

5.8 Hazards and Hazardous Materials

Based on Appendix G of the *State CEQA Guidelines* and comments received during the Notice of Preparation (NOP), public comment period, this section describes the existing and potentially occurring hazards and hazardous materials that may result from implementation of the proposed Project. Comment letters received in response to the NOP along with notes from the Scoping Meeting are included in Appendix A of this DEIR.

The following analysis of potential impacts is based, in part, on the *Phase I Environmental Site Assessment Update, 17 Vacant Parcels, ±75 Acres, Northwest of Sierra Ridge Drive and Lance Drive, Riverside, California* (CHJ(b)) and *Limited Phase II Subsurface Investigation, 17 Vacant Parcels, ±75 Acres, Northwest of Sierra Ridge Drive and Lance Drive, Riverside, California* (CHJ(d)), prepared by CHJ Consultants on September 16, 2014, and September 26, 2014, respectively. These reports are presented in their entirety in Appendix G of this DEIR.

5.8.1 Setting

The Project site is generally located northwest of the intersection of Lance Drive and Sierra Ridge Drive and at the western terminus of Dan Kipper Drive in the Sycamore Canyon Business Park Specific Plan. The Project site is bounded by existing industrial warehouse developments adjacent to the east and south, residential developments to the north and northwest, and the Sycamore Canyon Park to the west.

The Project site consists of vacant and generally undeveloped/undisturbed land. A natural drainage extends from the northwest corner of the site to the south central portion of the site. Vegetation consists of a low growth of weeds over the majority of the site. A heavy growth of trees and shrubs was noted along portions of the on-site drainage at the time of the Phase I Environmental Site Assessment (ESA) investigation. Several dirt roads cross the site. An access road along the eastern site boundary and access at the southeast corner from Sierra Ridge Drive lead to the southeastern portion of the site where one large sand stockpile and several small end-dumped sand piles are located. Debris piles consisting primarily of rock and concrete were located along the eastern portion of this site area. Among the debris were also noted a few tires, an active storage pile, wood debris, 12 to 15 empty 1-gallon paint buckets, a bottle of bleach, and two 5-gallon buckets partially leaking on the ground. This debris could be from the granite quarry that was once on site and illegal dumping. Moreover, current uses of the Project site do not involve the use, storage, generation, treatment, or significant disposal of hazardous substances or petroleum products. (CHJ(b), p. 16)

Historical Use of Project Site

Review of historical aerial photographs dating to 1938, topographic maps dating to 1947, available city directories, and owner interview information by CHJ Consultants indicate that the Project site was historically utilized for dry farming in the 1930s and 1940's. In the early 1980's a surface mining operation occurred on portions of the subject site and surrounding area to the south (Ralph's Distribution Center) and west (Sycamore Canyon Wilderness Park) for the export of decomposed granite with the original overburden soil to be used as on site fill. Overall, the area used for surface mining was to be leveled to a uniform slope of 1.7% downward to the south. The surface mining began in 1982 and was permitted under a conditional use permit (CU-013-812) approved and revised throughout the 1980's, with the last approval taking place on June 9, 1987. It is unknown when the surface mining was completed. However, aerial photography seems to suggest the mining operation had ceased by 1994 and the site has been generally vacant and undeveloped since that time. The southeast portion of the site was recently (2007-2008) utilized for rock crushing, sand stockpiling, and heavy equipment storage. Past uses of the Project site have not involved significant use, storage, generation, treatment, or disposal of hazardous substances or petroleum products. (CHJ(b), pp. 16-17)

The Project site was used for dry farming in the 1930s; however, the site has been fallow and not used for farming since that time (CHJ(a), p. 1). Nevertheless, a *Limited Phase II Subsurface Investigation* was conducted in September 2014, the results of which are discussed below under the subheading Subsurface Soil Conditions.

Hazardous Databases Review

Federal, state, and county listings and databases were searched as part of the Phase I ESA investigation for the Project. The listings/databases were searched for sites located generally within a mile minimum search distance from the Project site in accordance with American Society for Testing and Materials (ASTM) standards for Phase I ESA's. A summary of the results are as follows, and specific information regarding each listing/database is available with the *Phase I ESA* in Appendix G of this DEIR (CHJ(b), pp. 5-11):

- **Federal Databases:** No hazardous sites or facilities were identified at the Project site or within a minimum search distance of the Project site.
- **State Databases:** No hazardous sites or facilities were identified at the Project site or within a minimum search distance of the Project site except for two leaking underground storage tank cases affecting soils and groundwater associated with the Ralphs Distribution Center located approximately one quarter-mile south of the Project site. The Ralphs Distribution Center fueling area is not adjacent to the site, the cases have been closed (in 2002 and 2006), and the leaking underground storage tank cases were hydraulically down-gradient from the Project site. Accordingly, the storage tank cases do not have the potential to impact the Project site.
- **County Database:** No records were found for the Project site.

Additionally, no hazardous material sites are known to occur at the Project site or in the vicinity of the Project site according to the City (GP 2025 FPEIR, Figure 5.7-1).

Existing Environmental Conditions

CHJ Consultants conducted reconnaissance of the Project site and adjacent properties on September 9, 2014. The purpose of the site reconnaissance was to ascertain visual evidence used to identify recognized environmental conditions (RECs) in connection with the Project site such as evidence of the use, storage, generation, release, or disposal of hazardous materials or petroleum products based on current conditions. No obvious evidence of mishandling or misuse of hazardous materials or petroleum products was noted on the Project site at the time of the site visit. Specific site features and significance to identifying RECs, if any, are discussed in the following (CHJ(b), pp. 17-19):

- **Storage Tanks:** There was no evidence of underground or aboveground storage tanks on the Project site.
- **Odors:** No unusual odors were noted during the site reconnaissance.
- **Pools of Liquid:** Following heavy rain on September 7, standing surface water was noted in a few low lying areas of the Project site.
- **Drums:** No drums were noted on the Project site.
- **Hazardous Substances and Petroleum Products Containers:** Two partially full 5-gallon buckets labeled hydraulic/transmission oil and architectural coating emulsion/coating were noted among the rock and concrete debris piles on the southeastern portion of the Project site. The hydraulic/transmission oil bucket was open, approximately half full, with soil staining surrounding it. Several empty 1-gallon paint buckets and one bottle of bleach were also noted among the debris.
- **Unidentified Substance Containers:** Unidentified substance containers were not noted on the Project site.
- **Polychlorinated Biphenyls (PCBs):** Transformers or other sources of PCBs were not identified on the Project site.
- **Pits, Ponds, or Lagoons:** No pits, ponds, or lagoons were noted on the Project site.
- **Stained Soil or Pavement:** No evidence of significantly stained soils was noted on-site. The minor staining associated with the hydraulic/transmission oil bucket described in Section 5.6.5 is considered to be a de minimis condition. No significant soil stains were noted in 2008 in areas of heavy equipment or waste oil storage. No soil staining was currently noted in the areas formerly occupied by heavy equipment, above ground storage tanks (ASTs), or waste oil containers.
- **Distressed Vegetation:** No distressed vegetation due to soil conditions was noted on-site.
- **Solid Waste:** No evidence of significant dumping was noted on the subject site. A few tires, empty paint cans, wood debris, and minor quantities of miscellaneous debris were

noted among the rock and concrete debris piles along the southeastern portion of the site.

