

3.8 Hazards and Hazardous Materials

This section provides an assessment of potential impacts related to hazards and hazardous materials that could result from project implementation. Potential hazards addressed in this section include the use of hazardous materials during operation, hazardous materials in soil and groundwater, releases of hazardous materials during construction, and hazards related to aviation, emergency preparedness, and wildfires.

3.8.1 Environmental Setting

Physical Setting

The proposed project is located in open space areas in unincorporated Riverside County in both the Lake Perris State Recreation Area (SRA) and the city of Perris. Work on the proposed project would be conducted in three segments along the southern reach of the Perris Dam through the Perris Fairgrounds to the Perris Valley Channel. The SRA Segment begins with the existing emergency release structure to the south and continues northward between the dam and the Ramona Expressway. The Fairgrounds Segment is located parallel and adjacent to the Ramona Expressway in the southern-most portion of the Lake Perris Fairgrounds, potentially encompassing an existing parking and part of the Lucas Oil/Starwest Motocross Facility. The Western Segment is also located parallel and adjacent to the Ramona Expressway, and is situated between Lake Perris Drive and the Perris Valley Channel on DWR property.

Airports

Lake Perris is located in the vicinity of nearby March Air Reserve Base (ARB). The March ARB lies approximately 2.5 miles west of the project site. In March 2005, March ARB completed an Air Installation Compatible Use Zone (AICUZ) that compiles an extensive analysis of the effects of aircraft noise, accident potential, and compatible land use and development upon present and future neighbors of the March ARB. The proposed project is not located within the AICUZ impact area.

The closest civilian airport is Perris Valley Airport, which, according to the County Area Land Use Compatibility Plan, is located more than 6 miles to the south of the project near Highway 74.

Sensitive Receptors

The closest sensitive receptors are residential homes located just south of the proposed project across from the Ramona Expressway and within 200 feet of certain project components. In addition, Frank Eaton Memorial Park is located approximately one-quarter mile south of the SRA Segment, May Ranch Elementary School and Morgan Park are located approximately one-third mile south of the Western Segment, and Lakeside Middle School is located less than 0.5 mile southeast of the emergency release structure.

Hazardous Materials

Soil and groundwater can become contaminated by hazardous materials in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most chemical disposals were unregulated, resulting in numerous industrial properties and public landfills being used as dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Sites are added to a National Priorities List following a hazard ranking system. The U.S. Environmental Protection Agency (USEPA) maintains the list of federal Superfund sites, as well as a more extensive list of all sites with potential to be listed known as Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS).

Numerous smaller properties also have been designated as contaminated sites by local and regional agencies, often as a result of leaking underground storage tanks (LUSTs). Additionally, former commercial or industrial properties are often referred to as “brownfield sites” where the potential for contaminated soils hinders redevelopment of the properties. Both the EPA and California Department of Toxic Substances Control (DTSC) maintain lists of known brownfield sites. These sites are often difficult to inventory because of their owners’ reluctance to publically label their property as potentially contaminated.

Regulatory databases provided by federal, state, and local agencies provide information of past and present usage, storage, and disposal of hazardous materials. There are a number of databases maintained by the state that allow for records searches of contaminated sites, including the State Water Resources Control Board (SWRCB) GeoTracker and DTSC’s EnviroStor database. GeoTracker identifies LUST sites, land disposal sites, military sites, DTSC cleanup sites, other cleanup sites, permitted underground storage tank (PUST) facilities, and permitted hazardous waste generators. EnviroStor identifies federal Superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, corrective action sites, and tiered permit sites.

A database search of hazardous materials sites was performed to identify potentially contaminated sites in the project area. The result of the database records search determined the proposed project site is not included in any database.

There are five sites located near the proposed project area, including a former soil cleanup site (no further action required) at the March ARB Gunnery Range, an inactive Military Evaluation north of Lake Perris, two closed LUST cleanups at the intersection of North Perris Boulevard and Ramona Expressway, and an ongoing LUST cleanup at the Lake Perris Marina. Additionally, the City of Perris General Plan names the Perris Auto Speedway as a hazardous waste generator and Apec Racing as a hazardous materials handler; both facilities are located at the northern end of the Lake Perris Fairgrounds outside of the project impact area (City of Perris, 2005).

