on historical maps and aerial photographs and information gathered from interviews. Several of the historical resources used for the review of the site history are included in the Updated Phase I ESA's in Appendix F.

Site Geology

The physical site setting, including site geology, provides background information for an environmental assessment of a project site. Specifically, site geology is useful in understanding underlying sediment types and the potential for natural environmental hazards and migration of anthropogenic contamination.

The site is located in the western margin of the San Geronio Pass between the Traverse Ranges Geomorphic Province to the north and the Peninsular Ranges Geomorphic Province to the south. Lateral displacement and uplift of the region has occurred on a series of major, northwest-trending faults, which are thought to be related to the regional tectonic framework. Some of these fault zones have remained active to the present time which include the Cherry Valley Fault zone located

approximately 0.25 to 0.5 mile to the northeast, the Banning Fault zone located approximately two miles to the northeast, the San Andreas Fault zone located approximately seven miles to the northeast, and the San Jacinto Fault zone located approximately eight miles to the southwest. Locally, the site is underlain by several hundred feet of Quaternary age sedimentary deposits.

Hydrogeologic Setting

The site is located in the Singleton storage unit of the San Timoteo Creek Drainage Basin. The depth to the regional groundwater in the vicinity of the site is approximately 150 to 200 feet below the ground surface.

Two inactive groundwater wells (Well Nos. 1 and 2) are located west and adjacent to the site. Based on well measurements of Well No. 1 conducted on May 22, 2007, the depth to groundwater is approximately 195 feet below ground surface (bgs). Based on a conversation with Mr. Randy Downing, owner of property north and adjacent to the project site, the depth to groundwater in wells located in Mr. Downing's property have varied from 50 to 100 feet bgs.

Recognized Environmental Conditions

The Updated Phase I ESA concludes that there is no evidence of recognized environmental conditions in connection with the property except for the following:

- Areas of miscellaneous non-hazardous debris were observed on the subject property. These materials should be properly removed and disposed of prior to site development.

Listed below is the specific data gap identified in the Updated Phase I ESA and the significance of the missing data.

- An environmental lien search was not conducted for the Updated Phase I ESA. Based on the findings of the prior Phase I Site Assessment of the site (R M Environmental 2009), environmental liens were not identified for the site. It is the professional opinion of R M Environmental that the absence of an additional environmental lien search is insignificant.

No additional data gaps are known for the subject property.

Fire Hazards

To understand the existing fire protection services setting in the project area and whether implementation of the project could potentially impact existing fire protection facilities in the area, Ben Johnson, Planning and Development Supervisor with the California Department of Forestry and Fire Protection (CAL FIRE) was contacted via email on June 11, 2013.

According to the Riverside County Transportation Land Management Agency (TLMA) Geographic Information System, the project area is categorized as having a "High Fire" risk from wildland fires. The area is not listed as a Very High Fire Hazard Severity Zone for Local Response Areas by CAL FIRE (Johnson, personal communication, June 11, 2013).

Based on the Addendum to the Strategic Plan and confirmation by the Riverside County Fire Department (RCFD), the project area would be considered to be within the suburban category. Suburban is described as medium- to medium-high density residential, light industrial and/or light commercial. As a light industrial use, the project would align with the aforementioned characterization. The standard response time for a “suburban” land use is 6 minutes 30 seconds.

The nearest fire station, Station 21 (Calimesa) located at 906 Park Avenue, Calimesa, California, 92320 has a Total Response Time of 7 minutes and 5 seconds, thereby not meeting the response time standard for a “suburban” land use as defined by RCFD.

Airports/Airfields

The closest airport to the project site is the Banning Municipal Airport, which is located approximately 9.6 miles southeast of the project site. There are no private airfields located within two miles of the project site.

Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) belong to a broad family of manufactured organic chemicals known as chlorinated hydrocarbons. PCBs were domestically manufactured from 1929 until their manufacture was banned in 1979. Electrical transformers historically contained cooling lubricant containing PCB compounds. Other products that may contain PCBs include voltage regulators, switches, reclosers, bushings, and electromagnets.

