

5.7 HAZARDS AND HAZARDOUS MATERIALS

The six components of the project analyzed herein are:

- 1) Adoption and implementation of the General Plan;
- 2) Adoption and implementation of the revised Zoning Code;
- 3) Adoption and implementation of the revised Subdivision Code;
- 4) Adoption and implementation of an amendment to the Noise Code;
- 5) Adoption and implementation of the Magnolia Specific Plan; and
- 6) Adoption and implementation of the Citywide Design and Sign Guidelines.

Of the six project components, the Zoning Code, Subdivision Code, Noise Code Amendment, Magnolia Avenue Specific Plan and the Citywide Design and Sign Guidelines address site planning, building design and community aesthetics, rather than physical changes to the land and were created for compatibility with the proposed General Plan Update, and are thus not considered to have impacts related to hazards and hazardous materials. These five project components will not be analyzed further in this Section. Impacts related to the adoption and implementation of the General Plan and will be addressed herein.

The Hazards and Hazardous Materials Section of this EIR has been changed from the previously circulated EIR. In addition to the overall changes listed in the Project Description Section of this EIR, background information on hazardous waste sites from Federal and State databases was added and updated, the City of Riverside hazardous waste programs were addressed, emergency response and airport issues were addressed more thoroughly, and analysis was completed for each of the thresholds for the Planning Area. Information for all topics within this Section was verified and updated as necessary.

Since an initial study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to the potential impacts related to transportation of hazardous materials, accidental release of hazardous materials, handling of hazardous materials near a school, sites located on a hazardous materials list that could create a hazard to the public, the project located within an airport land use plan or within the vicinity of an airstrip, interference of an emergency response plan, or exposure to people or structures to a significant risk involving wildland fires.

In addition to other reference documents, the following references were used in the preparation of this Section of the EIR:

- City of Riverside, *Airport Master Plan Final Technical Report for Riverside Airport*, approved by City on November 16, 1999.
- City of Riverside Fire Department, *City of Riverside Fire Department Annual Report for 2005*.
- Letbetter, Joan Breeding. Deputy Fire Marshal, City of Riverside Fire Department.
- City of Riverside Fire Department website. (Available at <http://www.riversideca.gov/fire>)

- County of Riverside Fire Department.
(Available at <http://www.rvcfire.org:8080/firepio/index.jsp>)
- March Joint Powers Authority, *General Plan for the March Joint Powers Authority*, September 15, 1999.
- P&D Consultants, *Public Safety Existing Conditions Report*, September 2003.
- U.S. Environmental Protection Agency, *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Envirofacts Query Form*, May 2007. (Available at http://www.epa.gov/enviro/html/cerclis/cerclis_query.html)
- U.S. Environmental Protection Agency, *Toxic Release Inventory Program*, March 2007. (Available at <http://www.epa.gov/tri/>)
- U.S. Environmental Protection Agency, *Resource Conservation and Recovery Act (RCRCinfo) database*, June 2007. (Available at <http://www.epa.gov/enviro/>)
- California Department of Toxic Substances Control, *EnviroStar Database Find Cleanup Sites*, May 2007. (Available at <http://www.envirostor.dtsc.ca.gov/public/>)
- California Environmental Protection Agency, State Water Resources Control Board, *Underground Storage Tank Programs, Geotracker Database*, May 2007. (Available at <http://www.geotracker.waterboards.ca.gov/search/>)
- City of Riverside website. *Resource for Residents, Household Hazardous Waste*. (Available at <http://www.riversideca.gov/cure/>)

Setting

Hazardous Materials and Wastes

A hazardous material is defined in the General Plan Public Safety Element as any material that because of its quality, concentration or physical or chemical characteristics pose a significant potential hazard to human health or safety or to the environment. The United States Environmental Protection Agency (EPA) defines a hazardous waste as a substance that 1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness; and 2) that poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of or otherwise managed. Hazardous waste is defined as ignitable, corrosive, explosive, or reactive (Federal Code of Regulations-FCR-Title 40: Protection of the Environment, Part 261).

A material may also be classified as a hazardous material if it contains defined amounts of toxic chemicals. Such materials may be released through spilling, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing into the environment. The EPA has developed a list of specific hazardous wastes that are in the form of solids, semi-solids, liquids, and gases. Many businesses in the Project Area are allowed to handle and transport hazardous materials, such as dry cleaners and automotive businesses. The EPA

regulates the production and distribution of commercial and industrial chemicals to protect human health and the environment. The EPA also prepares and distributes information to further the public's knowledge about these chemicals and their effects, and provides guidance to manufacturers in pollution prevention measures, such as a more efficient manufacturing processes and recycling used materials.

All motor carriers and drivers involved in the transportation of hazardous materials must comply with the requirements of Federal and State regulations, and must apply for and obtain a hazardous materials transportation license from the California Highway Patrol. When transporting explosives, inhalation hazard and highway route-controlled quantities of radioactive materials, safe routing, and safe stopping-places are required. The driver is required to display warning placards or markings while hauling hazardous materials.

Given the City of Riverside's proximity to the Santa Ana River and the City's heavy reliance upon local groundwater basins for drinking water, improper use and disposal of hazardous materials poses a significant threat. Sources of possible contaminants include septic systems, composting activities, and business practices. At present, the water supplied by the Riverside Public Utilities Department (RPU) typically meets or exceeds State and Federal water regulations and guidelines. RPU staff monitors the quality of the water supply and complies with State and Federal regulatory activity requirements.

The City owns a total of 133 active and inactive wells. In 2002, an assessment of wells in the Bunker Hill Basin (located north of the City in San Bernardino County) was completed. Contamination plumes in a small number of inactive wells in the Bunker Hill Basin contain Trichloroethylene (TCE), dibromochloropropane (DBCE), and perchlorate plumes. These contaminants are being remediated through water treatment and other methods by other water agencies under the purview of the California Department of Health Services (DHS). Prior DBCE contamination is primarily related to herbicide use in orange groves.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)

The *Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA)* was developed to protect the water, air, and land resources from the risk created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the EPA maintains a list, known as CERCLIS, of all contaminated sites in the nation that have in part or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL.

According to a query of the EPA's Comprehensive Environmental Response, Compensation, and Liability Information System, there are seven CERCLIS sites in the City of Riverside, and one of them is included on the National Priority List, as listed on **Table 5.7-A** and in **Figure 5.7-1, Hazardous Waste Sites**. There are no sites identified in the Sphere Area.



LEGEND

- CERCLIS (Table 5.7-A of the EIR) INVENTORY SITES - May 2007**
1. ALARK HARD CHROME
 2. ALCAN INC.
 3. ALUMAX MILL PRODUCTS INC.
 4. ICI PAINTS DEVICE COATINGS COMPANY
 5. MITCHELL AVE DRUG LAB
 6. RIVERSIDE FERTILIZER WORKS
 7. RIVERSIDE FOUNDRY

TRI (Table 5.7-B of the EIR)

FOR A LIST OF THE TOXIC RELEASE INVENTORY (TRI) AS OF MARCH 2007 SEE TABLE 5.7-B OF THE EIR OR VISIT THE U.S. EPA TOXIC RELEASE INVENTORY PROGRAM WEBSITE

DTSC EnviroStor (Table 5.7-C of the EIR)

ACTIVITY & LAND USE RESTRICTED SITES - MAY 2007

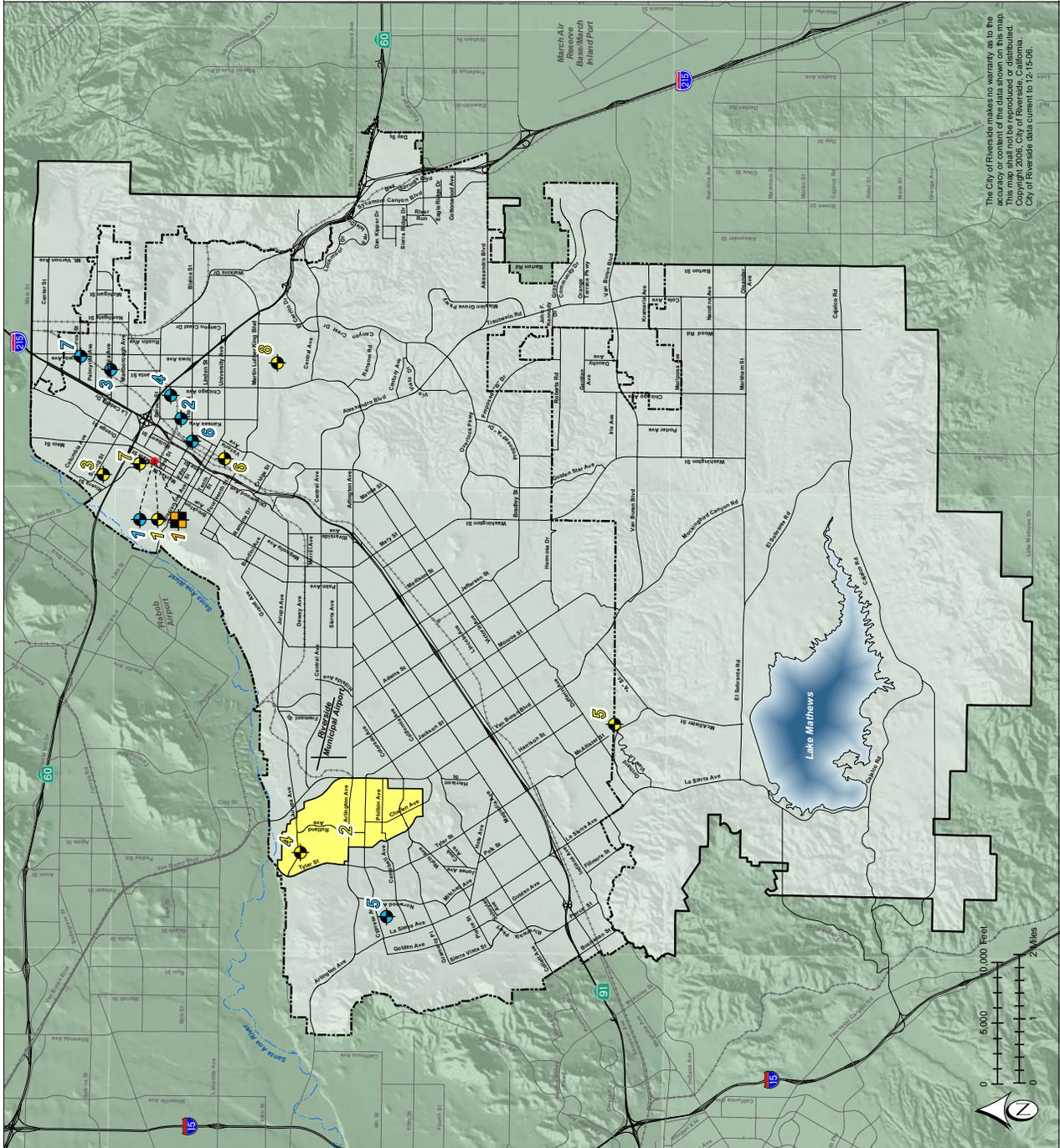
1. ALARK HARD CHROME
2. CAMP ANZA
3. PATRICIA BEATTY ELEMENTARY SCHOOL
4. RIVERSIDE AGRICULTURAL PARK
5. SIERRA CREEK ESTATE
6. SO CAL GAS
7. SYNDER TRUST PROPERTY
8. UNIVERSITY OF CALIFORNIA RIVERSIDE