No active sites listed in GeoTracker or EnviroStor were identified within a quarter-mile of the project vicinity.

Wildland Fire

The California Public Resources Code (PRC) includes fire safety regulations that: restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire-suppression equipment that must be provided on-site for various types of work in fire-prone areas. The PRC requirements would apply to construction activities in the SRA Segment because this site is located in an area designated as a “Moderate Fire Hazard Severity Zone” in the State Responsibility Area (California Department of Forestry and Fire Protection, 2007).

The city of Perris has been designated as a Community at Risk by the California Fire Alliance, an organization consisting of government agencies such as the California Department of Forest and Fire Protection, the United States Forestry Service, and the U.S. Bureau of Land Management, among others. Perris is a Type 3 community, representing the highest level of risk to communities in the vicinity of lands managed by the federal government. However, the proposed project does not fall within the city’s Wildfire Constraint Areas as designated in the Perris General Plan Safety Element (City of Perris, 2005).

Emergency Operations Planning

Riverside County has developed an Emergency Operations Plan (EOP) that contains detailed emergency response checklists outlining procedures to be followed in the event of natural disasters, severe storms, major system failures, or terrorist attacks (Riverside County, 2006). The EOP identifies staff people to perform emergency duties and lists the resources needed to accomplish emergency tasks.

Hazardous Building Materials

Old structures have the potential to contain hazardous building materials, including asbestos, polychlorinated biphenyls (PCBs), and lead-based paints. State and federal laws control the removal and disposal of hazardous materials and require the generator to follow strict notification and abatement procedures prior to disturbance of these materials.

Asbestos is a common name for a group of naturally occurring fibrous silicate minerals that are made up of thin but strong, durable fibers used in building materials, including insulation, shingles, and floor and ceiling tiles. Asbestos could be present in adhesives or other surface treatments used in construction and the regular maintenance of the existing emergency release structure.

PCBs are mixtures of synthetic organic chemicals with physical properties ranging from oily liquids to waxy solids that are useful to reduce oil temperature. Until the use of PCBs was made illegal, they were used widely in hundreds of industrial and commercial applications, including use in hydraulic, electrical, and heat transfer equipment; and as plasticizers in caulking, paints, plastic, and rubber compounds. Some PCBs still remain in older equipment.

Lead-based paint is toxic to humans, particularly young children, and can cause a range of human health effects depending on the level of exposure. Lead-based paints were used on the surfaces of many older structures; if such paint is separated from a structure due to peeling, lead may also be found in nearby soil. Tetra-ethyl lead, which was used as a gasoline additive until it was phased out in 1986, is also found in high concentrations in the soils adjacent to major roadways that were constructed prior to its phase-out.

3.8.2 Regulatory Framework

Hazardous materials, defined in Division 20, Chapter 6.5, Section 25110 of the California Health and Safety Code, are materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a potential hazard to human health and safety or to the environment if released. Title 22 of the California Code of Regulations (CCR), Division 4.5, Chapter 11, contains regulations for the classification of hazardous wastes. A waste is considered hazardous if it is toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases) in accordance with the criteria established in Article 3. Article 4 lists specific hazardous wastes, and Article 5 identifies specific waste categories, including Resource Conservation and Recovery Act (RCRA) hazardous wastes, non-RCRA hazardous wastes, extremely hazardous wastes, and special wastes.

Hazardous materials and hazardous wastes are extensively regulated by federal, State, and local regulations. In general, these regulations provide definitions of hazardous materials; establish reporting requirements; set guidelines for handling, storage, transport, remediation, and disposal of hazardous wastes; and require health and safety provisions for both workers and the public. Regulatory agencies also maintain lists, or databases, of sites that are permitted to handle hazardous wastes or store hazardous materials in underground storage tanks, as well as sites where soil or groundwater quality may have been affected by hazardous materials.