- **Waste Water:** Natural drainage would be toward the center of the site and to the south.
- **Groundwater Wells:** Groundwater wells were not identified on or adjacent to the Project site.
- **Septic Systems:** No evidence of septic systems was noted on the Project site.

Subsurface Soil Conditions

As mentioned above, due to past historic agricultural uses at the Project site, there is a potential for residual pesticides in shallow on-site soils. As a result, a limited subsurface investigation was conducted at the Project site in September 2014 by CHJ Consultants (Appendix G to this DEIR). Six sample locations were selected and samples were collected from depths of approximately 8 inches to 10 inches and 24 inches below the native ground surface. Samples were not collected from approximately the southeast quarter of the Project site due to the recent surficial disturbance of that area, which was recently (2007-2008) utilized for rock crushing, sand stockpiling, and heavy equipment storage. Each sample was analyzed for organochlorine pesticides. (CHJ(d), pp. 1-2)

The laboratory analysis determined that organochlorine pesticides were not detected in the samples. No further investigation regarding identified REC is warranted, and the results of the *Limited Phase II Subsurface Investigation* are sufficient to define the identified REC (i.e., the potential for pesticides in shallow on-site soils from past agricultural use) as a “Historical REC.”¹ (CHJ(d), p. 2)

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 City. Homeland Security has brought disaster awareness to the forefront of the minds of the community, safety officials, and City staff. The Emergency Management Office (EMO) within the Riverside Fire Department (RFD) coordinates emergency response, disaster preparedness and disaster recovery by activating the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS). The EMO prepares an Emergency Operations Plan, essential to the coordination of efforts in response to a major disaster, whatever its origin. The SEMS creates a system where City, county, and state emergency services work jointly to respond to any disaster in a coordinated approach. (GP 2025 FPEIR, pp. 5.7-12 – 5.7-13) Moreover, the Emergency Operations Center (EOC) is a secure facility where designated City personnel congregate to work in response to a disaster. The EOC, serving at the center of all City

¹ A Historical REC refers to a past release that has been remediated or meets current standards without remediation and does not require use restrictions or engineering controls.

emergency operations, is located at 3085 Saint Lawrence Street in the City's corporation yard (RFD DP).

Critical components of the Emergency Operations Plan include the establishment of multiple evacuation routes and the ability to provide emergency services in the swiftest manner possible. Figure PS 8.1 in the GP 2025 identifies the City's evacuation routes and existing infrastructure that can influence response times during a major disaster. According to GP 2025 Figure PS 8.1, no roadways that serve the Project site or within the Sycamore Canyon Business Park Specific Plan are identified for an evacuation route; however, Interstate 215, located approximately 0.75 mile east of the Project site, and State Route 60, located approximately 0.8 mile east of the Project site, may be utilized for emergency evacuation.

The current California Fire Code will be used to reduce structural fire hazards and required roads around structures subject to fire hazards are required to meet the minimum roadway widths of Title 18, the Subdivision Code, and clearance around any structures will be reviewed on a case-by-case basis as part of the review of the Project (GP 2025, p. PS-29).

Wildland Fires

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. (GP 2025 FPEIR, p. 5.7-13)

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 (GP 2025, Figure PS-7). However, as also shown on GP 2025 Figure PS-7, Sycamore Canyon, including the Project site, is not specifically identified with a fire hazard rating. Moreover, the Project site falls under the responsibility of RFD in the event of a fire (GP 2025 FPEIR, Figure 5.7-3A).

The *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* (SCMP) includes two types of fire plans, one which assesses wildland fire risks and another that provides fuel modification techniques that have been devised to be beneficial to Stephens Kangaroo Rat (SKR) (SCWP SKR and Dev Plan, p. 2). The area within the Sycamore Canyon Wilderness Park adjacent to the Project site has a low-moderate fire hazard, as shown on Figure 3-14 of the SCMP (SCWP SKR and Dev Plan, p. 89). To comply with the Public Use Management Strategies for Management Unit No. 2 of the SCMP (SCWP SKR and Dev Plan, p. 50), the Project proposes a Fire Access/Parks Maintenance Road along the southern portion of the Project site (**Figure 3-11 – Conceptual Landscape Plan**). This road will provide immediate access to the park in the event of a wildland fire (SCWP SKR and Dev Plan, p. 200). When a fire occurs in the Sycamore Canyon

Wilderness Park, the City should activate its Mutual Aid Agreement with the California Department of Forestry and Fire Protection (CDF) and the Riverside County Fire Department. The Fire Access/Parks Maintenance Vehicle will also provide access for the Parks, Recreation, and Community Services Department to maintain the Wilderness Park in accordance with the SCMP.