SUPERFUND SITES

1. ALARK HARD CHROME

- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: US EPA SUPERFUND (CERCLIS), MAY 2007, TOXIC RELEASE INVENTORY PROGRAM, MARCH 2007, CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL/ENVIROSTOR DATABASE, MAY 2007, URL - <http://www.envirostor.dssc.ca.gov/public>



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**Figure 5.7-1
HAZARDOUS
WASTE SITES**

Table 5.7-A CERCLIS Facility Information				
Cerclis EPA Id	Site Name	Address	Federal Facility	NPL Status
CAD098229214	Alark Hard Chrome	2777 Main St Riverside, CA 92501	N	Currently on the Final NPL
CAN000908332	Alcan Inc.	3016 Kansas Ave Riverside, CA 92507	N	Not on the NPL
CAN000908333	Alumax Mill Products Inc.	1495 Columbia Ave Riverside, CA 92507	N	Not on the NPL
CAD097574073	ICI Paints Devoe Coatings Company	2625 Durahart St Riverside, CA 92507	N	Not on the NPL
CAN000906069	Mitchell Avenue Drug Lab	5861 Mitchell Ave Riverside, CA 92505	N	Not on the NPL
CAN000908312	Riverside Fertilizer Works	2622 3rd St Riverside, CA 92507	N	Not on the NPL
CAD983572595	Riverside Foundry	1326 Citrus Ave Riverside, CA 92507	N	Not on the NPL

Source: http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

Toxic Release Inventory (TRI)

The Toxics Release Inventory (TRI) is an EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain industry groups as well as Federal facilities. TRI sites are known to release toxic chemicals into the air. The EPA closely monitors the emissions from these facilities to ensure that their annual limits are not exceeded. TRI reports provide accurate information about potentially hazardous chemicals and their uses to the public in an attempt to give communities more power to hold companies accountable for their actions and to make informed decisions about how such chemicals should be managed.

A total of 29 sites have been identified within the City and one site is located in the Sphere on the EPA’s TRI database as of March 2007 (U.S. Environmental Protection Agency Toxic Release Inventory Program, 3/ 2007) as shown in **Table 5.7-B**.

Table 5.7-B Regulated Facilities in TRI Information		
TRI Facility Id	Facility Name	Address
92507220LB2375T	220 Laboratories	2375 Third St., Riverside, CA 92507
92507LMXML1459C	Alumax Mill Products Inc.	1495 Columbia Ave., Riverside, CA 92507
92507PCHPR6942E	Apache Products Company	6942 Ed Perkic St., Riverside, CA 92504
92504RRMDL16833	Aurora Modular Industries	16833 Krameria Ave., Riverside, CA 92507
92507BLCKH3016K	Blackhawk Furniture	3016 Kansas Ave., Bldg. 14, Riverside, CA 92507
92507BRNSN1200C	Bourns, Inc.	1200 Columbia Ave., Riverside, CA 92507
92507CDDCK1717C	Caddock Electronics, Inc.	1717 Chicago Ave., Riverside, CA 92507
92507CDDCK3127C	Caddock Electronics, Inc.	3127 Chicago Ave., Riverside, CA 92507
92507LLGNC1660I	Cardinal Healthcare	1660 Iowa Ave. Ste 100, Riverside, CA 92507
92501DVLDN930NO	Double D Enterprises, Inc.	930 N. Main Street, Riverside, CA 92501
92504RCRPN7809L	E R Carpenter Company, Inc.	7809 Lincoln Ave., Riverside, CA 92504
92503FBRGL12350	Fiberglass Reinforced Products	12350 Doherty St., Riverside, CA 92503
92507FMCCR4430C	FMC Technologies Inc.	4430 Commerce St., Riverside, CA 92507
92503GRDNS12201	Gordons Cabinet Shop	12201 Magnolia Ave., Riverside, Ca 92503
92503HYDRS12151	Hydroseal Polymers, Inc.	12151 Madera Way, Riverside, CA 92504
92507DVMRN2625D	ICI Paints Devoe Coatings Co.	2625 Durahart St, Riverside, CA 92507
92507KMCWH1455C	KMC Wheel Co.	1455 Columbia Ave., Riverside, CA 92507
92507LXFRS19953	Luxfer Inc.	1995 3 rd St., Riverside, CA 92507
92504SPRMT7888L	Morgan Truck Body, LLC	7888 Lincoln Ave., Riverside, CA 92504
92507SSCTD2626K	New Basis	2626 Kansas Ave., Riverside, CA 92507
92503WNSCR97IND	Owens Corning Fabwel	9700 Indiana Ave., Riverside, CA 92503
92507PPSCL6659S	Pepsi Bottling Group LLC	6659 Sycamore Canyon Blvd., Riverside, CA 92507
92501RBGRP3547M	R B Graphics	3547 Market St., Riverside, CA 92501
92507SMTHS1500E	Ralphs Riverside Facility	1500 Eastridge Ave., Riverside, CA 92507
92503RHRND8200A	Rohr Inc.	8200 Arlington Ave., Riverside, CA 92503
92507SPCLT3038P	Specialty Brands Inc.	3038 Pleasant Street, Riverside, CA 92507
92505STRMC11503	Stremicks Heritage Foods	11503 Pierce St., Riverside, CA 92505
92503SWSSD12171	Swiss Dairy Riverside Plant	12171 Madera Way, Riverside, CA 92503
92504RVRSD7190J	Vertis	7190 Jurupa Ave., Riverside, CA 92504
92507PRKSC6361B	Zinsser & Co., Inc.	6361 Box Springs Blvd., Riverside, CA 92507

Source: US EPA Toxic Release Inventory Program, March 2007.

Department of Toxic Substance Control (DTSC)

The Department of Toxic Substance Control maintains a Hazardous Waste and Substances Site List for site cleanup. This list is commonly referred to as the Cortese List. The List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

DTSC's Site Mitigation and Brownfields Reuse Program EnviroStor database provides DTSC's component of Cortese List data by identifying an Annual Workplan (now referred to State Response and/or Federal Superfund), and Backlog sites listed under Health and Safety Code section 25356. In addition, DTSC's Cortese List includes Certified with Operation and Maintenance sites. **Table 5.7-C**, below, lists the properties in the City of Riverside that, as of May 2007, that are regulated by the DTSC's Site Mitigation and Brownfields Reuse Program where extensive investigation and/or cleanup actions are planned or have been land use restrictions remain. There are no known sites in the Sphere Area. This list includes properties, which may be listed on other Federal lists. The properties listed on **Table 5.7-C** can also be found on **Figure 5.7-1, Hazardous Waste Sites**.