Title 40 of the Code of Federal Regulations (CFR) and Title 22 of the CCR (Section 66262) define and identify hazardous materials and wastes and provide threshold levels for these substances. Regulatory agencies determine what constitutes a substantial hazard or an insignificant level of hazardous materials on a case-by-case basis, depending on the proposed uses, potential exposure, and degree and type of hazard.

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) (42 U.S.C Section 6901-6987), which was enacted in 1976, is the principal law governing the disposal of hazardous materials. The purpose of RCRA is to protect human health and the environment from the hazards posed by waste disposal; conserve energy and natural resources through waste recycling and recovery; reduce or eliminate the amount of waste generated, including hazardous waste; and ensure that wastes are managed in a manner that is protective to human health and the environment. In 1984 the scope of RCRA was substantially expanded with enactment of the Hazardous and Solid Waste

Amendments (HSWA). HSWA expanded RCRA by adding compliance and enforcement program development along with further restrictions on LUSTs. RCRA is considered a “cradle to grave” statute for hazardous wastes in that it addresses all aspects of hazardous materials from creation to disposal.

Comprehensive Environmental Response, Compensation, and Liability Act

CERCLA was developed in 1980 to protect water, air, and land resources from risk created by past chemical disposal practices. CERCLA, also known as Superfund, allows the federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified.

Under CERCLA, the CERCLIS database was developed and lists all contaminated sites in the nation that have in part undergone or are currently undergoing cleanup activities. CERCLIS includes information on current hazardous waste sites, potential hazardous waste sites, and remediation activities, including sites listed on USEPA’s National Priorities List (NPL) or being considered for the NPL.

Toxic Substance Control Act

The Toxic Substances Control Act of 1976 (TSCA) provides the USEPA with authority to require reporting, record-keeping, and testing requirements as well as restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals, including PCBs. Under TSCA, the USEPA has the ability to track the 75,000 industrial chemicals currently produced or imported in the United States and can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Federal Hazardous Materials Transportation Law and Hazardous Materials Regulations

The federal Hazardous Materials Transportation Law (federal Hazmat Law), 49 U.S.C. Section 5101 et seq., is the basic statute regulating hazardous materials transportation in the United States. Section 5101 of the federal Hazmat Law states that the purpose of the law is to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce.

The Hazardous Materials Regulations (HMR), implement the federal Hazmat Law, govern the transportation of hazardous materials by highway, rail, vessel, and air. The HMR address hazardous materials classification, packaging, hazard communication, emergency response information, and training. The Pipeline and Hazardous Materials Safety Administration (PHMSA) also issues procedural regulations, including provisions on registration and public sector training and planning grants (49 CFR Parts 105, 106, 107, and 110). The Pipeline and Hazardous Material Safety Administration issues the HMR (PHMSA, 2009).

Hazardous Materials Worker Safety Requirements

The federal Occupational Safety and Health Administration (OSHA) is the federal agency responsible for ensuring worker safety. The federal regulations for worker safety are contained in CFR Title 29, as authorized in the Occupational Safety and Health Act of 1970. These regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling.

State

Hazardous Waste Regulations

Hazardous waste programs in California are primarily administered by DTSC and the California Environmental Protection Agency (CalEPA). Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Wastes provides the basis for California hazardous waste regulations, and Chapter 6.5 of the California Health and Safety Code allows for implementation of a “cradle to grave” waste management system analogous to RCRA’s.

CalEPA oversees the Unified Program, which is a consolidation of six environmental and emergency response programs. The Enforcement and Emergency Response Program of DTSC oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program that is carried out by local Certified Unified Program Agencies (CUPAs). The local CUPAs are tasked with establishing a unified hazardous waste and hazardous materials management program for hazardous waste generators, treatment of hazardous waste, facilities with underground and aboveground storage tanks, risk management and prevention plans, and hazardous materials management plans and inventory statements required by the Uniform Fire Code.