During the site reconnaissance of the project site, three pole-mounted transformers were observed. No leaking or soil staining was observed.

Radon

According to the Environmental Protection Agency (EPA) Map of Radon Zones, Riverside County is located in Zone 2 of the EPA Radon Zone Map. Zone 2 is designated as a moderate potential radon zone with levels between 2 and 4 picocuries per liter (pCi/l) of air, but is not considered an adverse environmental condition on the project site.

Asbestos and Lead-Based Paint

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos is commonly used as an acoustic insulator, thermal insulation, fireproofing and in other building materials. Asbestos is made up of microscopic bundles of fibers that may become airborne when asbestos-containing materials are damaged or disturbed. When these fibers get into the air, they may be inhaled into the lungs where they can cause significant health problems. The California Occupational Health and Safety Administration (CalOSHA) defines asbestos-containing building materials (ACBM) as any material that contains 0.1 percent asbestos by weight.

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities,

to seizures and death. Primary sources of lead exposure are deteriorating lead-based paint (LBP), lead contaminated dust, and lead contaminated soil.

The project site is currently undeveloped and does not contain structures with a high possibility of containing ACBM and LBP.

3.8.2 - Regulatory Setting

Federal, state, and local county regulations pertain to the use and storage of hazardous materials. This section discusses each of the agencies' roles in regulating hazardous materials.

Federal Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. RCRA establishes a system that uses hazardous waste manifests to track the movement of hazardous waste from generation to disposal (cradle-to-grave). The 1984 amendments to RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires States to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks (USTs) that hold hazardous materials. Owners of USTs must demonstrate financial assurance for the cleanup of a potential leaking tank. As of 2001, an estimated 85 percent of USTs complied with the required standard.

Comprehensive Environmental Response, Compensation and Liability Act

The U.S. Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) in 1980. The purpose of CERCLA is identifying and remediating chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) primarily pertain to emergency management of accidental releases. SARA requires the formation of State and local emergency planning committees, which are responsible for collecting material handling and transportation data for use as a basis for their planning. Chemical inventory data is made available to the public under the "right-to-know" provision of this Act. SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory.

Hazardous Material Transportation Act

The Hazardous Materials Transportation Act serves as the statutory basis for the body of regulations designed to ensure the safe transport of hazardous materials via water, rail, highways, air, or pipelines. This Act includes provisions for material classification, packaging, marking, labeling, placarding, and shipping documentation.

The U.S. Department of Transportation (DOT), along with the Federal Highway Administration and the Federal Railroad Administration, regulate the transportation and handling of hazardous materials through the Federal Hazardous Materials Transportation (HMT) Act and through the Resource Conservation and Recovery Act (RCRA). Through these regulations, Congress directed the EPA to create regulations to manage hazardous materials from “the cradle to the grave.” Under this mandate, the EPA developed strict requirements for all aspects of hazardous materials management, including the treatment, storage, and disposal of hazardous substances. In addition to those federal requirements, states may develop more stringent requirements that are broader in scope than the federal regulations.

In California, the California Department of Transportation (Caltrans) implements and the California Highway Patrol enforces these regulations. Carriers that violate these regulatory requirements subject themselves to possible civil and criminal liability.

Asbestos and Lead-Based Paint

The EPA declared asbestos a hazardous air pollutant under the Clean Air Act (CAA) and distributed National Emissions Standards for Hazardous Air Pollutants (NESHAP) that regulates the demolition and/or renovation of facilities containing asbestos. The NESHAP imposes procedures for the handling and disposal of asbestos-containing materials (ACM). In California, most of the State’s regional air districts are delegated by the EPA to implement the NESHAP requirements. The California Air Resources Board enforces the NESHAP in air districts not delegated by the EPA.