Table 5.7-C DTSC EnviroStor Database Listed Sites			
Site Name	Site Type	Status	Address
Alark Hard Chrome	Federal – Superfund	Active	2777 Main St. Riverside, CA 92501
Camp Anza	State Response	Active	Arlanza Riverside, CA 92505
Patricia Beatty Elementary School	School Cleanup	Active	Strong St. and Rivera St. Riverside, CA 92501
Riverside Agricultural Park	Voluntary Cleanup	Active	7020 Crest Ave. Riverside, CA 92503
Sierra Creek Estate	Voluntary Cleanup	Active	10182 Canal St. Riverside, CA 92503
So Cal Gas/Riverside MGP	Voluntary Cleanup	Active	10 th St and Howard Riverside, CA 92507
Snyder Trust Property	Voluntary Cleanup	No Further Action – Land Use Restrictions	2511 Northbend St. Riverside, CA 92501
University of California Riverside	State Response	Certified – Land Use Restrictions	1060 Pennsylvania Ave. Riverside, CA 92521

Source: www.envirostor.dtsc.ca.gov/public

As noted in **Table 5.7-C**, there are two sites in the City that the DTSC has identified as having land use restrictions for future development. The 0.5-acre Snyder Trust Property at 2511 Northbend Street, Riverside completed a voluntary cleanup. The DTSC as of May 8, 2007 has designated its status as no further action required with the implementation of the land use covenant on the property. The land use restrictions recorded on April 13, 2007 include: asphalt cover not be disturbed without approval; residential uses, day care and elder care center uses, public or private schools for persons under 21 be prohibited; no excavation or activities which disturb the soil at any depth without approval; land use covenant; and notifications prior to development, prior to subsurface work, and prior to change in land use. The second site, located in the Agricultural Operation Yard of the University of California, Riverside campus at 1060 Pennsylvania Avenue, has been certified by the DTSC. The covenant recorded on July 26, 2006 includes the following land use restrictions for future development: prohibition of day care center or hospital; no excavation or activities which disturb the soil at any depth without approval; only extraction of groundwater for site remediation permitted; prohibition of the raising of food; no groundwater extraction at any depth without approval; land use covenant; maintenance of groundwater monitoring, notifications prior to subsurface work, prior to change in land use; no oil or gas extraction at any depth and activities prohibited which disturb the remedy and monitoring systems without approval.

Hazardous Waste Generators

Approximately ten percent of developed land in the Project Area is designated for industrial uses such as manufacturing and warehousing activities. Over 631 commercial businesses located throughout the Project Area are small-quantity generators that produce hazardous waste and have business emergency plans for the chemicals they use according to the Riverside County's Department of Environmental Health. These businesses include automotive repair, dry cleaners, educational facilities, gas stations, hospitals and medical clinics, manufacturers, photograph processing, and printing companies. Pursuant to Federal law, all such generators must register with the EPA for record keeping and recording.

Generally, small-quantity generators are facilities that produce between 100 and 1,000 kilograms (Kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons). Larger businesses such as chemical manufacturers and petroleum refineries can generate large quantities of hazardous waste. The EPA defines a large quantity generator as a facility that produces over 1,000 Kg (2,200 pounds or about 275 gallons) of hazardous waste per month. As discussed later in the Regulatory Framework, large quantity generators are fully regulated under the Resources Conservation and Recovery Act (RCRA).

According to the most recent EPA data available, there are 47 large quantity generators and approximately 423 small quantity generators that have registered within the Planning Area boundaries.

California Accidental Release Prevention

The California Accidental Release Prevention (CalARP) Program was established to prevent accidental releases of substances determined to potentially pose the greatest risk of immediate harm to the public and the environment. The program is also intended to mitigate the effects of an accidental release. The stationary sources in the Project Area having developed risk management programs (RMPs) are shown in **Table 5.7-D**. Compliance with the provisions of the CalARP program substantially meet the Risk Management Program requirements established by the EPA.

Table 5.7-D CalARP RMP Facilities in the Project Area		
Facility	Location	Chemical ¹
Carpenter Company	7809 Lincoln Ave.	710,000 lbs of toluene diisocyanate
City of Riverside Public Utilities	3672 Placentia Lane	2,250 lbs chlorine gas
City of Riverside Water Quality Plant	5950 Acorn St.	100,000 lbs chlorine and 100,000 lbs sulfur dioxide
Mills Filtration Plant	550 Alessandro Blvd.	72,000 lbs chlorine
Ralphs Grocery Co. Distribution	1500 Eastridge Ave.	64,364 lbs anhydrous ammonia
Stremicks Heritage Foods	11503 Pierce St.	6,500 lbs anhydrous ammonia
Swiss Dairy Corporation	4221 Buchanan St.	6,500 lbs anhydrous ammonia
Pepsi Bottling Group	6659 Sycamore Canyon Blvd.	9,778 lbs anhydrous ammonia
Wild Oats	2360 Cottonwood Ave.	9,500 lbs anhydrous ammonia
Windsor Foods	3038 Pleasant St.	37,228 lbs anhydrous ammonia

Source: City of Riverside Fire Department, Joan Breeding Letbetter, Deputy Fire Marshal, 2007.

¹ The release of chemicals on these sites does not reflect potential adverse effects on human health and the environment. The determination of potential risk depends upon many factors, including toxicity of the chemical and the amount and duration of human or other exposure to the chemical after release.

Underground Storage Tanks

An underground storage tank (UST) is defined by law as "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground" (certain exceptions apply). The California Environmental Protection Agency, State Water Resources Control Board (SWRCB) established an Underground Storage Tank Program to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The SWRCB Program has four elements including leak prevention, cleanup, enforcement and tank tester licensing. The Board maintains a searchable database, Geotracker, to identify sites and facility with underground storage tanks.

A review of the SWRCB database yielded 156 underground storage tanks that have been reported in the Planning Area.

Leaking Underground Fuel Tanks

Leaking underground fuel tanks (LUFTs) are one of the greatest environmental concerns of the past several decades. According to data from the State Water Resources Control Board as of May 2007, 256 underground fuel tank leak locations have been reported in the Planning Area. Of these, 174 sites have been either cleaned up or deemed to be of no environmental consequence, leaving 82 cases that are still open and in various stages of the remediation process. The City of Riverside Office of Emergency Services maintains an inventory of LUFT sites.

Household Hazardous Waste

The EPA defines household hazardous waste as “leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive.” According to the EPA, Americans generate approximately 1.6 million tons of household hazardous waste per year, while the average home can accumulate as much as 100 pounds of household hazardous waste in the basement and garage or in storage closets. Methods of improper disposal of household hazardous wastes commonly include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these wastes can pollute the environment and pose a threat to human health.

To effectively manage hazardous materials and wastes by large users, the City has implemented applicable portions of the Riverside County Hazardous Waste Management Plan. The City’s Household Hazardous Waste Collection program targets the appropriate disposal of household solvents, batteries, and chemicals that require special disposal practices to prevent environmental damage. In addition to these programs, the Riverside Fire Department’s Hazardous Materials Response Unit responds to incidents involving hazardous materials. The Department’s Certified Unified Program Agency also regulates hazardous materials in the City. The Riverside Public Works Department monitors hazardous wastes entering the City’s sewers.

Airport Hazards

Riverside Municipal Airport is situated on 451 acres in the northwest portion of the Planning Area, bordered by Arlington Avenue to the south, Hillside Avenue to the east, Van Buren Boulevard to the west and Central Avenue to the north. The airport is classified as a Reliever General Aviation Airport and is owned and operated by the City. The City of Riverside Airport Commission acts as an advisory board and oversees airport operation. Airport development is programmed in the Riverside Airport Master Plan, which was last updated in 1999 in cooperation with the Federal Aviation Administration. Aircraft approach and departure traffic patterns associated with Riverside Municipal Airport operations fly over developed areas of the City. **Figure 5.7-2, Airport Safety & Compatibility Zones** identifies the zones where land use activities are restricted.