The Riverside County Department of Environmental Health’s Environmental Protection and Oversight division is the designated CUPA in the County of Riverside.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds (CCR Title 19, Division 2, Chapter 4.5). The purpose of the CalARP Program is to prevent accidental releases of regulated substances and reduce the severity of releases that do occur. The CalARP Program meets all requirements of the USEPA’s Risk Management Program, established pursuant to the Clean Air Act Amendments (42 United States Code Section 7412(4)). The CalARP Program requires facilities that use regulated substances to develop a Risk Management Plan (RMP).

California Fire Code

The California Fire Code, Article 80, includes specific requirements for the safe storage and handling of hazardous materials. These requirements reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following design

features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition.
- Spill control in all storage, handling, and dispensing areas.
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire-suppression system for a period of 20 minutes in the event of a catastrophic spill.

The California Fire Code, Article 79, includes specific requirements for the safe storage and handling of flammable and combustible liquids. Specific requirements address fire protection; prevention and assessment of unauthorized discharges; labeling and signage; protection from sources of ignition; specifications for piping, valving, and fittings; maintenance of above-ground tanks; requirements for storage vessels, vaults, and overfill protection; and requirements for dispensing, using, mixing, and handling of flammable and combustible liquids.

Transportation of Hazardous Wastes

Regulatory requirements for the transport of hazardous wastes in California are specified in 22 CCR, Division 4.5, Chapters 13 and 29. In accordance with these regulations, all hazardous waste transporters must have identification numbers, which are used to identify the hazardous waste handler and to track the waste from its point of origin to its final disposal disposition (DTSC, 2007). This number, issued by either USEPA or DTSC, depends on whether the waste is classified as hazardous by federal regulations or only under California regulations. Hazardous waste transporters must comply with the California Vehicle Code, California Highway Patrol regulations (13 CCR); California State Fire Marshal regulations (19 CCR); U.S. Department of Transportation regulations (CFR Title 49); and USEPA regulations (CFR Title 40). A hazardous waste manifest is required for transport of hazardous wastes. The hazardous waste manifest documents the legal transport and disposal of the waste, and is signed by the generator and transporter(s) of the waste as well as the disposal facility. California regulations specify specific cleanup actions that must be taken by a hazardous waste transporter in the event of a discharge or spill, and for the safe packaging and transport of hazardous wastes.

Hazardous Materials Worker Safety Requirements

The state regulations concerning the use of hazardous materials in the workplace are included in 8 CCR, and include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. The California Division of Occupational Safety and Health (CalOSHA) also enforces hazard communication program regulations, which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information relating to hazardous substances and their handling, and preparation of health and safety plans to protect workers. CalOSHA standards are generally more stringent than federal OSHA regulations.

Local

Riverside County Hazardous Waste Management Plan (CHWMP)

The CHWMP was adopted in 1989, and uses a framework of 24 programs to serve as the county's primary planning document for the management of hazardous substances. Its policies include:

- Comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.
- Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority.
- Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

3.8.3 Impacts and Mitigation Measures

Significance Criteria

For the purposes of this analysis and consistent with Appendix G of the California Environmental Quality Act Guidelines, the proposed project would result in potentially significant impacts if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- Be located within an area covered by an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and would result in a safety hazard for people residing or working in the project area
- Be located within the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

- 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

Hazardous Materials

CFR Title 40 and CCR Title 22 define and identify hazardous materials and wastes and provide threshold levels for these substances. Regulatory agencies determine what constitutes a substantial hazard or an insignificant level of hazardous materials on a case-by-case basis, depending on the proposed uses, potential exposure, and degree and type of hazard.

Impact Analysis

Impact 3.8-1: The project could have a significant impact if it would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Construction activities would require the routine transportation and storage of fuels, lubricants, solvents, and oils for maintenance of on-site equipment. If these materials were improperly stored or spilled, workers could become exposed. None of the materials would pose a threat to neighboring land uses since the quantities would be low and none of the materials could travel quickly off-site such as in vapor clouds. Management of hazardous materials used during the construction process would be regulated under USEPA regulations (CFR Title 40). Compliance with regulations would ensure that workers, visitors to the park, and the general public would not be exposed to hazardous materials.