The first federal regulatory effort regarding lead was the Lead-Based Paint Poisoning Prevention Act of 1971 (LBPPA), which defined lead as a serious health threat and called for the detection and abatement of existing lead-based paint hazards in residential structures. The LBPPA amendments in 1973 designated the U.S. Department of Housing and Urban Development (HUD) as the lead agency in eliminating lead-based paint hazards in residential dwellings. The Housing and Community Development Act of 1987 (HCDA) changed the definition of lead-based paint hazards to include all surfaces, including exterior ones. The latest source of HUD authority regarding lead is the Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X). Along with the Lead-Based Paint Exposure Reduction Act of 1992 (Title IV) of the Toxic Substances Control Act (TSCA), Title X outlines needed actions aimed at reducing lead exposure to children and the general public.

State Regulations

California Health and Safety Code

The California Environmental Protection Agency has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, et seq., incorporate the requirement of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan (RMP). The RMP must be submitted to the appropriate local authorities, the designated local administering agency, and the EPA for review and approval.

CAL FIRE

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. In addition, CAL FIRE provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. Those fires burn nearly 172,000 acres annually (CAL FIRE 2012a.)

According to CAL FIRE's Fire Hazard Severity Zones in State Responsibility Area (SRA) Map, the project site is located in a high fire hazard severity zone within a State Responsibility Area (CAL FIRE 2012b.)

California Strategic Fire Plan

The 2010 Strategic Fire Plan is a statewide fire plan developed as a cooperative effort between the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection. The Fire Plan builds upon the concept first developed in the 1996 California Fire Plan, which led to collaborative efforts in fire prevention. The primary goals of the 2010 Strategic Fire Plan that are critical to reducing and preventing the impacts of fire revolve around both suppression and prevention efforts. Major components include improved availability and use of information on hazard and risk assessment; land use planning, including general plans, new development, and existing developments; shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans such as Community Wildfire Protection Plans (CWPP); establishing fire resistance in assets at risk, such as homes and neighborhoods; shared vision among multiple fire protection jurisdictions and agencies; levels of fire suppression and related services; and post-fire recovery.

The California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste statute in the State of California. HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. The Law states that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. HWCL also establishes criteria for the reuse and recycling of hazardous wastes. The Law exceeds federal requirements by mandating source reduction planning, and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates a number of types of wastes and waste management activities that are not covered by RCRA.

California Code of Regulations

Most State and federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generators and transporters, and treatment, storage, and disposal facilities. Because California is a fully authorized State according to RCRA, most RCRA regulations (those contained in 40 Code of Federal Regulations [CFR] 260, et seq.) have been duplicated and integrated into Title 22. However, because the DTSC regulates hazardous waste more stringently than the U.S. EPA, Title 22 contains fewer exemptions and exclusions than 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than RCRA regulations in 40 CFR 260. To make regulatory

requirements more accessible and easier to follow, California compiled the hazardous materials, waste, and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR Title 26 "Toxics." However, California hazardous waste regulations are still commonly referred to as Title 22.

Local Regulations

Riverside County Fire Department

The Riverside County Fire Department is the Operational Area Coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County. The Riverside County Fire Department also has several automatic aid agreements with other city jurisdictions as well as the adjacent National Forests. The County of Riverside contracts with the State of California for fire protection. Public Resources Code (PRC) 4142 affords legal authority for the California Department of Forestry and Fire Protection (CAL FIRE) to enter into agreements with local government entities to provide fire protection services with the approval of the Department of General Services. By virtue of this authority, CAL FIRE administers the Riverside County Fire Department (Riverside County Fire Department 2003a).