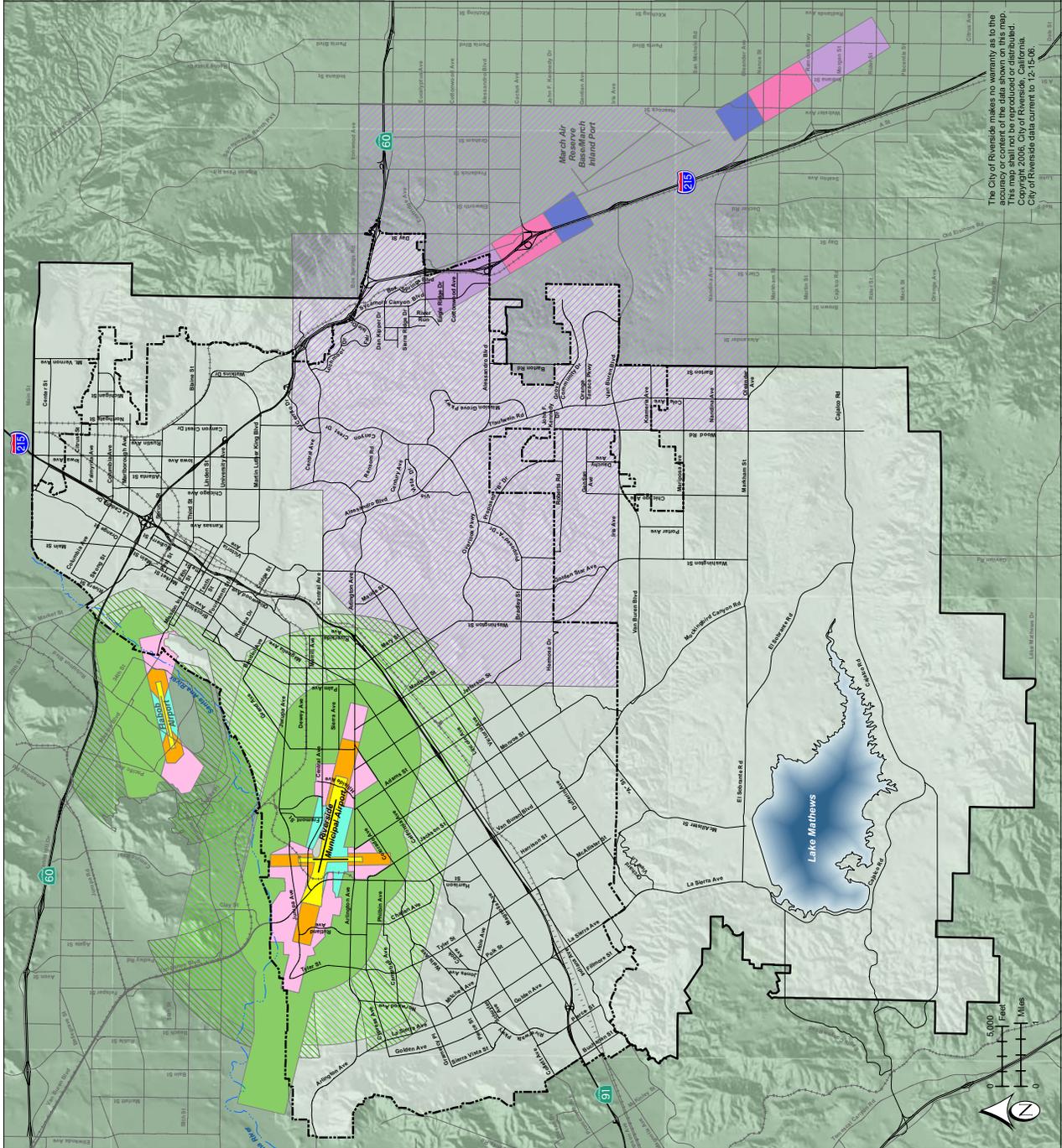


LEGEND

- RIVERSIDE MUNICIPAL AND FLABOB AIRPORT SAFETY ZONES
- ADJACENT TO RUNWAY
- RUNWAY PROTECTION ZONE
- INNER APPROACH DEPARTURE ZONE
- EXTENDED APPROACH/DEPARTURE ZONE
- PRIMARY TRAFFIC PATTERNS
- OTHER AIRPORT ENVIRONS
- MARB/MIP SAFETY ZONES
- ACCIDENT POTENTIAL I
- ACCIDENT POTENTIAL II
- CLEAR ZONE
- OTHER AIRPORT ENVIRONS
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE: SEE THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN FOR ASSOCIATED POLICIES

SOURCE: RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN, ADOPTED DECEMBER 2006 FOR FLABOB AIRPORT AND MARCH 2006 FOR RIVERSIDE MUNICIPAL AIRPORT AND 1998 AICUZ. THIS GRAPHIC WILL BE UPDATED TO REFLECT THE 2009 AICUZ AS PART OF THE IJLUS PROCESS AND SUBSEQUENT ADOPTION.



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**Figure 5.7-2
AIRPORT SAFETY AND
COMPATIBILITY ZONES**

The approximately 2,400-acre March Air Reserve Base (MARB) is not within the Planning Area but located southeast of the Planning Area between the City of Riverside and the City of Moreno Valley. MARB had earlier served as a United States Air Force Base. In 1996, the Department of Defense redesignated the base as an air reserve base. A Joint Powers Authority (JPA), of which the City of Riverside is an active participant, administers operations on the base. In addition to the air reserve activities, the JPA's long-range plan calls for the base to serve as an inland port, accommodating cargo in transfers between ground and air shipping.

Flabob Airport, located west of the Santa Ana River in the unincorporated community of Rubidoux (not located in the Planning Area), is approximately two miles northwest of the City of Riverside's Downtown Central Business District. Its influence in the Planning Area, along with that of the Riverside Municipal Airport and MARB is shown in **Figure 5.7-2**.

Aircraft crash risk is an important consideration in land use planning around airport facilities. **Figure 5.7-2** shows heightened hazard areas for Riverside Municipal, Flabob, and MARB. These zones establish areas where the risk of a crash is determined in relation to take off and landing patterns. Even though the MARB is not located within the City of Riverside, flight patterns impact the neighborhoods of Orangecrest, Mission Grove, and Sycamore Canyon/Canyon Springs.

Also shown in **Figure 5.7-2**, the Riverside Municipal and Flabob Airports involve six zones of airport influence areas, as delineated in the Riverside County Airport Land Use Compatibility Plan, adopted October 2004. Although located outside the Planning Area, portions of the Flabob Airport Land Use Compatibility Plan affect the City. Affected areas correspond to the largely undeveloped areas or areas with low intensity residential development north and west of Brockton Avenue.

With regard to MARB, an Air Installation Compatible Use Zone (AICUZ) Study performed by the United States Air Force designates a "Clear Zone" and two "Accident Potential Zones" (APZs) based on landing thresholds for each runway at the base. These zones are 3,000 feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people-intensive and hazardous uses are restricted because of the increased risk of aircraft accidents. Additionally, March JPA is currently preparing a Joint Land Use Study (JLUS) to investigate issues relative to the site's planned military and cargo port uses. The City of Riverside is participating in the development of the JLUS in coordination with the March JPA. The General Plan was created to be consistent with the Draft JLUS, which is in the process of being adopted.

Emergency Response

Any potential hazard in the City resulting from a manmade or natural disaster may result in the need for evacuation of few or thousands of citizens in the Planning Area. Homeland security has brought disaster awareness to the forefront of the minds of the community, safety officials, and City staff. The Emergency Management Office within the Riverside Fire Department coordinates

emergency response, disaster preparedness and disaster recovery by activating the Standardized Emergency Management System (SEMS). The Office prepares an Emergency Operations Plan, essential to the coordination of efforts in response to a major disaster. The SEMS creates a system where City, county, and State emergency services work in to respond to any disaster in a coordinated approach.

The Emergency Operations Center (EOC) is a secure facility where designated City personnel congregate to work in response to a disaster. The EOC is located in the basement of the Downtown Police Department at 4102 Orange Street.

Wildfire Hazards

Due to its weather, topography and native vegetation, nearly all Southern California area is at some risk from wildland fires. The extended droughts characteristic of California's Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires, which can spread into urban areas.

Wildland-urban fires occur when a fire burning in wildland vegetation gets close enough to ignite urban structures. Areas of dense, dry vegetation, particularly in canyon areas and hillsides pose the greatest wildland fire potential. The major urban/rural interface areas that are at risk of fire include Mount Rubidoux, the Santa Ana River basin, Lake Hills, Mockingbird Canyon/Monroe Hills, Sycamore Canyon, Box Springs Mountain and the La Sierra/Norco Hills, refer to **Figure 5.7-3, Fire Hazard Areas**. Box Springs Mountain contains areas that have high fire risk susceptibility and Mockingbird Canyon and the Southern Sphere Area contain areas that have a moderate susceptibility to fire.

As noted on Figure 5.7-3A – Fire Responsibility Areas, the City has three divisions for fire responsibility within the Planning Area. The areas surrounding the March Air Reserve Base are under federal responsibility. The area known as Box Springs Mountain Regional Reserve in the northeast corner of the City's Planning Area as well as land in the southern quadrant near Lake Mathews falls under the responsibility of the State of California. The State Responsibility Areas (SRA's) are located within the City's sphere portion of the Planning Area and are currently under the County's jurisdiction. The remaining areas are under local responsibility by either the City of Riverside's Fire Department or the County Fire Department in unincorporated portions of the Planning Area.

Many factors contribute to an area being at risk for structural fire in terms of the local fire departments capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size. The City's daytime population levels may also add to the congestion and difficulty of ingress and egress of emergency response vehicles.

Many of the structures in the older portions of the City are susceptible to urban fires. These areas were built according to older building standards and fire codes, with no internal sprinklers and other fire safety systems in place, and made from non-fire resistive construction materials.

Earthquake-induced fires have the potential to be the worst-case fire-suppression scenarios for a community because an earthquake can cause multiple ignitions distributed over a broad geographic area.

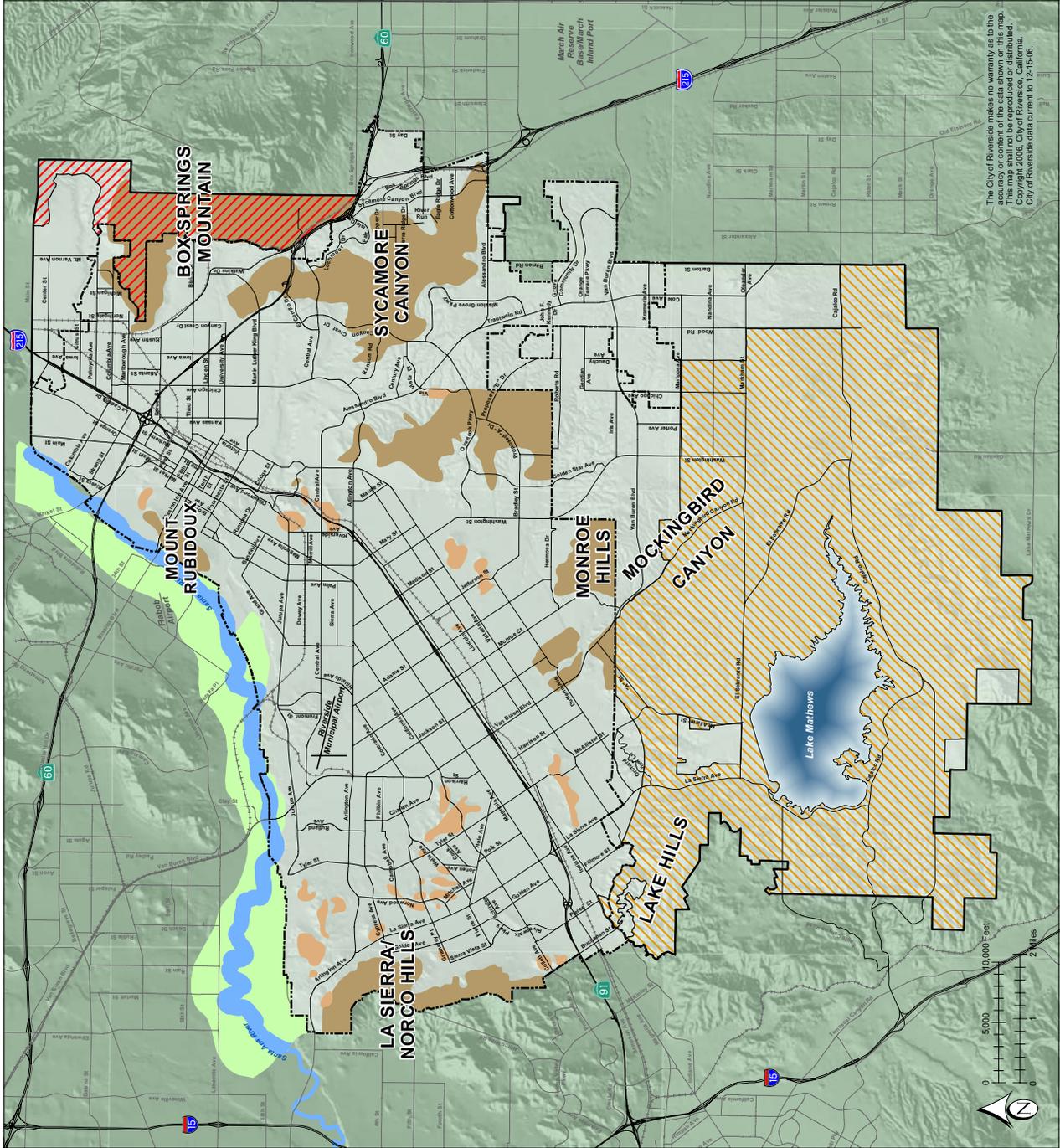
The City of Riverside Fire Department (RFD) is a first responder to fire emergencies. Refer to Section 5.13 (Public Services) for more information regarding RFD operations. In addition to the RFD stations in the City of Riverside, the Riverside County Fire Department and the California Department of Forestry and Fire Protection also provide service to portions of City of Riverside and unincorporated territory within the City's Sphere of Influence.