Airport Land Use Compatibility Zones

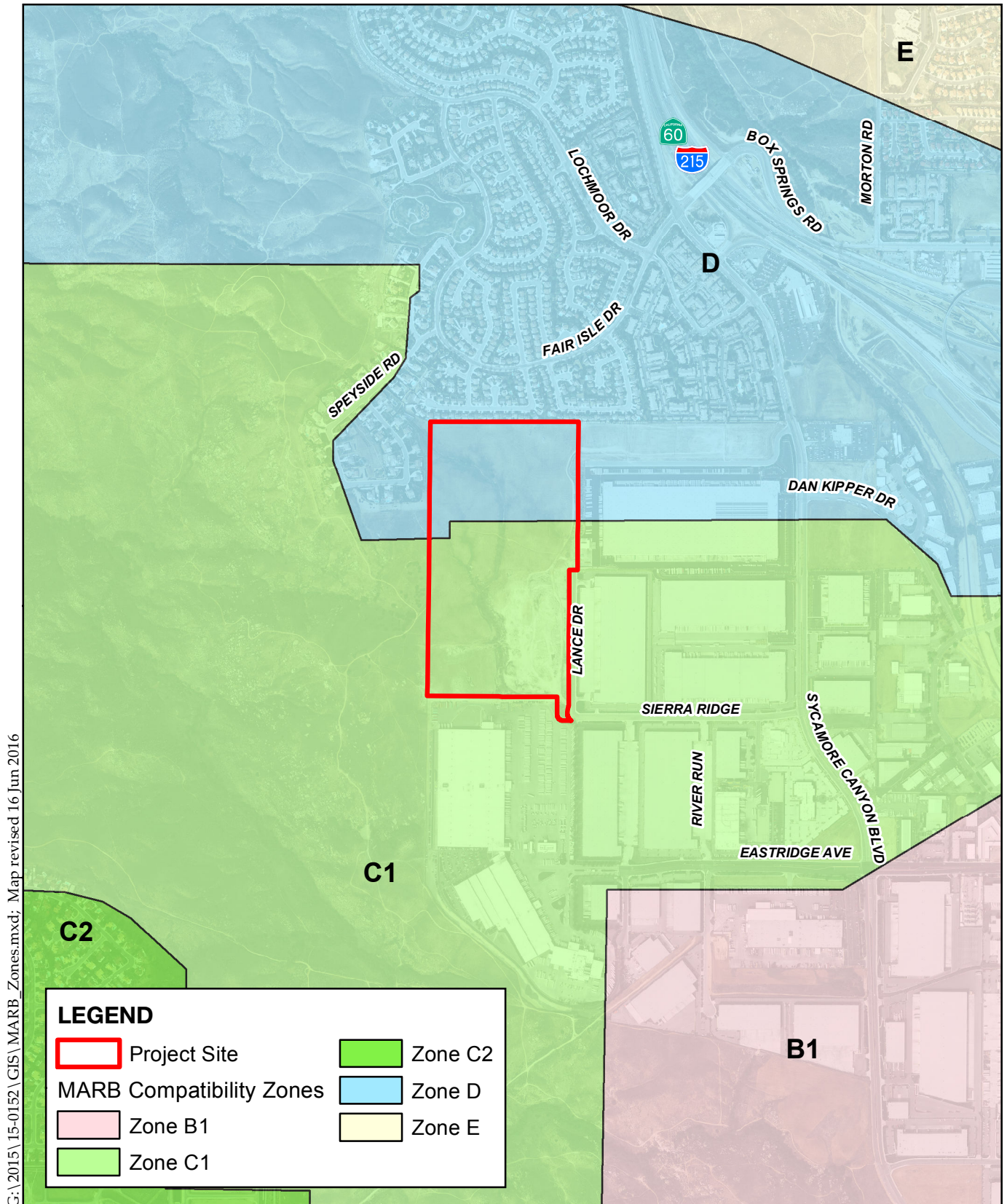
The Project site is located approximately 3 miles northwest from the March Air Reserve Base (MARB) and is located within MARB's airport influence area boundary. The Project site is located within Zones C1 and D of the *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* as reflected on **Figure 5.8-1a – MARB/IPA Land Use Compatibility Plan**. Specifically, approximately 46 acres of the Project site consisting primarily of Building 1 is located within Zone C1 while approximately 28 acres of the Project site consisting of Building 2 and a small portion of northern portion of Building 1 is located within Zone D as reflected on **Figure 5.8-1b – Site Plan with MARB/IPA Land Use Compatibility Zones**. Consistency with MARB's airport influence area is determined based on each criterion of the applicable compatibility zone, as shown on **Table 5.8-A – MARB/IPA Compatibility Criteria for Zones C1 and D**.

Zone C1 encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. Even though exposed to projected noise above 60 dB CNEL, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. (MARB/IPA DEIR, p. 2-9)

Zone D is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low. (MARB/IPA DEIR, p. 2-9)

The proposed Project was determined to be consistent with the LUCP on December 10, 2015. Consistency with the LUCP is further discussed in *Threshold E*, below.

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Sources: Riverside Co. GIS, 2015;
Eagle Aerial, 2012.



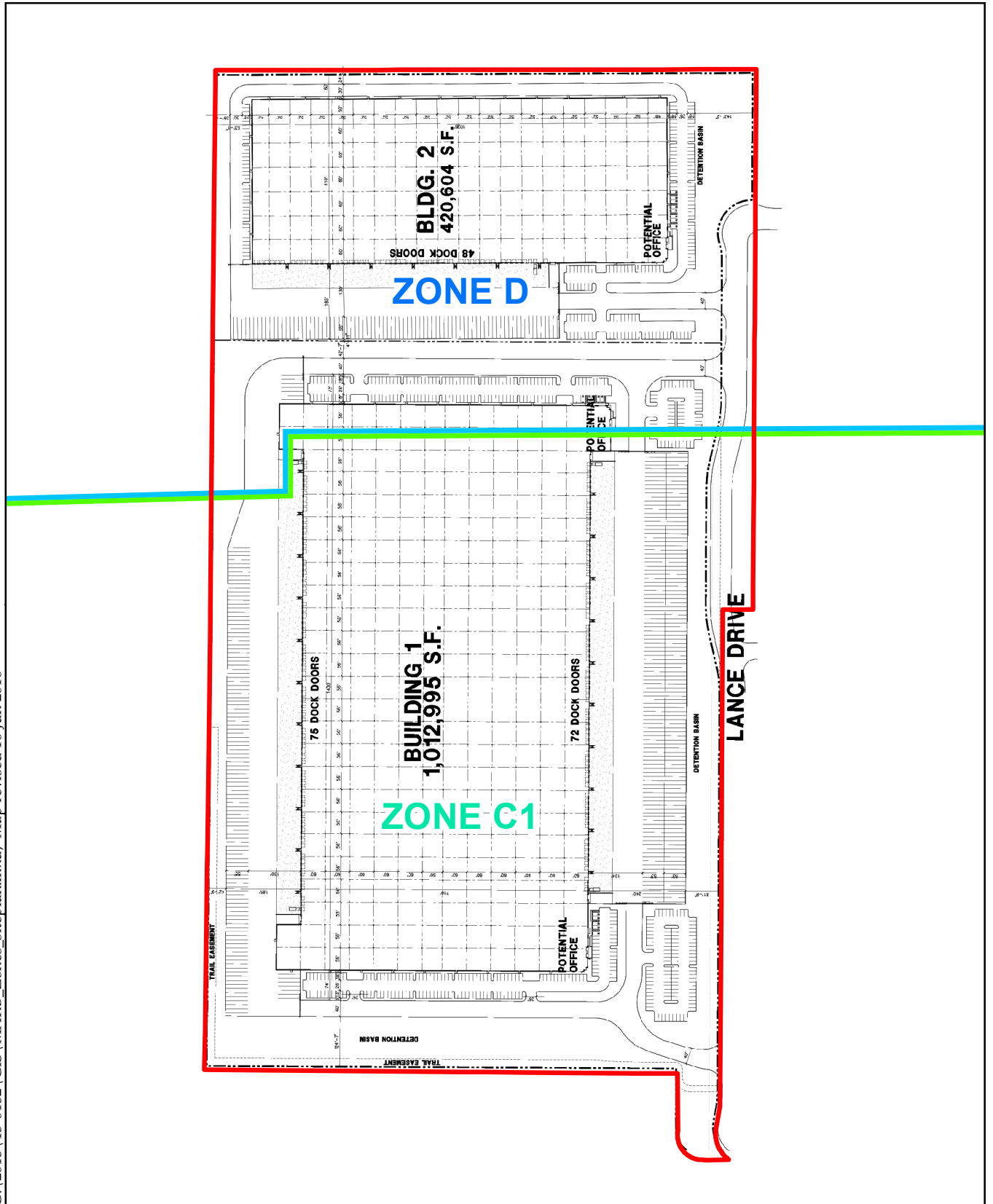
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Feet

**Figure 5.8-1a - MARB/IPA Land Use
Compatibility Plan**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR

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ASSOCIATES

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Sources: HPA Architecture, July 2015;
Riverside Co. GIS, 2015.