Southern California Hazardous Waste Management Authority

The County of Riverside is a member of the Southern California Hazardous Waste Management Authority (SCHWMA), and therefore, has agreed to work on a regional level to solve problems involving hazardous waste. SCHWMA was formed through a joint powers agreement between Santa Barbara, Ventura, San Bernardino, Orange, San Diego, Imperial, and Riverside Counties and the cities of Los Angeles and San Diego. Using a "fair share" approach, each SCHWMA county has agreed to take responsibility for the treatment and disposal of hazardous waste in an amount that is at least equal to the amount generated within that county. This responsibility can be met by siting hazardous waste management facilities (transfer, treatment and/or repository) capable of processing an amount of waste equal to or larger than the amount generated within the county, or by creating intergovernmental agreements between counties to provide compensation to a county for taking another county's waste, or through a combination of both facility siting and intergovernmental agreements. Once an application to site a facility has been received, the County of Riverside will review the requested facility and its location against a set of established siting criteria to ensure that the location is appropriate, and may deny the application based on the findings of this review. Presently, the County of Riverside does not have any of these facilities within its jurisdiction and therefore must rely on intergovernmental agreements to fulfill its fair share responsibility to SCHWMA (Riverside General Plan Safety Element 2015).

The Riverside County Hazardous Waste Management Plan (CHWMP)

As indicated in the Safety Element of the 2003 County of Riverside General Plan, the Board of Supervisors adopted the Riverside County Hazardous Waste Management Plan (CHWMP) on September 12, 1989. With a framework of 24 existing and recommended programs, the CHWMP serves as the County's primary planning document for the management of hazardous substances. The CHWMP is a comprehensive document containing all of the County programs for managing hazardous materials and waste.

The Pass Area Plan

The information below regarding wildland fires is from The Pass Area Plan, which sets forth policies for The Pass Area, in which the project is located. As a result of the vast amounts of undeveloped, sloping terrain and the presence of certain types of vegetation such as the oak woodlands and chaparral habitat, much of the Pass Area is subject to a high risk of fire hazards. Methods to address this hazard include such techniques as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and careful application of fire retardant building techniques. The Pass Area Plan contains the following policy regarding wildfire hazards:

- **PAP 18.1:** Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

The project will comply with all required County regulations regarding protection of life and property from wildfire hazards. The project includes on-site water storage tanks and adequate emergency/fire vehicle access and the project will meet all fire flow requirements of Riverside County.

3.8.3 - Thresholds of Significance

The County of Riverside utilizes Appendix G of the State CEQA Guidelines as its thresholds of significance for CEQA analysis. Further, the County provides a number of additional environmental considerations as part of the County's Environmental Assessment Checklist.

Would the project:

- a) Result in inconsistency with an airport master plan?
- b) Require review by the Airport Land Use Commission?

According to the CEQA Guidelines Appendix G thresholds, to determine whether impacts to hazards and hazardous materials are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) 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?

- e) Airports: 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?
- f) Airports: For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?
- h) Hazardous Fire Area: 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?

3.8.4 - Project Impact Analysis and Mitigation Measures

This section discusses potential impacts associated with the project and provides mitigation measures where necessary.

Routine Use

Impact HAZ-1: **The project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Impact Analysis

Short-Term Impacts

Construction Activities

Grading and construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials, such as the fueling/servicing of construction equipment. However, such activity is short-term in nature and is subject to federal, state, and local health and safety requirements. While no impacts are anticipated due to contaminated soils or from the existing rubbish and burned motor homes located on-site, if such soils or rubbish are later determined to be hazardous, all standard hazardous materials remediation and removal procedures will be adhered to. Thus, with adherence to federal, state, and local health and safety requirements, potential impacts associated with construction activities creating a significant hazard to the public or the environment during the routine transport, use, or disposal of hazardous materials would remain less than significant.

Long-Term Impacts

Hazards and Hazardous Materials

In May 2007, RM Environmental performed a Phase I Environmental Site Assessment of the subject property and the adjacent property (APNs 413-270-012 and -013). The scope of work completed for the investigation includes a field reconnaissance of the site and surrounding areas, personal interviews, record and document review, historic map and aerial photo review, selected soil sampling and laboratory analysis, evaluation of the data collected, and submittal of a report.

The findings of the 2007 Phase I ESA indicated no significant evidence of recognized environmental conditions pertaining to the site. No additional environmental investigation was recommended for the project site. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials would be less than significant.