LEGEND

- HILLS AND CANYONS
 - LOCAL HILLS
 - SANTA ANA RIVER WATERCOURSE
 - SANTA ANA RIVERBED
- HAZARD RATING**
- VERY HIGH
 - MODERATE
- RIVERSIDE CITY BOUNDARY
 - RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION, FIRE HAZARD SEVERITY ZONES, 1985



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Figure 5.7-3
FIRE HAZARD AREAS



LEGEND

Fire Responsibility Areas

- Federal Responsibility Area
- State Responsibility Area
- Local Responsibility Area
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION, STATE RESPONSIBILITY AREAS FOR FIRE PROTECTION, 2007

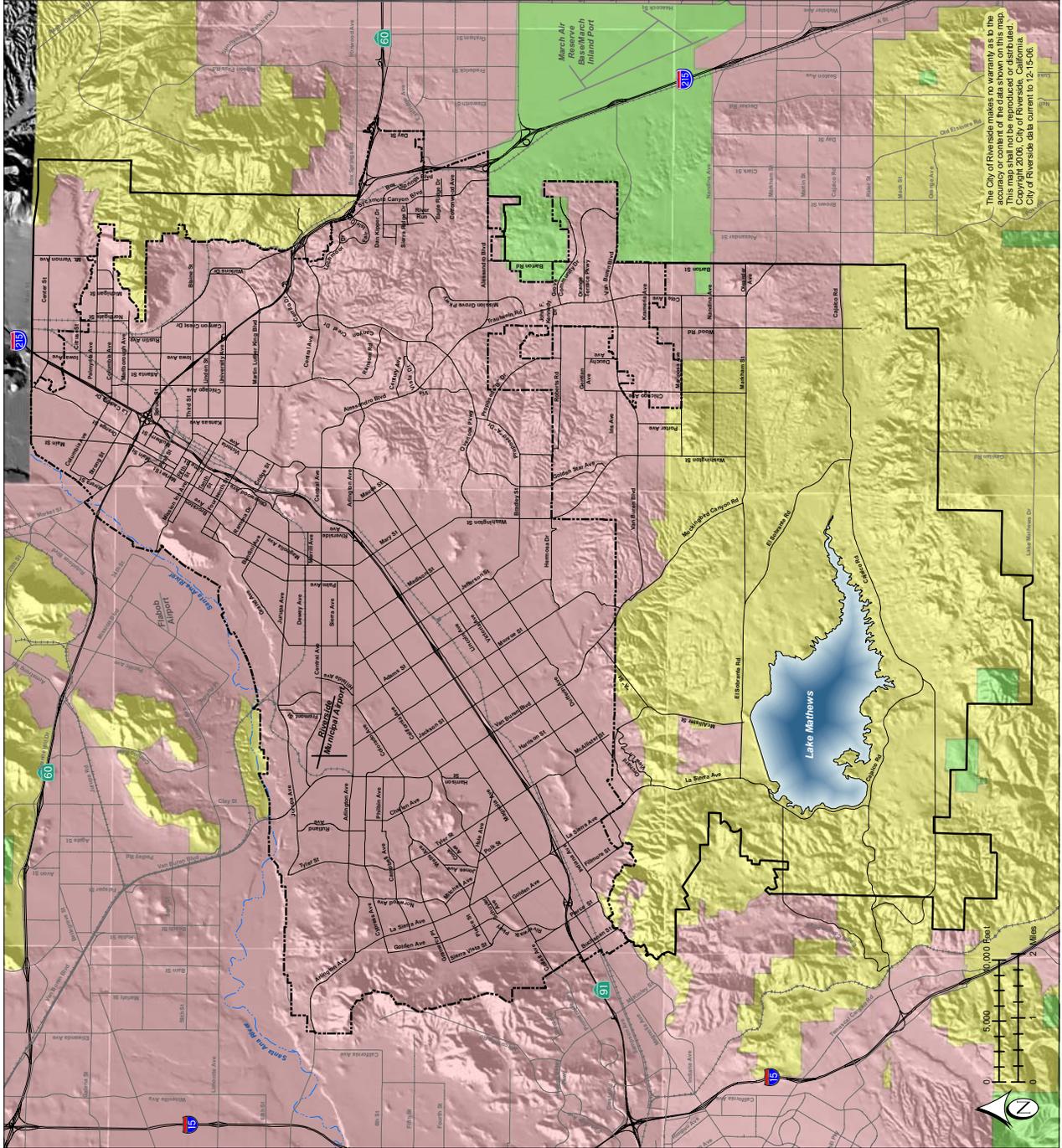


Figure 5.7-3A
FIRE RESPONSIBILITY AREAS

Thresholds of Significance

The City of Riverside has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this Section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the Project:

- creates a significant hazard to the public or the environment through the routine use, transport, storage, or disposal of hazardous materials.
- creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport, and would result in a safety hazard for people residing or working in the project area.
- is within the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area.
- impairs implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- exposes people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Related Regulations

A number of Federal, State, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and management of hazardous materials are regulated independently of the CEQA process through programs administered by various agencies at the Federal, State, and local levels. An overview of the key hazardous materials laws and regulations that apply to the proposed project components are provided below.

Federal

Several Federal agencies regulate hazardous materials. These include the EPA, the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable Federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of

packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Some of the major Federal laws and issue areas include the following statutes:

- Resource Conservation and Recovery Act (RCRA) – hazardous waste management.
- Hazardous and Solid Waste Amendments Act (HSWA) – hazardous waste management.
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – cleanup of contamination.
- Superfund Amendments and Reauthorization Act (SARA) – cleanup of contamination.
- Emergency Planning and Community Right-to-Know (SARA Title III) – business inventories and emergency response planning.

The EPA is the primary Federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the Federal level is delegated to State and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the Federal, State, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

State

Primary State agencies with jurisdiction over hazardous chemical materials management are the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). Implementation of SWRCB requirements is delegated to local regional boards. The Regional Water Quality Control Board (RWQCB) for the City of Riverside and its Planning Area is Region 8 – Santa Ana. Other State agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), Office of Emergency Services (OES-California Accidental Release Prevention implementation), Department of Fish and Game (DFG), Air Resources Board (ARB), Caltrans, State Office of Environmental Health Hazard Assessment (OEHHA-Proposition 65 implementation) and the California Integrated Waste Management Board (CIWMB). The enforcement agencies for hazardous materials transportation regulations are the CHP and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulation.

Hazardous chemical and biohazardous materials management laws in California include the following statutes:

- *Hazardous Materials Management Act* – business plan reporting
- *Hazardous Waste Control Act* – hazardous waste management
- *Safe Drinking Water and Toxic Enforcement Act of 1986* (Prop 65) – releases of and exposure to carcinogenic chemicals
- *Hazardous Substances Act* – cleanup of contamination
- Hazardous Waste Management Planning and Facility Siting (*Tanner Act*)
- Hazardous Materials Storage and Emergency Response
- *California Medical Waste Management Act* – medical and biohazardous wastes

State regulations and agencies pertaining to hazardous materials management and worker safety, which are applicable to the City and proposed General Plan Update, are described below.

California Environmental Protection Agency

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the State. Within Cal/EPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWRCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup through their regional boards. SWRCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

RCRA of 1976 is the principal Federal Law that regulates the generation, management, and transportation of hazardous materials and other wastes.

The DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reductions, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to

ensure that people who manage hazardous waste follow State and Federal requirements. As such, the management of hazardous waste in the Planning Area would be under regulation by the DTSC to ensure compliance with State and Federal requirements pertaining to hazardous waste.

California law provides the general framework for regulations of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for State regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste," and requires permits for, and inspections of facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

Tanner Act

Although there are numerous State policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (AB 2948) that was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the State available for certain local decision.