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**Figure 5.8-1b - MARB/IPA Land Use
Compatibility Zones**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR

5.8.2 Related Regulations

Federal Regulations

A variety of federal laws and regulations governing the management and control of hazardous substances have been established at the federal level to protect the environment. Primary federal agencies with responsibility for hazardous materials management include the United States Environmental Protection Agency (USEPA), United States Department of Labor's Occupational Safety and Health Administration (OSHA), United States Department of Transportation (USDOT), and the Nuclear Regulatory Commission (NRC). Major federal laws and issue areas include the following statutes and regulations promulgated hereunder:

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

Discovery of environmental health damage from disposal sites prompted the United States Congress to pass CERCLA, also known as Superfund. The purpose of CERCLA is to identify and cleanup chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act

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

Resource Conservation and Recovery Act

Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and contaminant systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail,

highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

Federal Aviation Regulations, Part 77

The Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace*, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the Federal Aviation Administration (FAA) be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) using FAA Form 7460-1 if those objects would be of a height that exceeds FAR Part 77 criteria. Further, FAR Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. Surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Collectively, the surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. FAR Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the FAR Part 77 surface generally are reviewed on a case-by-case basis.

The Project will be required to comply with mitigation measure **MM HAZ 2** to ensure that the City is notified if any Project-related vertical structures or construction equipment will exceed the 1711 AMSL threshold. If structures or equipment will exceed 1711 AMSL, the FAA Form 7460-1 will be filed, and a building permit will not be issued until the FAA issues a determination.

State Regulations

At the state level, California has developed hazardous waste regulations that are similar to the federal laws, but that are more stringent in their application in some cases. The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) is the primary state agency with jurisdiction over hazardous chemical materials management. While DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in the state, this responsibility is shared with other state and local government agencies, including the State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), and city and county governments. Other state agencies involved in hazardous materials management are the California Department of Industrial Relations' Division of Occupational Safety and Health (Cal/OSHA), California Emergency Management Agency's Accidental Release Prevention (Cal/ARP), California Department of Fish and Wildlife (CDFW), California Air Resources Board (CARB), California Department of Transportation (Caltrans), California Office of Environmental Health Hazard Assessment (OEHHA), and the California Department of Resources Recycling and Recovery (CalRecycle). Hazardous chemical and bio-hazardous materials management laws in California include the following statutes and regulations promulgated hereunder:

California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. As California is a fully authorized state according to RCRA, most RCRA regulations, such as those contained in 40 Code of Federal Regulations (CFR) 260, *et seq.*, have been duplicated and integrated into Title 22. However, since DTSC regulates hazardous waste more stringently than USEPA, the integration of state and federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as RCRA. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do RCRA regulations in 40 CFR 260. To aid the regulated community, California compiled the hazardous materials, waste, and toxics-related regulations contained in CCR Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27, into one consolidated CCR Title 26 “Toxics.” However, the California hazardous waste regulations are still commonly referred to as Title 22.

California Hazardous Material Management Act

The California Hazardous Material Management Act (HMMA) requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Plan (HMBP), which includes an inventory of hazardous materials stored on site above specified quantities, an emergency response plan, and an employee training program. Businesses that use, store, or handle 55 gallons of liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at standard temperature and pressure require HMBPs. Plans must be prepared prior to facility operation and are reviewed/updated biennially or within 30 days of a change.

California Hazardous Waste Control Law

California Hazardous Waste Control Law (HWCL). HWCL is the primary hazardous waste statute in the state. HWCL requires a hazardous waste generator, which stores or accumulates hazardous waste for periods greater than 90 days at an on-site facility or for periods greater than 144 hours at an off-site or transfer facility that treats or transports hazardous waste, to obtain a permit to conduct such activities. HWCL implements RCRA as a “cradle-to-grave” waste management system in the state. HWCL specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. HWCL exceeds federal requirements by mandating source reduction planning and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates the number of types of wastes and waste management activities that are not covered under federal law with RCRA.

State Aeronautics Act

The State Aeronautics Act, which is codified in Public Utilities Code Section 21670, *et seq.*, establishes the requirement for the creation of airport land use commissions for every county in which there is located an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans (CLUP) to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of CLUPs includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

California Emergency Services Act

California Government Code 8550-8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the state to mitigate the effects of natural, manmade, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the state. The general purpose is to protect the health and safety, and preserve the lives and property of the people of the state.

California Division of Occupational Safety and Health

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.

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of Title 24 of the CCR, also known as the California Building Standards Code.

Regional Regulations**Riverside County Hazardous Waste Management Plan**

The Riverside County Hazardous Waste Management Plan (CHWMP) identifies current and projected future hazardous waste generation and management needs throughout the County of Riverside (County). CHWMP also provides a framework for the development of facilities to manage hazardous wastes, i.e., facility siting criteria, and includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from County landfills. CHWMP addresses only those hazardous waste issues with which local governments have

responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes. Accordingly, the City of Riverside implements applicable portions of CHWMP.

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

The Riverside County Airport Land Use Commission (ALUC) is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. On November 13, 2014, ALUC adopted the March Air Reserve Base (MARB)/Inland Port Airport (IPA) Land Use Compatibility Plan (LUCP); hereinafter referred to as the LUCP. The compatibility zones and associated criteria set forth in the LUCP provide noise and safety compatibility protection.

Local Regulations

Riverside General Plan 2025

The GP 2025 contains objectives and policies to protect against public safety issues within the City in the Public Safety and Land Use Elements. Appendix M of this DEIR summarizes the Project's consistency with the applicable GP 2025 policies.

Riverside Municipal Code

Section 9.48 of the Riverside Municipal Code requires that any person who uses or handles hazardous materials or mixtures containing hazardous materials in an amount equal to, or greater than: (i) five hundred pounds, (ii) fifty-five gallons, (iii) two hundred cubic feet at standard room temperature and pressure for compressed gas, (iv) ten pounds for organic peroxides, or (v) any known or suspected carcinogen, radioactive material, Class A poison, Class A or Class B explosive, shall, during the month of January prepare and submit a completed inventory form and file a hazardous materials business plan with the City Fire Department.