The Department of Water Resources (DWR) would handle all hazardous materials in accordance with Best Management Practices (BMPs) as required by applicable local, state, and federal standards, ordinances, and regulations to ensure that impacts associated with environmental and health hazards related to the routine transport, use, or disposal of hazardous materials are less than significant.

Significance Determination: Less than Significant.

Impact 3.8-2: The project could have a significant impact if it would create a significant hazard to the public or the environment through foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Asbestos-containing pipes and materials may be encountered when the existing emergency release structure is upgraded. The emergency release structure was installed when the dam was first constructed in the 1970s. Demolition, storage, transportation, and disposal of these materials would be subject to hazardous materials regulations, including OSHA and EPA regulations. Transit pipe may be encountered, but it is generally not friable and, if handled properly, it would pose minimal risk to workers or neighboring land uses. Nonetheless, improper handling of pulverized transit pipe can emit friable asbestos into the air. DWR would require contractors to

comply with OSHA and USEPA regulations covering asbestos management. Implementation of a site safety plan would ensure that the materials would be handled to minimize exposure of workers and neighboring land uses to asbestos. In accordance with applicable local, state, and federal standards and regulations, DWR would prepare a site safety plan that outlines the procedures necessary to remove potentially asbestos-containing building materials encountered during excavation. The plan would outline personal protection requirements and training requirements for workers and it would also outline removal and disposal methods. Adherence to these requirements would reduce potential impacts associated with construction workers being impacted by asbestos contamination to less than significant.

The proposed project would require excavation, grading, and earthmoving activities through a site currently used as a motocross facility (Fairgrounds Segment), which has the potential to cause soil contamination through leaking motorcycles and oil spills. Proposed excavation operations are not expected to encounter soil contamination in quantities that would cause human health risk to workers and the surrounding environment if uncovered and exposed to open air.

Operation activities of the proposed project would not require the use or storage of hazardous materials. During construction, DWR would handle all hazardous materials in accordance with BMPs as required by applicable local, state, and federal standards, ordinances, and regulations to ensure that impacts associated with environmental and health hazards related to the accidental release of hazardous materials are less than significant.

Significance Determination: Less than significant.

Impact 3.8-3: The proposed project could have a significant impact if it would result in hazardous emission or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

No schools were found within one-quarter mile of the proposed project. The proposed project is approximately 0.3 miles north of Avalon Elementary School, 0.43 miles north of Lakeside Middle School, and 0.3 miles north of May Ranch Elementary School. No impact would occur.

Significance Determination: No Impact.

Impact 3.8-4: The project could have a significant impact if it would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.

The regulatory database review conducted for the proposed project identified one nearby site on the GeoTracker database north of the proposed project's haul route where Lake Perris Drive splits into park inbound and outbound lanes. However, the source of contamination, identified as leaking underground fuel tanks, has since been removed from the project vicinity and the impact

was remediated and closed in 1993. The database search did not identify any active hazardous materials sites on the project site or within the proposed project vicinity. Proposed excavation operations are not expected to encounter soil contamination in quantities that would cause a human health risk if uncovered and exposed to open air. Impacts would be considered less than significant.

Significance Determination: Less than Significant.

Impact 3.8-5: The project could have a significant impact if it would be located within an area covered by an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and could result in a safety hazard for people residing or working in the project area.

The March ARB is approximately 2.5 miles west of the project site. The boundary of the Airport's Influence Area includes the Lake Perris Dam and project site. There are a number of safety zones associated with the Airport Influence Area, and properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. The project site falls within Safety Zone Area III. This zone discourages schools, auditoriums, amphitheaters, stadiums, and land uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. The proposed project would not include any such structures or activities.

Further, the proposed project is not located in an area of the AICUZ that is designated as having a restricted land designation. No other public airports exist within 2 miles of the proposed project. In addition, the proposed project does not include components that could be considered potentially hazardous to overflights from airplanes. Therefore, development of the project site would not result in public airport safety hazards for people working in the project area. No impacts associated with airport compatibility would occur and no mitigation is required.