Hazardous Materials Management Plans

In January 1996, Cal EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous materials release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency-the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. For the City of Riverside, CUPA jurisdiction is a division under the fire department.

State and Federal law requires detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or mitigate injury to health or the environment. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the Federal Accidental Release Prevention program (Title 40, CFR Part 68) with certain additions specific to the State pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist in Federal and State laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employees are to properly train workers.

Hazardous Materials Transportation

The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release site often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWRCB are the two primary State agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to Federal and State laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable Federal, State, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineates the general extent of contamination; estimates the potential threat to public health and/or the environment from the release and provides an indicator of relative risk, determines if an expedited response action is required to reduce an existing or potential threat; and completes preliminary project scoping activities to determine data gaps and identifies possible remedial action strategies to form the basis for development of a site strategy.

Siting of Schools

The California Education Code (Section 17210 *et seq.*) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risk (if any) associated with a site. Recent legislation and changes to the Education Code identify DTSC's role in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that will receive State funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight. DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

Government Code 1103 – 1103.4

California Civil Code Section 1103 -1103.4 applies to the transfers of real property between private parties, as defined therein, and requires notification upon transfer if the property is affected by one or more natural hazards. A standardized "Natural Hazard Disclosure Statement" (Section 1103.2) is provided which requires that the following potential hazards be disclosed, if known: FEMA flood hazard areas, dam failure inundation areas, very high fire hazard severity zone, wildland area with forest fire risks, earthquake fault zone, and seismic hazard zones including landslide and liquefaction. The proposed Project identifies all of these hazards within the Planning Area with the exception of the forest fire risks.

Local

Riverside County Airport Land Use Compatibility Plan (RCALUCP)

The Riverside County Airport Land Use Compatibility Plan designates zones of airport-influenced areas for airports in Riverside County and proposed a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue and are compatible.

Riverside Airport Master Plan

The Riverside Airport Master Plan approved in November 1999 was a cooperative effort between the City and the Federal Aviation Administration. The preparation of the Master Plan illustrates the importance of Riverside Municipal Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The City will continue to use the Master Plan to guide development on the airport to ensure the airport's long-term viability and to reduce the risk of potential aircraft-related hazards.

Air Installation Compatible Use Zone Study

In regard to March Air Reserve Base, the Air Installation Compatible Use Zone (AICUZ) Study performed by the United States Air Force designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people-intensive and hazardous uses should be restricted because of the risk of aircraft accidents in these areas. In addition, it establishes an area of influence, which will be subject to noise and other concerns.

Additionally, March JPA is currently preparing a Joint Land Use Study (JLUS) to investigate issues relative to the site's planned military and cargo port uses. The City of Riverside is participating in the development of the JLUS in coordination with the March JPA. The General Plan was created to be consistent with the Draft JLUS, which is in the process of being adopted. The March JLUS for the joint use of March Air Reserve Base/March Inland Port will become the compatibility plan incorporated into the Riverside County Airport Land Use Compatibility Plan. Even though MARB is outside the City and its Sphere of Influence, MARB operations impact lands within Riverside's Planning Area.

C.U.R.E

The City of Riverside and *Keep Riverside Clean and Beautiful* have partnered to clean up Riverside. C.U.R.E. is a program that focuses on promoting the value of having a clean City, raising consciousness of litter habits, and improving overall community pride and involvement. As part of the C.U.R.E. campaign, the City hosts periodic Household Hazardous Waste special collection events for items like appliances, computers, televisions, and tires.

City of Riverside Municipal Code

Title 14 Public Utilities of the Municipal Code, Chapter 14.12 Discharge of Wastes Into the Public Sewer And Storm Drain Systems, Section 14.12.315, prohibits waste discharges by a person or user into a collection system of the City or a Community Services District.

Office of Emergency Management (OEM) Strategic Plan

The Office of Emergency Management (OEM) Strategic Plan for Fiscal Years 2007 -2010 identifies OEM's key goals and objectives and articulates the agency's core responsibilities, mission and guiding principals.

Riverside Operational Area -- Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP)

The Riverside Operational Area -- Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) dated October 5, 2004 is Riverside's commitment to reduce risks from natural and other hazards, and serves as a guide for decision makers as they commit resources to reducing the effects of natural and other hazards. It also serves as a basis for State OES to provide technical assistance and to prioritize project funding.

Emergency Operations Plan

The Emergency Operations Plan, approved in May 2002, addresses the City's planned response to emergencies associated with natural disasters and technological incidents – including both peacetime and wartime nuclear defense operations.

Hazardous Materials Response Plan

The Fire Department has two levels of a Hazardous Materials Response Plan. The first level is for all responders and the second is specifically for the City's Hazardous Materials Response Team. In addition, the County has a similar plan for multi-agency response.

Related General Plan Policies

In recognition of the potential risks associated with hazardous materials, the Public Safety Element includes the following policies to protect the community from hazardous materials:

Managing Hazardous Materials

Policy PS-3.1: Ensure that hazardous materials used in business and industries are handled properly.

Policy PS-3.2: Provide the Fire Department with resources to ensure that hazardous materials used and generated by businesses are handled properly.

- Policy PS-3.3: Work with responsible Federal, State, and County agencies to identify and regulate the disposal of toxic materials.
- Policy PS-3.4: Reduce the risks associated with ground transportation hazards, where feasible.
- Policy PS-3.5: Encourage sewer service to minimize groundwater contamination.

The Public Safety Element supports safety through policies designed to provide and enhance fire response. These policies are as follows:

Fire Prevention and Response

- Policy PS-6.1: Ensure that sufficient fire stations, personnel and equipment are provided to meet the needs of the community as it grows in size and population.
- Policy PS-6.2: Endeavor to meet/maintain a response time of five minutes for Riverside's urbanized areas.
- Policy PS-6-3: Integrate fire safety considerations in the planning process.
- Policy PS-6.4: Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.
- Policy PS-6.5: Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
- Policy PS-6.6: Continue to implement stringent brush-clearance requirements in areas subject to wildland fire hazards.
- Policy PS-6.7: Continue to involve the City Fire Department in the development review process.
- Policy PS-6.8: Pursue strategies that maintain the City's Class 2 ISO rating.
- Policy PS-6.9: Provide outreach and education to the community regarding fire safety and prevention.
- Policy PS-6.10: Identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.

Multi-Hazard Functional Planning and Interagency Response

- Policy PS-9.8: Reduce the risk to the community from hazards related to geologic conditions, seismic activity, flooding and structural and wildland fires by requiring feasible mitigation of such impacts on discretionary development projects.

The General Plan Public Safety, Land use and Urban Design and Circulation and Community Mobility Elements provide the following policies to minimize the risk of hazards posed by air transportation:

Air Transportation

- Policy PS-4.1: Minimize the risk of potential hazards associated with aircraft operations at the Riverside Municipal Airport, March Air Reserve Base/March Inland Cargo Port and Flabob Airport through the adoption and implementation of the Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan.
- Policy PS-4.2: When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.
- Policy PS-4.3: Encourage development in the vicinity of the Riverside Municipal Airport that would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Riverside County Airport Land Use Compatibility Plan for the airport.
- Policy PS-4.4: Maintain open space adjoining the Riverside Municipal Airport, March Air Reserve Base/March Inland Cargo Port and Flabob Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the Riverside County Airport Land Use Compatibility Plan and the Riverside Municipal Airport Master Plan.
- Policy PS-4.5: Review the Riverside Municipal Airport Master Plan periodically to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property and recommend land use capability standards for land surrounding the airport.
- Policy PS-4.6: Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan.
- Policy PS-4.7: Ensure compatible land uses near March Air Reserve Base/March Inland Cargo Port through participation of staff and elected officials in the adoption of the March Joint Land Use Study and the Riverside County Airport Land Use Compatibility Plan.

Airports

- Policy CCM-11.1: Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development.
- Policy CCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan and all other applicable State and Federal regulations.
- Policy CCM-11.3: Ensure that Riverside Municipal Airport continues to serve general aviation needs.
- Policy CCM-11.4: Support continued development of MARB/MIP.

Policy CCM-11.5: Coordinate public and local transit with planning for air transportation.

Policy CCM-11.6: Encourage the development of high-speed ground transportation systems to supplement the air travel system for meeting regional travel needs.

Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, traffic congestion and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.

Relationship to Nearby Airports

Policy LU-22.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the new Airport Land Use Compatibility Plan.

Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.

Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.

Policy LU-22.5: Review all proposed projects within airport influence areas of Riverside Municipal Airport, Flabob Airport, or March Air Reserve Base/Inland Port Airport as noted on **Figure 5.7-2, Airport Safety Zones and Compatibility Zones** for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.

Policy LU-22.6: Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport, or March Air Reserve Base/March Inland Port Airport and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

Policy LU-22.7: Prior to the adoption or amendment of this General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport, or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the Airport Land Use Commission as provided by Public Utility Code Sections 21670 et seq.

Policy LU-22.8: The City may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the Airport Land

Use Commission under the Airport Land Use Law in the following circumstances:

- a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (ALUCP) or its provisions; or
- b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.
- c. ALUC Request: The ALUC requests that certain types be voluntarily submitted for review. These actions are identified in the ALUCP as “major land use action.”

Policy LU-22.9: All development proposals within an airport influence area and subject to ALUC review will also be submitted to the manager of the affected airport for comment.

Policy LU-23.1: *As it relates to Riverside Municipal Airport ...* Promote additional aviation related/business uses in the area north of runway 9-27.

Airport

Policy LU-31.1: *As it relates to Riverside Municipal Airport,...*Target industries that would benefit from proximity to the Airport.