Title 16 of the Riverside Municipal Code provides minimum standards to safeguard life or limb, health, property and public welfare by regulating the design, construction, quality of materials, use and occupancy, location and maintenance of buildings, equipment, structures and grading within the City. Furthermore, Section 16.32.98 discusses the prohibition of stored explosives with the exception of temporary storage for use in connection with approved blasting operations.

Title 17 of the Riverside Municipal Code sets forth rules and regulations which will further implement the goals, and objectives of the GP in order to control evacuation, grading, and earthwork construction. In addition, Title 17 establishes the administrative procedures for grading plan approval, issuance of permits, inspections, and penalties for unauthorized grading activity. With regard to blasting, Title 17 states that no person shall do any excavation blasting without a permit from the Fire Chief, and the conditions contained in the grading permit shall become conditions of the excavation blasting permit. Because the rocks present on the Project site may be removed using conventional methods, blasting is not an option and is not permitted per mitigation measure **MM NOI 12**.

Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan

The *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* was prepared with two purposes: update the park's conceptual development plan and provide a coordinated Maintenance/Management Plan for the endangered Stephens' kangaroo rat (SKR). Because the Sycamore Canyon Wilderness Park was designated as a core reserve in the Habitat Conservation Plan (HCP) for the SKR, the City was required to prepare a Maintenance/Management Plan for the core reserve. (SCWP SKR and Dev Plan, p. 1)

The *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* considers fire from two different perspectives, control of wildland fire and fire as a management tool. This plan also examines a variety of alternatives for trailheads, edge treatments, and interpretive day-use facilities that will avoid impacts to the SKR habitat. (SCWP SKR and Dev Plan, p. 163). The location of one of the trailhead/emergency vehicle access points identified in the *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* is the street that was proposed to be Kangaroo Court. This location was intended to provide a logical emergency access point to the entire east half of the park. (SCWP SKR and Dev Plan, p. 173) However, these recommendations included in the *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* were based on the assumption that the Kangaroo Court site would be used for the interpretive center. Rather, the City built the park's interpretive center off of Central Avenue and these recommendations have been revised to only require a trail, trailhead parking lot, and a Fire Access/Parks Maintenance Road.

5.8.3 Thresholds of Significance

The City 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 State *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (Threshold B) create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- (Threshold C) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- (Threshold D) be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- (Threshold E) for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- (Threshold F) for a project in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- (Threshold G) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- (Threshold H) 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.

5.8.4 Project Design Features

As part of the Project design features, the Project will provide for the safety of on-site employees, customers, and visitors, and will provide for the safe handling of any potential occurrences of hazardous materials that may be encountered during Project construction. The Project includes a Fire Access/Maintenance Road as shown on **Figure 3-11 – Conceptual Landscape Plan** that will provide access for fire suppression and park maintenance equipment. Mitigation measure **MM AES 6** and **MM AES 7** will also be implemented to ensure the Fire Access/Maintenance Road is constructed and maintained in a manner acceptable to the City of Riverside Parks, Recreation, and Community Services Department and the City Fire Department.

In addition, the Project will include risk-reduction design measures due to the Project site's proximity to MARB. Such risk-reduction design measures include:

- The Project will not include:
 - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or FAA-approved obstruction lighting;
 - Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport;
 - Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area;
 - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; or
 - Although such uses are not anticipated in Building 1: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight are prohibited.
- This following deed notice and disclosure text will be provided to all potential purchasers of the Project site property and tenants of the buildings:

NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

- Any outdoor lighting that is installed will be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting will be downward facing;
- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result;
- No skylights will be included;

- Exterior walls will consist of 8-inch-thick solid grouted, 4-hour rated concrete masonry;
- Building roof will consist of structural steel columns and steel roof structure framing elements, including structural steel decking;
- Use of windows will be limited to only the structures' main entrances;
- The structure will incorporate an enhanced fire sprinkler system to exceed California Fire Code requirements; and
- The structure will include emergency exits that exceed the exit requirements set forth by the Riverside County Fire Code by approximately 15 to 20 percent.
- The applicant will not propose any uses prohibited or discouraged in Compatibility Zones C1 or D.

5.8.5 Environmental Impacts before Mitigation

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

Construction of the Project may involve the limited transport of fuels, lubricants, and various other liquids for operation of construction equipment. Deliveries to the Project site would likely come from the Ports of Long Beach and Los Angeles as well as other locations. Goods sorted for redistribution would then be delivered via truck to in state or out of state locations. The exact tenants of the logistics buildings are unknown at this time, so there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products such as paint products, solvents, and cleaning products may be stored and transported in conjunction with the proposed logistics center use. These hazardous materials would only be stored and transported to and from the site. Manufacturing and other chemical processing will not be permitted under the provisions of the Specific Plan.

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 Project area may increase as a result of implementation of the proposed Project, all new implementing development that will handle or use hazardous materials would be required to comply with the regulations, standards, and guidelines established by USEPA, the State of California, County of Riverside 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 hazardous material business plan (HMBP) to a regulating agency. HMBPs are designed to be used by responding agencies for a quick and accurate evaluation of each situation for an appropriate response and would include an inventory of the hazardous materials used in the facility as well as emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material.

Specifically, the State requires an owner or operator of a facility to complete and submit a HMBP if the facility hands a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal or greater then:

- 55 gallons, 500 pounds, or 200 cubic feet at standard temperature and pressure for a compressed gas
- The applicable federal threshold planning quantity (TPQ) for an extremely hazardous substance (EHS) listed in Appendix A, Part 355, Title 40, of the Code of Federal Regulations.
- Amounts of radioactive materials requiring an emergency plan pursuant to Parts 30, 40, or 70 of Chapter 1 of Title 10 of the Code of Federal Regulations.

The federal government requires owners and operators of a facility to complete and submit an emergency and hazardous chemical inventory form annually, known as the Tier II form, if the facility has at a minimum or greater:

- 500 pounds (or 227 kilograms --- approximately 55 gallons) or applicable federal threshold quantities for extremely hazardous substances listed in 40 CFR Part 355, Appendix A and B and hazardous chemicals, whichever is lower
- 10,000 pounds of a hazardous chemical that is not an extremely hazardous substance
- 75,000 gallons of gasoline
- 100,000 gallons of diesel.

Because chemical processing will not be permitted at this site, it is not anticipated that use of these sites will necessitate preparation of an HMBP, any new business that meets the specified criteria would be required to submit a full hazardous materials disclosure report that would include 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 would need 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.

As a result of oversight by the appropriate federal, state, and local agencies, and compliance with applicable regulations related to the handling and storage of hazardous materials by all implementing development and infrastructure projects, the risk of the public's potential exposure to hazardous substances are **less than significant**.