The project site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project is not anticipated to create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Although a limited amount of cleaning supplies and other potentially hazardous cleaning-related supplies may be stored on-site, they are not anticipated to be of sufficient quantity to pose a significant hazard to the public or environment. Additionally, the project would comply with all applicable laws regarding the use, storage, and disposal of hazardous materials, including provision of spill prevention kits in accordance with CalOSHA standards. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Accident Conditions

Impact HAZ-2: The project would not 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.

Impact Analysis

The project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions related to the release of hazardous materials into the environment. The operations on-site would comply with all applicable federal, state, and local laws regarding warehouse land uses, and there are no uses contemplated that would involve the use of hazardous materials.

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Although a limited amount of cleaning supplies and other potentially hazardous cleaning-related supplies may be stored on-site, they are not anticipated to be of sufficient quantity to pose a significant hazard to the public or environment. Additionally, the project would comply with all applicable laws regarding the use, storage, and disposal of such materials. Thus, the project is anticipated to have a less than significant impact.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Hazardous Emissions

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact Analysis

The nearest school, Tournament Hills Elementary School, is located approximately 1.10 miles south of the project site. No existing or proposed schools are located within 0.25 mile of the project site. Therefore, implementation of the project will not produce hazardous emissions or otherwise cause hazardous materials impacts upon school facilities located within 0.25 mile of an existing or proposed school. Regardless, the project would not emit significant levels of hazardous emissions either during construction or operations. No impact would occur.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact.

Hazardous Materials Listing

Impact HAZ-4: The project would not 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 not create a significant hazard to the public or the environment.

Impact Analysis

The project site is not listed on the State's list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CalEPA 2012). Thus, the project would have no impact.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact.

Airport Land Use Plan

Impact HAZ-5: **Airports: The project is not 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, and the project would not result in a safety hazard for people residing or working in the project area.**

Impact Analysis

The nearest airport from the project is the Banning Municipal Airport, located approximately 9.6 miles southeast of the project site. Additionally, the Redlands Municipal Airport is located approximately 9.7 miles northwest of the project site (Google Earth 2015). As adopted by the Riverside County Airport Land Use Commission (ALUC), the Riverside County Airport Land Use Compatibility Plan Policy Document establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. As shown in this document in Exhibit 3-10.2 Surrounding Existing Land Use Designations, the project site is not within a compatibility zone for the Banning Municipal Airport (ALUC 2004). Furthermore, according the Riverside County TLMA Geographic Information System, the project is not located in an airport influence area or an airport compatibility zone. The project is a typical warehouse project that will not have any unique operations or features that would place a higher safety risk for the site than would be typical throughout the region. Therefore, the project does not include any inhabitable structures that would put people at risk of safety hazard related to a nearby airport.

The project will not result in an inconsistency with an Airport Master Plan. The project is not located in the vicinity of an airport. The nearest airport to the project site is the Banning Municipal Airport, located approximately 9.6 miles southeast of the project site. A review of the Banning Municipal Airport Master Plan Update shows that the project site does not fall within the boundaries of the plan.

The project will not require review by the Riverside County Airport Land Use Commission because the project is not located in the vicinity of an airport. The nearest airport to the project site is the Banning Municipal Airport, located approximately 9.6 miles southeast of the project site. The Redlands Airport is located approximately 9.7 miles northwest of the project site. The March Air Force Base is located approximately 14 miles southwest of the project site. The Hemet Ryan Airport (i.e., Ryan Field) is located approximately 16 miles south of the project site. Because of the project's distance from the closest airports, the project would not require review by the Riverside County Airport Land Use Commission. Additionally, the buildings proposed on the project site would be approximately 39 feet in height, will not create any substantial glare or have operations that would cause a risk to air traffic, and would not interfere with any flight patterns for aircraft or helicopters. Thus, the project would have no impact.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact.