Policy LU-32.1: Encourage developers of single-family residences to include a higher level of sound attenuation in new homes than required by City standards.

Mission Grove

Policy LU-69.1: Do not permit further amendments to the Mission Grove Specific Plan that would increase the residential density of the neighborhood or otherwise conflict with ongoing safe operations at March Air Reserve Base/Inland Port as called out in the Riverside County Airport Land Use Compatibility Plan.

Policy LU-69.2: Pursue appropriate annexation opportunities of the properties southerly of Alessandro Boulevard, between the City limit lines and the March Joint Powers Authority properties.

Policy LU-69.3: Work cooperatively with the March Joint Powers Authority to ensure compatibility of land uses.

Orangecrest

Policy LU-75.1: Avoid creating any hindrance to safe operations at the March Air Reserve Base/Inland Port using the Riverside County Airport Land Use Compatibility Plan when reviewing projects within the airport influence area for consistency.

Policy LU-75.2: Identify and proactively undertake logical annexation opportunities to improve the consistency and coherence of the neighborhood.

Policy LU-75.3: Encourage local-serving retail development to provide nearby shopping opportunities within the neighborhood.

- Policy LU-75.4 Encourage the timely development of planned parks, schools and libraries.
- Policy LU-75.5: Coordinate with the March Joint Powers Authority (MJPA) as plans for the March Inland Port are formulated and implemented.

Refer to Section 5.9 (Land Use and Planning), Section 5.15 (Transportation and Traffic) and Section 5.11 (Noise) for more information regarding policies related to airport operations.

The following policies from the Public Safety Element provide for improved reaction to emergency situations:

Multi-Hazard Functional Planning and Interagency Response

- Policy PS- 9.1: Maintain an effective, coordinated and up-to-date community-wide emergency response plan.
- Policy PS-9.2: Support the Riverside Emergency Management Office in coordinating the City's response to disasters, providing public outreach and presentations and assisting residents to prepare for major events.
- Policy PS-9.3: Review and test the City's Emergency Operations Plan periodically to note any deficiencies or practices requiring modification.
- Policy PS-9.4: Ensure that equipment and structures designed to provide emergency disaster services are located and designed to function after a disaster or emergency event, or relocate any such structures, which are not adequate to provide emergency services.
- Policy PS-9.5: Provide effective and relevant information to the public regarding disaster preparedness.
- Policy PS-9.6: Conduct regularly scheduled disaster exercises to better prepare Police, Fire and other City employees with disaster responsibilities.
- Policy PS-9.7: Identify actions to reduce the severity and probability of hazardous occurrences.
- Policy PS-9.8 Reduce the risk to the community from hazards related to geologic conditions, seismic activity, flooding and structural and wildland fires by requiring feasible mitigation of such impacts on discretionary development projects.
- Policy PS-10.1: Ensure that Police and Fire service facilities are strategically located to meet the needs of all areas of the City.
- Policy PS-10.2: Consider means to develop joint police and general community facilities within the City.
- Policy PS-10.3: Ensure that public safety infrastructure and staff resources keep pace with new development planned or proposed in Riverside and the sphere of influence.

- Policy PS-10.4: Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible.
- Policy PS-10.5: Coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.
- Policy PS-10.6: Improve communications between public safety agencies and other City departments, particularly with regard to new development or annexation areas.
- Policy PS-10.7: Encourage the development of financial programs to improve emergency response services.
- Policy PS-10.8: Investigate and pursue additional funding mechanisms available to fund City services for hazard response and recovery.
- Policy PS-10.9: Maintain a safe and secure, technologically advanced Emergency Operations Center allowing for room to expand as the City grows.

Completion of the following Implementation Plan Tool will assist in avoiding potentially significant impacts associated with wildland fire hazards.

Tool 32: Review the need and feasibility of creating fuel modification zones for fire breaks in areas where needed.

Adherence to and implementation of the policies and Tool listed above will significantly lessen impacts directly related to the Project.

Environmental Impacts Before Mitigation

Threshold: Create a significant hazard to the public or the environment through the routine use, transport, storage, or disposal of hazardous materials.

Given the mixed-use character of Riverside and the goal of increasing mixed-use development, residential and commercial uses reside and will continually reside relatively close to one another or sometimes co-exist. Implementation of the proposed General Plan could result in an overall increase in commercial and industrial development above existing conditions. The introduction of new citywide commercial and industrial uses may result in the use of hazardous materials and/or the generation of hazardous materials.

While there is a possibility that new commercial and industrial uses that are proposed could transport, use, store, or dispose of hazardous materials, specific development projects are not associated with the proposed General Plan, and it is impossible to quantify the potential future amount of hazardous materials. However, with additional development, an increase in the potential for hazards associated with hazardous materials and waste would likely occur throughout the City. The following analysis provides program-level information on the potential for hazardous through the routine transport, use, storage, or disposal of hazardous materials associated with the future commercial and industrial uses in the Planning Area.

Exposure of persons to hazardous materials could occur in the following manners: improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The types and amounts of hazardous materials would vary according to the nature of the activity. In some cases, it is the type of hazardous material that is potentially hazardous; in others, it is the amount of hazardous material that could present a hazard.

Whether a person exposed to a hazardous substance would suffer adverse effects depends upon a complex interaction of factors that determine the effects of exposure to hazardous materials: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form (e.g., liquid, vapor) and characteristics (e.g., toxicity) of the material; the frequency and duration of exposure; and the individual's unique biological characteristics such as age, gender, weight, and general health.

Although the overall quantity of hazardous materials and waste generated in the City could increase as a result of implementation of the proposed General Plan Program, all new developments that handle or use hazardous materials would be required to comply with the regulations, standards, and guidelines established by the EPA, the State, and City of Riverside related to storage, use, and disposal of hazardous materials.

Both the Federal and State governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. Specifically, any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. The City's Fire Department conducts yearly inspections of all these businesses to confirm that their business plan is in order and up to date.

In addition, the Public Safety Element of the proposed General Plan has identified a variety of policies to reduce the potential exposure of people and the environment to hazardous materials. Oversight by the appropriate Federal, State, and local agencies, compliance by new development with applicable regulations related to the handling and storage of hazardous materials, and with implementation of the General Plan policies, the risk of the public's potential exposure to hazardous substances is considered **less than significant**.

***Threshold:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*

The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR.

The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. It is possible that licensed vendors could bring some hazardous materials to and from new retail-commercial sites in the Planning Area as a result of the projects constructed pursuant to the proposed General Plan Update. However, appropriate documentation for all hazardous waste that is transported in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the *California Health and Safety Code*. In addition, specific project-site developers shall comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the *Code of Federal Regulations*.

Compliance with all applicable Federal and State laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents during transit, thereby impacts would be **less than significant**.

Hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. The California Building Code (CBC) requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable Federal and State laws related to the storage of hazardous materials would maximize containment and provide for prompt and effective clean-up if an accidental release occurs, and therefore, impacts are less than significant.

In summary, compliance with existing regulations and proposed General Plan policies would ensure that the public would not be exposed to any unusual or excessive risks related to hazardous materials. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be considered **less than significant**.

Threshold: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

Under the proposed General Plan, the increase of residential and mixed-use land uses, as well as the potential increase in commercial uses, could increase the quantity of sensitive receptors, including schools, in areas adjacent to industrial and commercial land uses, thereby potentially increasing the risk of exposure to hazardous materials, waste, or emissions. Consequently, hazardous materials sites may be located within ¼-mile from school sites.

Since the proposed General Plan does not include any specific development projects, the quantity of hazardous materials used by the existing and proposed commercial and industrial developments within the City is currently unknown. Accidental release or combustion of

hazardous materials at new commercial and/or industrial developments in the City could endanger residents or students in the surrounding community.

As discussed in the Education Element for the General Plan, the City of Riverside contains three universities, one college, and two school districts (Riverside Unified School District and Alford Unified School District) totaling approximately 73 schools including 41 elementary schools, 11 high schools, 9 middle schools and an adult school, and also 8 private schools. There are six different school districts whose boundaries cover the Southern Sphere Area (see Section 5.13 Public Services for more information).

Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, all businesses that handle or have on-site transportation of hazardous materials would be required to comply with the provisions of the City's Fire Code and any additional element as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Both the Federal and State governments require all businesses that handle more than specified amount of hazardous materials to submit a business plan to a regulating agency. Additionally, individual school districts are responsible for siting schools away from hazardous sites. Therefore, with compliance to existing Federal and State regulations and because school districts are responsible for siting school locations away from hazardous waste/generators, impacts associated with the exposure of schools to hazardous materials are considered **less than significant**.

***Threshold:** 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?*

As discussed above, the City contains sites that have been identified as being contaminated from the release of hazardous substances in the soil, including sites containing leaking underground storage tanks, and large and small-quantity generators of hazardous waste. Implementation of the proposed General Plan could lead to development of these sites that could create a significant hazard to the public or environment. Additionally, there may be specific individual properties in the Sphere of Influence Areas, which may be located on contaminated sites. However, as discussed above, once discovered, these sites would be required to undergo remediation and cleanup under DTSC and the SARWQCB before construction activities can begin. If contamination at any specific project were to exceed regulatory action levels, the individual proponent would be required to undertake remediation procedures prior to grading and development under the supervision of the Department of Toxic Substances Control, or the Regional Water Quality Control Board, depending upon the nature of any identified contamination. At the General Plan level, it is difficult to assess every property within the Planning Area for its potential to create a hazard to the public or the environment. As stated above in the Related Regulations Section, there are numerous Federal, State and local regulations that would dictate how a contaminated site would be identified and remediated. Therefore, given that there already are regulations in place, which would be the framework in which environmentally hazardous sites would be dealt with to reduce impacts to the public and environment, impacts are considered **less than significant**.