Threshold B: *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The 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 the site as a result of the proposed Project. However, appropriate documentation for all hazardous waste that is transported in connection with specific Project-site activities would be provided in compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the CHSC. In addition, future users would be required to 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 the United States Department of Transportation (DOT) Office of Hazardous Materials Safety Title 49 of the CFR, and implemented by Title 13 of the CCR which prescribes strict regulations for the safe transportation of hazardous materials. Compliance with the applicable federal and state laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit; therefore, 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 Fire Code (CFC) 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.

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65952.5. Due to the historic use of the Project site for agriculture, the Project's Phase I Environmental Site Assessment determined a potential that residual organochlorine pesticides in the shallow on-site soils might occur at the Project site. Such hazardous material, if present, may result in an impact during construction-related activities. However, the Project's Phase II Subsurface Investigation determined that residual organochlorine pesticides are not present and no further investigation is warranted (CHJ(d), p. 2). Further, the Phase I Environmental Site Assessment and Phase II Subsurface Investigation

determined that no existing hazardous environmental conditions or materials occur at the Project site (CHJ(b), pp. 5-11, 17-19; CHJ(d), p. 2).

Thus, because future use will be subject to federal, state, and local regulations, potential impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment are **less than significant**.

Threshold C: *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

The Project site is not located within a quarter-mile of an existing or proposed school site. The schools nearest the Project site are: 1) Youth Build Charter, located at 12125 Day Street, Suite N203-N207 Canyon Springs Plaza, in the City of Moreno Valley (approximately 1.3 miles northeast of the Project site); and 2) Taft Elementary School, located at, 959 Mission Grove Parkway North, in the City of Riverside (approximately 1.6 miles southwest of the Project site). As both schools are located over one quarter-mile away from the Project site, **no impacts** are anticipated.

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

According to CHJ, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CHJ(b), pp. 5-11). A state database identified a soil and groundwater case related to a leaking underground storage tank (LUST) associated with the Ralphs Distribution Center located approximately a quarter-mile southeast of the Project site. However, the case is closed and LUST was hydraulically downgradient from the project site. Hence, the LUST does not have the potential to impact the project site. Therefore, impacts will be **less than significant**.

Threshold E: *Would the Project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, and would the Project result in a safety hazard for people residing or working in the project area?*

The Project site is located within the MARB/IPA LUCP and was determined by ALUC to be consistent with this LUCP on December 10, 2016. (ALUC Minute Order) Consistency is determined by each criterion of the applicable compatibility zone. Approximately 46 acres of the Project site, consisting of Building 1, is located within Zone C1; while a small portion of Building 1 and the entirety of Building 2, approximately 28 acres, is located within Zone D of the LUCP, as reflected on **Figure 5.8-1b**.

The MARB/IPA LUCP identifies prohibited and discouraged uses within each land use compatibility zone as well as density/intensity standards, and open land requirements as reflected in **Table 5.8-A – MARB/IPA Compatibility Criteria for Zones C1 and D**, below.

Table 5.8-A – MARB/IPA Compatibility Criteria for Zones C1 and D

Zone	Locations	Density/Intensity Standards			Req'd Open Land	Additional Criteria	
		Residential (du/ac)	Other Uses (people/acre) ^a			Prohibited Uses ^d	Other Development Conditions
			Avg ^b	Single ^c			
C1	Primary Approach / Departure Zone	≤3.0	100	250	None required	<ul style="list-style-type: none">• Children’s schools, day care centers, libraries• Hospitals, congregate care facilities, places of assembly• Noise-sensitive outdoor nonresidential uses^e• Hazards to flight^f	<ul style="list-style-type: none">• Critical community infrastructure facilities discouraged^g• Aboveground bulk storage of hazardous materials discouraged^h• Sound attenuation as necessary to meet interior noise level criteriaⁱ• Airspace review required for objects >70 feet tall^j• Electromagnetic radiation notification^k• Deed notice and disclosure^l
D	Flight Corridor Buffer	No limit/restriction			None required	<ul style="list-style-type: none">• Hazards to flight^f	<ul style="list-style-type: none">• Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged^m• Electromagnetic radiation notification^k• Deed notice and disclosure^l

Notes:

- ^a Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ^b Average acre density. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ^c Single acre density. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ^d The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ^e Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ^f Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. Also see Countywide Policy 4.3.7.

- ^g Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ^h In Zone C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- ⁱ Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- ^j This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The FAA or Caltrans Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- ^k MARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with MARB radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- ^l Deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ^m Although no explicit upper limit on usage intensity is defined for Zone D, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Source: Riverside County Airport Land Use Commission, *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, adopted November 13, 2014, adapted from Table MA-2, pp. 9-11.

The proposed Project will consist of light industrial activities; uses which are permitted within Zones C1 and D. Zone C1 discourages above ground storage of more than 6,000 gallons of hazardous or flammable materials per tank. However, no above ground storage tanks are proposed by the Project. Nonetheless, with implementation of mitigation measure **MM HAZ 1**, impacts will remain **less than significant**.

Zone C1 requires airspace review for structures over 70 feet in height (MARB/IPA LUCP, p. 10). FAR Part 77 establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. Objects exceeding FAR Part 77 height limits require an FAA obstruction evaluation review. According to the MARB/IPA LUCP, objects over 70 feet tall within Zone C1 require airspace review in accordance with FAR Part 77. Building 1, which is primarily located within Zone C1, does not include any physical objects over 70 feet tall.

With regard to the proposed Project, ALUC noted that FAA review would be required for any structures with top of roof exceeding 1711 feet above mean seal level (AMSL). Because the Project proposes a finished floor elevation of 1596.19 feet AMSL and maximum building height

of 41 feet, which results in a top point elevation of approximately 1637.19 feet AMSL,² ALUC concluded review by the FAA Obstruction Evaluation Service was not required. (ALUC Staff Report, p. 3) In the event Project construction or operation requires the use of cranes or other equipment that will exceed 1711 AMSL, mitigation measure **MM HAZ 2** requires the applicant to notify the FAA.

Building 1 will be subject to the intensity requirements for Zone C1 while Zone D provides no restrictions on intensity. ALUC recommends determining land use intensity by use of the Building Code Method as provided in Appendix C of the *Riverside County Airport Land Use Compatibility Plan Policy Document, Table C1-Occupancy Levels, California Building Code*, adopted December 2004. The Building Code Method establishes occupancy levels based on the California Building Code's minimum square foot per occupant to determine the maximum occupancy of particular land uses. Utilizing this method, and conservatively assuming all 10,000 SF of office would be located within Zone C1, ALUC staff determined that Building 1 would result in a total occupancy of 752 people which complies with ALUC average and single acre intensity standards (ALUC Staff Report).

Each airport has also established Community Noise Equivalent Level (CNEL) contours that reflect noise exposure in decibels (dB) to the surrounding area created by aircraft activity. MARB/IPA has three noise contours, which are 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL, with 65dB CNEL representing the highest noise exposure contour which is found closer to the airport runway. The MARB/IPA LUCP identifies compatibility criteria for noise as identified in **Table 5.8-B – MARB/IPA Compatibility Zone Factors**, below.