Private Airstrips

Impact HAZ-6: **Airports: For a project within the vicinity of a private airstrip, or heliport, the project would not result in a safety hazard for people residing or working in the project area.**

Impact Analysis

There are no private airstrips or helipads in the vicinity of the project site (AirNav.com 2013; Google Earth 2015). The nearest heliport to the project site is Riverside County Regional Medical Center Heliport, located approximately 10.5 miles southwest of the project site. As discussed, the project is a typical warehouse project that will not have any unique operations or features that would place a higher safety risk for the site than would be typical throughout the region. Therefore, the project will not present a safety hazard for people residing or working in the project area.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact.

Emergency Response or Evacuation Plan

Impact HAZ-7: **The project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.**

Impact Analysis

The project will not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The County of Riverside has an established Emergency Operations Plan, which this project is not anticipated to interfere with (Riverside County Operational Area Emergency Operations Plan 2006). During construction, traffic management plans will be in place to ensure that no impacts or delays to emergency response occur along Cherry Valley Boulevard. Once operational, the project would not impede emergency response access on any area roadway. The project will include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire Department personnel. Project frontage improvements will provide adequate access for emergency vehicles. Therefore, the project would have a less than significant impact.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Wildland Fire Hazards

Impact HAZ-8: **Hazardous Fire Area: The project would not 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.**

Impact Analysis

Fire hazard severity zones are delineated at a state level, via the State Responsibility Area (SRA), and at a local level, via the Local Responsibility Area (LRA). The area is not listed as a Very High Fire Hazard Severity Zone for Local Response Areas by Cal Fire (Johnson, pers. comm.). The project site falls within the State Responsibility Area, which is discussed below.

State

A State Responsibility Area (SRA) is defined in Section 4102 of the Public Resources Code as “areas of the State in which the financial responsibility of preventing and suppressing fires has been determined by the board pursuant to Public Resources Code Section 4125, to be primarily the responsibility of the State.”

CAL FIRE determines fire hazard areas based on the severity of fire hazard expected to prevail there. These areas, or “zones,” are based on factors such as fuel, slope, and weather. There are three zones, based on increasing fire hazard: medium, high, and very high. Using the latest fire science, CAL FIRE has developed and field-tested a model that serves as the basis of zone assignments. The model evaluates property by using characteristics that affect the probability of the area burning and potential fire behavior in the area. Many factors are considered, such as fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting (CAL FIRE 2010).

The project site is located within a “High Fire Area” as depicted in the Riverside County Transportation Land Management Agency Geographic Information System. Therefore, the project may have potential risks related to wildland fire hazards. The project will be designed to provide required fire flow (flow rate and pressure) for the project site. Development of the project could reduce the potential for a fire because the site would be developed with buildings and would not remain in its current state. Additionally, the proposed buildings and site improvements could act as a fire break. Impacts would therefore be less than significant.

The project does not propose any residential land uses on-site and no one would reside on the project site. Additionally, the project site has excellent access along Cherry Valley Boulevard, close to the I-10 Freeway, providing any on-site workers plenty of time and access to evacuate the site. For additional discussion, see Section 3.14, Public Services, regarding fire protection services. A less than significant impact is anticipated because prior to permit issuance, grading and building permit applications will require clearance by the County of Riverside Fire Department Fire Chief. Additionally, as outlined in Senate Bill 1241, the County of Riverside shall make the findings below regarding the project prior to approval:

- (1) A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.
- (2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
 - (A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
 - (B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.
- (3) A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

The project may have potential risks related to wildland fire hazards. The project will be designed to provide required fire flow for the project site. Development of the project could reduce the potential for a fire because the site would be developed with buildings and would not remain in its current state. Additionally, the proposed buildings and site improvements could act as a fire break. Prior to permit issuance, grading and building permit applications will require clearance by the County of Riverside Fire Department Fire Chief. Additionally, as outlined in Senate Bill 1241, the County of Riverside shall make the findings above regarding the project prior to approval. These factors would reduce impacts from wildland fires to less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

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