Threshold: 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 or public use airport would result in a safety hazard for people residing or working in the project area.

The risk of aircraft crashes is an important consideration in planning around airports. **Figure 5.7-2** shows the aircraft crash hazard areas for Riverside Municipal, Flabob and MARB. These zones establish areas where the risks of a crash are determined in relation to take off and landing patterns. Even though the MARB is not located within Riverside, flight patterns impact several neighborhoods within the Planning Area. Riverside Municipal and Flabob Airports involve six zones of airport influence areas and land use compatibilities, as identified in the Riverside County Airport Land Use Compatibility Plan, adopted by the Airport Land Use Commission in October 2004. The Riverside County Airport Land Use Compatibility Plan designates zones of airport-influenced areas for airports in Riverside County and proposed a series of policies and compatibility criteria to promote, where feasible, compatible aviation and surrounding.

The Riverside Airport Master Plan demonstrates the importance of the Riverside Municipal Airport to the community and region, as well as associated challenges inherent in accommodating future aviation needs. The City will continue to use the Master Plan to guide development on the airport to ensure the airport's long-term viability and to reduce the risk of potential aircraft-related hazards.

With regard to MARB, the AICUZ study performed by the United States Air Force designates a Clear Zone and two APZs based on landing thresholds for each runway at the base. The March Joint Land Use Study for the joint use of MARB/March Inland Port will become the compatibility plan incorporated into the Riverside County Airport Land Use Compatibility Plan.

In the event of an aviation hazard, any potential hazard will be significantly reduced by fast, coordinated, and skilled response operations of all available emergency services. In the event of an aviation hazard, mutual aid would most likely be required for law enforcement, coroner, fire suppression, and medical operations. In addition, the airports are protected by an on-site fire service as required by the FAA regulations.

Implementation of the General Plan would result in maintenance and limited expansion of the currently developed mix of uses within the airport areas, and provides opportunity for the development of new residential neighborhoods, which could potentially represent a hazard to future employees and residents within those areas.

Individual development projects within or near the safety and/or compatibility zones depicted on **Figure 5.7-2** will be required to ensure consistency from the Airport Land Use Commission to comply, and be compatible with, the land use standards in the applicable airport compatibility plan. The Land Use and Urban Design Element of the General Plan has been developed to avoid allowing intensive new uses within the airport-influence areas of these three airports. Policies include development controls limiting development within areas subject to height noise levels and limiting the intensity and height of development within aircraft hazard zones. With compliance with General Plan policies, and since individual development project will be

required to comply with existing County and City Airport Plans, impacts related to hazards from airports at the General Plan level are **less than significant**.

***Threshold:** For a project within the vicinity of a private airstrip, would result in a safety hazard for people residing or working in the project area.*

According to the Thomas Guide for the Riverside and San Bernardino Counties, 2007 Edition, there are no private airstrips within the Planning Area. The Riverside Municipal Airport, an integral part of the local air transportation system, provides private general aviation services. The airport includes two runways and is located on 452 acres. The Riverside Airport Master Plan for the Riverside Municipal Airport has been developed to avoid allowing intensive new uses within the airport-influence areas. General Plan policies include development controls limiting development within areas subject to noise levels and limiting the intensity and height of development within aircraft hazard zones. With compliance with General Plan policies, and continued compliance to the existing County and City Airport Plans, impacts related to hazards from private aviation services are **less than significant**.

***Threshold:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

With additional growth in the City's population that could result from implementation of the proposed General Plan, traffic conditions could become more congested. In the event of an accident or natural disaster, the increase in traffic in the City may impede the rate of evacuation for the residents. Also, the response times for emergency medical or containment services could also be adversely affected by the increased traffic conditions in the City.

According to the City of Riverside's Fire Department, in the event of a disaster, the location of a shelter will only be established if needed; otherwise a "shelter-in-place" order will be enacted to provide protection. "Shelter-in-place" is intended to protect public safety by encouraging people to remain indoors. In certain circumstances, local officials may direct people to go to a community shelter for safety purposes.

The City of Riverside has developed an extensive Emergency Operations Plan, created by the Emergency Management Office. The City's Fire Department promotes a high level of multi-jurisdictional cooperation and communication for emergency planning and response management through activation of the SEMS. The General Plan also provides policies to identify methods of implementing the emergency plan. With continued use of the SEMS and implementation to the above general plan policies enforcing compliance with the Emergency Operations Plan, impacts to emergency response plans will be **less than significant**.

***Threshold:** 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.*

Implementation of the General Plan could lead to an increase in residential or commercial/industrial development in areas that are susceptible to wildland fires, as shown on

Figure 5.7-3. No part of Riverside is immune from fire danger. Structural and automobile fires represent the most common types of fire in urbanized areas and can be caused by a variety of human, mechanical and natural factors. Urban fires have the potential to spread to other structures or areas, particularly if not extinguished promptly. Proactive efforts, such as fire sprinkler systems, fire alarms, fire resistant roofing and construction methods, can collectively lessen the likelihood and reduce the severity of urban fires.

Areas of dense, dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks. Urban/wildland interface fires occur when a fire burning in wildland vegetation gets close enough to threaten urban structures. The major urban/rural interface areas of fire risk include Mount Rubidoux, the Santa Ana River Basin, Lake Hills, Mockingbird Canyon/Monroe Hills, Sycamore Canyon, Box Springs Mountain, and La Sierra/Norco Hills, **Figure 5.7-3.** The Box Springs Canyon area has high-risk fire susceptibility and Mockingbird Canyon and the Southern Sphere Area contains moderate risk fire susceptibility.

The City of Riverside Fire Department takes proactive and preventative measures to reduce fire risks and is a first responder to fire emergencies. The Fire Department utilizes a highly trained work force, progressive technology and responsible fiscal management to provide its diverse services to the community. In addition, the Riverside County Fire Department and California Department of Forestry and Fire Protection provide mutual aid to the City for fire protection to unincorporated territory within the City's sphere of influence.

Communities are classified with respect to their fire defenses and physical characteristics. These classifications are referred to as Insurance Services Office (ISO) ratings and range on a scale from 1 to 10. ISO rating 1 represents the highest level of fire protection. A community's ISO rating takes into account waste supply, fire department capabilities, communities, regulations, hazards and climate. As of 2003, Riverside had a high ISO rating of 2.

Required roads around structures subject to the fire hazards are required to meet the minimum roadway widths of Title 18, of the revised Subdivision Code, and clearance around any structures will be reviewed on a case-by-case basis as part of the review of the project.

The level of hazard to life and property is affected not only by a fire but also by road access for evacuation, the number of available firefighters, vegetation clearance around property, availability of water and water pressure and the effectiveness of building/fire Codes and inspection of developments in areas of higher fire hazard, see **Figure 5.7-3.** Riverside will reduce the destructive potential of fire by providing funding through the General Fund for the Fire Department so that it will continue providing adequate levels of fire protection and fire hazard education. The current Uniform Fire Code will also be used to reduce structural fire hazards.

Through implementation of the General Plan Policies, the City will continue to reduce the potential for damage by dangerous fires by providing adequate fire fighting services, by protecting hillsides and urban-wildland interface areas, by encouraging residents to plant and maintain drought-resistant, fire-retardant plant species on slopes to reduce the risk of brush fire and soil erosion and by working with the Fire Department to control hazardous vegetation.

In summary, with implementation of General Plan policies, compliance with existing codes and standards, and with continuation of current City and Fire Station practices, impacts from wildland fires are considered **less than significant**.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures, which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). While compliance with existing regulations and proposed General plan policies would result in less than significant hazards impacts, mitigation measure were evaluated for their ability to eliminate or further reduce the less than significant adverse impacts related to hazardous materials, airport hazards, wildland fire hazards, and emergency responses. The following mitigation measures will further reduce the significance of potential risks from new development such as the remediation in the case of disturbance of contaminated soils.

MM Haz 1: To reduce project-related adverse impacts to sites containing hazardous materials and/or sites where known hazardous materials contamination may have existed that may be inadvertently discovered during construction of projects soils testing shall be conducted by a qualified soils engineer and submitted to the City for the evaluation of hazardous chemical levels in the soil. The report submitted to the City should indicate if remediation of the soils is necessary to achieve less than significant levels of hazardous chemical in the soils. Proper investigation, and remedial actions, if necessary, including a workplan should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

MM Haz 2: All sites where the last known use was agriculture or related activities, including where weed abatement occurred, might contain pesticides, herbicides, agricultural chemical, organic waste or other related residue in onsite soil. Soils testing shall be conducted by a qualified soils engineer and submitted to the City for the evaluation of hazardous chemical levels in the soil. The report submitted to the City should indicate if remediation of the soils is necessary to achieve less than significant levels of hazardous chemical in the soils. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

MM Haz 3: Within six months of adoption of the General Plan 2025 Program, the City shall include a notification on the demolition application form to inform the applicant of the potential applicability of the EPA's Universal Waste Rule and the California Code of Regulations, and that it is the applicant's responsibility to comply with any applicable regulations.

Summary of Environmental Effects After Mitigation Measures Are Implemented

With adherence to and implementation of the above General Plan policies, and above listed mitigation measures, the Project's impacts related to hazardous materials, airport hazards, wildland fire hazards, and emergency responses are considered to be less than significant at a programmatic level.

The significance of hazards and hazardous materials impacts resulting from specific future development projects will be evaluated on a project-by-project basis and General Plan policies and objective as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified, specific mitigation measures will be required per CEQA.