Table 5.8-B – MARB/IPA Compatibility Zone Factors for Zones C1 and D

Zone	Location	Noise and Overflight Factors	Safety and Airspace Protection Factors
C1	Primary Approach / Departure Zone	<p><i>Noise Impact: Moderate to High</i></p> <ul style="list-style-type: none"> • Within or near 60-CNEL contour • Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure 	<p><i>Risk Level: Moderate</i></p> <ul style="list-style-type: none"> • Beneath or adjacent to low altitude overflight corridors

² Calculated as follows: finished floor elevation of 1596.19 feet AMSL plus maximum building height of 41 feet = 1637.19

Zone	Location	Noise and Overflight Factors	Safety and Airspace Protection Factors
D	Flight Corridor Buffer	<p><i>Noise Impact: Moderate to Low</i></p> <ul style="list-style-type: none"> • Mostly within 55-CNEL contour • More concern with respect to individual loud events than with cumulative noise contours 	<p><i>Risk Level: Low</i></p> <ul style="list-style-type: none"> • On periphery of flight corridors • Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)

Source: Riverside County Airport Land Use Commission, *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, adopted November 13, 2014, adapted from Table MA-1, p. 3.

As a majority of Building 1 is located within Zone C1 which is within or near the 60-CNEL contour, mitigation measure **MM HAZ 3** would ensure potential tenants and building owners are aware of the potential for disruptive noise events. Regardless, the Project will not include noise sensitive uses.

The proposed Project was reviewed by ALUC as required and found to be consistent with the MARB/IRP LUCP on December 10, 2015 (ALUC Minute Order, ALUC Staff Report). Therefore, with implementation of mitigation measures **MM HAZ 1**, **MM HAZ 2**, and **MM HAZ 3** impacts are **less than significant**.

Threshold F: *Would the Project be located within the vicinity of a private airstrip, and if so, would the Project result in a safety hazard for people residing or working in the project area?*

There are no private airstrips located within the City, or its Sphere of Influence; therefore, there are no private airstrips in the area surrounding the Project (GP 2025 FPEIR, p. 5.7-35). Thus, the proposed Project will not result in a safety hazard for people residing or working in the Project area. Therefore, **no impact** will occur.

Threshold G: *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The City has developed an extensive Emergency Operations Plan (EOP), created by the Riverside Fire Department Emergency Management Office. Riverside Fire Department promotes a high level of multijurisdictional cooperation and communication for emergency planning and response management through activation of the Standardized Emergency Management System, a framework for responding to and managing emergencies and disasters involving multiple jurisdictions and multiple agency responses. The GP 2025 also provides policies to identify methods of implementing the emergency plan. (GP 2025 FPEIR, p. 5.7-35) The Project will not interfere with this EOP because no roadways that serve the Project site or within the Sycamore Canyon Business Park are identified for an evacuation route (GP 2025, Figure 8.1).

Emergency vehicle access to the Project site and immediate vicinity will be improved by the Project, which includes the extension of Lance Drive northward to connect with Dan Kipper Drive so as to create a circulation loop. Currently, Lance Drive and Dan Kipper Drive within the Sycamore Canyon Business Park Specific Plan both currently terminate in dead-ends. Upon completion of Project construction, emergency vehicles will be able to access the Project site from two driveways along Lance Drive. Lance Drive, in turn, can be accessed from existing, fully improved roadways including Sycamore Canyon Boulevard via Dan Kipper Drive or Sierra Ridge Drive. The improvement of Lance Drive, as well as the existing roadways within the business park and those that provide access to the business park, have been designed to meet the City's Public Works Departments and Riverside Fire Department's (RFD) specifications. Thus, the Project would not interfere or impede with any emergency response or evacuation plan.

Response times for RFD average approximately six minutes, and RFD arrives within seven minutes of dispatch over seventy percent of the time (GP 2025, p. PS-29). Likewise, police officers strive to respond to within seven minutes to priority one calls, which typically involve life-threatening situations including robbery or accidents with bodily injury. Officers will respond to priority two calls, which are non-life threatening, within 12 minutes (GP 2025 DEIR, p. 5.13-3).

Therefore, with continued use of the SEMS, implementation of the above GP 2025 policies enforcing compliance with the Emergency Operations Plan, and Lance Drive extension improvement, impacts to emergency response and evacuation plans will be **less than significant**.

Threshold H: *Would the Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The Project site is not identified as being in a fire hazard area (GP 2025, Figure PS-7) or State Responsibility Area (SRA). However, no part of the City is immune from fire danger, and the Project site is located adjacent to the Sycamore Canyon Wilderness Park and within the Hills and Canyons area. These areas are characterized by natural vegetation, including brush, grass, and trees. The Project's proposed structures will be separated from the off-site natural areas by landscaping and surface parking lot. The Project site is otherwise within an urbanized area with urban land uses to the northwest, north, east, and south.

The most important criteria for effective firefighting, is response time. General Plan 2025 policy PS-6.2 identifies that the Riverside Fire Department (RFD) should meet/maintain a five minute response time in urban areas. RFD's nearest responding fire station is Box Springs Station 13, located approximately 0.5 mile to the southeast of the Project site at 6490 Sycamore Canyon Boulevard; well within the five minute response time criteria. In the event of a fire, the Project site will be accessible from a fully improved, paved roadway network within the Sycamore Canyon Business Park. Moreover, the Project will be required to be reviewed by RFD as part of

the plan check process to ensure appropriate clearance and access to the site. The Project will also comply with the California Fire Code to reduce structural fire hazards.

With regard to firefighting access into the Sycamore Canyon Wilderness Park, the *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan* identifies a future paved cul-de-sac in the vicinity of Kangaroo Court as providing a logical emergency access point to the entire east half of the park. With implementation of the Project as proposed, the General Plan 2025 and the Sycamore Canyon Business Park Specific Plan will both be amended to remove Kangaroo Court from the respective circulation plans and the cul-de-sac will not be constructed as contemplated in the *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan*. The Project's proposed Fire Access/Parks Maintenance Road will provide access to the east half of the park. This access road will be maintained by the property owner designed and constructed to the standards identified in mitigation measures **MM AES 6** and **MM AES 7**. Thus, through project design, regulatory compliance, and implementation of these mitigation measures potential impacts from wildland fires will be reduced to **less than significant**.

5.8.6 Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures that could minimize significant adverse impacts (State *CEQA Guidelines* Section 15126.4).

MM HAZ 1: Above ground storage tanks of more than 6,000 gallons of hazardous material shall not be permitted.

MM HAZ 2: A minimum of 45 days prior to submittal of an application for a building permit, the Project applicant shall inform the City of Riverside Planning Division and Building and Safety Division if any Project-related vertical structures or construction equipment will exceed 1711 AMSL. If it is determined that any Project-related vertical structures or construction equipment will exceed 1711 AMSL, the applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA Form 7460-1 is required to be filed, the City shall not issue a building permit until the FAA issues a determination stating that the proposed construction will not be a hazard to air navigation.

MM HAZ 3: The following deed notice and disclosure text shall be provided to all potential purchasers of the Project site property and tenants of the buildings:

NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You

may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

MM HAZ 4: The following additional MARB-required risk-reduction Project design features shall be incorporated into Project design:

- The Project will not include:
 - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or FAA-approved obstruction lighting;
 - Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport;
 - Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area;
 - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; or
 - Although such uses are not anticipated, in Building 1: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight are prohibited.
- Any outdoor lighting that is installed will be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting will be downward facing;
- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result;
- No skylights will be included;
- Exterior walls will consist of 8-inch-thick solid grouted, 4-hour rated concrete masonry;
- Building roof will consist of structural steel columns and steel roof structure framing elements, including structural steel decking;
- Use of windows will be limited to only the structures' main entrances;

- The structure will incorporate an enhanced fire sprinkler system to exceed California Fire Code requirements; and
- The structure will include emergency exits that exceed the exit requirements set forth by the Riverside County Fire Code by approximately 15 to 20 percent.
- The applicant will not propose any uses prohibited or discouraged in Compatibility Zones C1 or D.

For the ease of the reader, mitigation measures **MM AES 6** and **MM AES 7** are shown below.

MM AES 6: To provide access for fire and parks maintenance vehicles consistent with the intent of the Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan, the Project developer shall:

- a. Design and construct the Fire Access/Parks Maintenance Road per the City of Riverside Fire Department requirements, including but not limited to, providing a 36,000 pound wheel load. As part of Design Review and prior to the issuance of a grading permit, the Fire Access/Parks Maintenance Road detail shall be submitted to the Community and Economic Development Department, Planning Division, the Parks, Recreation, and Community Services Department, and the City Fire Department for review and approval.
- b. Install vehicular gates between the vehicular access road on the south end of the Project site and the eastern terminus of the Fire Access/Parks Maintenance Road and between the western terminus of the Fire Access/Parks Maintenance Road and the Sycamore Canyon Wilderness Park. The vehicular gates shall be double galvanized steel swing arm gates a minimum of 12-feet in width and provided with a Knox padlock. The gates shall lock in the open and closed positions per Park Standard Detail No. 5110. The gate at the western property line shall be constructed to match Standard Detail No. 5520. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that shows the details of these gates and Park Standard Detail No. 5110 shall be submitted to the Community and Economic Development Department, Planning Division and the Parks, Recreation, and Community Services Department for review and approval.

MM AES 7: To ensure there is adequate clearance for the fire vehicles, prior to building permit issuance the landscape plans shall be revised to relocate the trees shown on the trail and the Fire Access/Parks Maintenance Road such that all trees shall be setback from the trail and Fire Access/Parks Maintenance Road easements a minimum of 5 feet. Once planted, the developer shall maintain all trees such that a minimum 13.5-foot vertical clearance over the Fire Access/Parks Maintenance Road and a minimum 8.5-foot vertical clearance over the trail is provided and maintained. The revised landscape

plans shall be designed per the City's Water Efficient Landscape and Irrigation Ordinance adopted on December 1, 2015 (<http://aquarius.riversideca.gov/clerkdb/0/doc/215696/Page1.aspx>). The revised landscape plans shall be reviewed and approved by City Design Review staff and Western Municipal Water District as part of Design Review prior to the issuance of a grading permit.

5.8.7 Environmental Impacts after Mitigation Measures are Implemented

With incorporation of Project Design Features, compliance with federal, state, and local law, and implementation of mitigation measures **MM HAZ 1, MM HAZ 2, MM HAZ 3, MM HAZ 4, MM AES 6, and MM AES 7**, potential Project-specific impacts will be **less than significant**.

5.8.8 References

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

ALUC Minute Order	Riverside County Airport Land Use Commission, <i>Minute Order, December 10, 2015</i> (Available at http://www.rcaluc.org/Portals/0/PDFGeneral/minutes/2015/12-10-2015_Minutes.pdf?ver=2016-01-15-133622-730 , accessed May 11, 2016.)
ALUC Staff Report	Riverside County Airport Land Use Commission, <i>Staff Report for Agenda Item 2.1</i> , hearing date December 10, 2015. (Available at http://www.rcaluc.org/Portals/0/PDFGeneral/Agenda/2015/aluc_agenda_121015.pdf?ver=2015-12-01-170144-107 , accessed December 1, 2015.)
CHJ(b)	CHJ Consultants, <i>Phase I Environmental Site Assessment Update, 17 Vacant Parcels, ±75 Acres Northwest of Sierra Ridge Drive and Lance Drive, Riverside, California</i> , September 16, 2014. (Appendix G.)
CHJ(c)	CHJ Consultants, <i>Geotechnical Investigation, Proposed Industrial Development, Lance and Sierra Ridge Drives, Riverside, California</i> , July 20, 2007. (Appendix E.)
CHJ(d)	CHJ Consultants, <i>Limited Phase II Subsurface Investigation, 17 Vacant Parcels, ±75 Acres, Northwest of Sierra Ridge Drive and Lance Drive, Riverside, California</i> , September 25, 2014. (Appendix G.)
GP 2025	City of Riverside, <i>General Plan 2025</i> , certified November 2007 with subsequent amendments to various elements. (Available at http://www.riversideca.gov/planning/gp2025program/general-plan.asp , accessed June 23, 2015.)
GP 2025 FPEIR	City of Riverside, <i>General Plan 2025 Program Environmental Impact Report</i> (SCH# 2004021108), certified November 2007. (Available at http://www.riversideca.gov/planning/gp2025program/ , accessed June 23,

- 2015.)
- MARB/IPA
DEIR Riverside County Airport Land Use Commission, *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, adopted November 13, 2014. (Available at <http://www.rcaluc.org/Portals/0/PDFGeneral/plan/2014/Draft%20EIR%20for%20March%20ALUCP.pdf>, accessed July 17, 2016.)
- MARB/IPA
LUCP Riverside County Airport Land Use Commission, *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, adopted November 13, 2014. (Available at <http://www.rcaluc.org/filemanager/plan/new//17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf>, accessed June 24, 2015.)
- RFD PD City of Riverside Fire Department, Emergency Management Disaster Preparedness, Web site. (Available at <http://www.riversideca.gov/fire/disasterpreparedness.asp>, accessed June 24, 2015.)
- SCWP SKR
and Dev Plan Dangermond & Associates, O'Farrell Biological Consulting, Firewide 2000, Inc., Tierra Madre Consultants, Inc., *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan*, March 1999. (Available at http://www.riversideca.gov/planning/pdf/SpecificPlans/SycCynMnmgtPlan_UpdatedConceptualPlan.pdf, accessed July 16, 2016.)