Significance Determination: No Impact.

Impact 3.8-6: The project could have a significant impact if it would be located within the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area.

The nearest private airport to the project site is the Perris Valley Airport, located at 2091 Goetz Road, approximately 6.75 miles south of the project site. Perris Valley Airport is located on private property but is open to the public. This airport is used for skydiving and ballooning activities, and the project site is located outside the Airport Influence Area for the Perris Valley Airport. The next nearest private airstrip is Pines Airpark, approximately 15 miles away. Therefore, development of the project site would not result in private airport safety hazards for people working in the project area. No impacts associated with airport compatibility would occur and no mitigation is required.

Significance Determination: No Impact.

Impact 3.8-7: The project could have a significant impact if it would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Emergency notification and response are the responsibilities of the local jurisdictions, including the County of Riverside and the Cities of Perris and Moreno Valley. The proposed project will be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that vehicular access will provide for adequate emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic would occur during the construction of the crossings/bridges within the Lake Perris Fairgrounds north of Avalon Road, at Lake Perris Drive, and at Evans Road. The proposed project would include partial lane and/or full roadway closures. Lane closures have the potential to increase traffic, alter the levels of service of these intersections, and possibly disrupt or delay the response times of emergency responders. During partial road closures, impacts on emergency responders would be limited since passage through intersections would be maintained. During full road closures, emergency access would be diverted along planned detour routes. These detour routes would be provided to each of the emergency services providers in advance. The required Traffic Management Plan will identify specific traffic control measures to ensure access and safety on the local roadway network (Ramona Expressway, Avalon Parkway, Lake Perris Drive, and Evans Road) and within the Lake Perris SRA and Lake Perris Fairgrounds are maintained and that appropriate agencies and personnel (CAL FIRE, RCFD, RCSD, CHP, and State Park Rangers) are contacted ahead of the closures. Traffic control measures to ensure access and safety on the local roadway network during construction would be included in the required Traffic Management Plan (see Section 3.13, *Transportation and Traffic*). Impacts would be considered less than significant.

Significance Determination: Less than Significant.

Impact 3.8-8: The project could have a significant impact if it would 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 use of construction equipment and temporary on-site storage of diesel fuel could pose a wildland fire risk because Lake Perris is located in a “wildland area that may contain substantial fire risks and hazards” designated by the California Department of Forestry and Fire Protection. The time of the greatest fire danger is during the clearing phase, when people and machines are working among vegetative fuels that could be highly flammable; if piled on-site, the cleared vegetative materials could also become sources of fuel for fires. Potential sources of ignition include equipment with internal combustion engines, gasoline-powered tools, and equipment or tools that produce a spark, fire, or flame. Such sources include welding equipment, sparks from blades or other metal parts scraping against rock, overheated brakes on wheeled equipment,

friction from worn or unaligned belts and drive chains, and burned-out bearings or bushings. Sparking as a result of scraping against rock is difficult to prevent. The other hazards result primarily from poor maintenance of construction equipment. Smoking by on-site construction personnel is also a source of ignition during construction.

In accordance with the PRC, DWR would require the contractor to comply with the following requirements during construction activities for the proposed project:

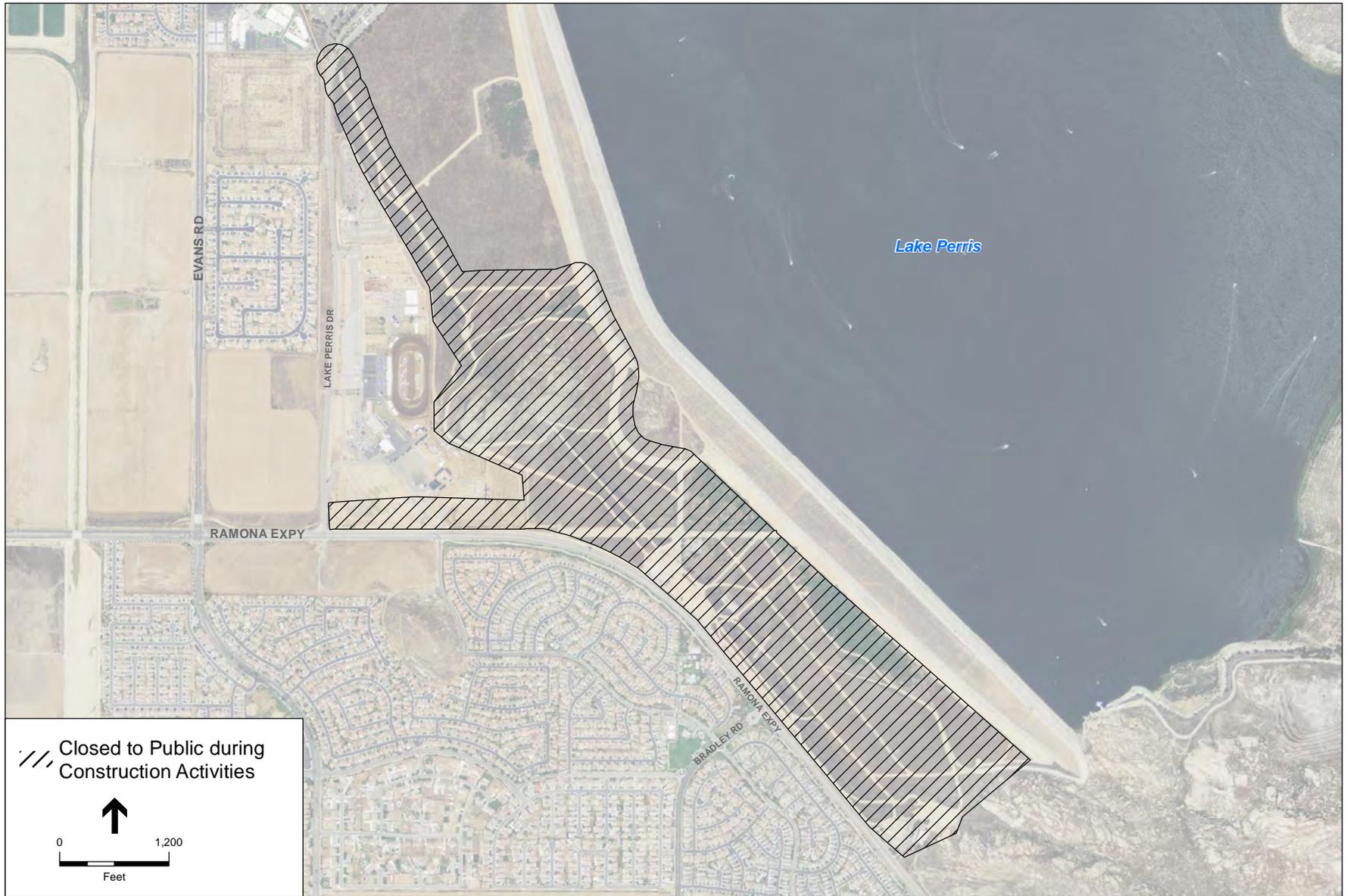
- Earthmoving and portable equipment with internal combustion engines shall be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442).
- Appropriate fire suppression equipment shall be maintained during construction—from April 1 to December 1 (PRC Section 4428).
- On days during the year when a burning permit is required, flammable materials shall be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor shall maintain the appropriate fire suppression equipment (PRC Section 4427).
- On days during the year when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines shall not be used within 25 feet of any flammable materials (PRC Section 4431).

These measures would be included in contractor's contract specifications, making the contractor responsible for the implementation and monitoring of all safety measures. Compliance with the requirements of the PRC would ensure that potential impacts due to construction-related wildland fires would be considered less than significant.

Significance Determination: Less than Significant.

Impact 3.8-9: Construction of the project could expose Lake Perris SRA visitors and Lake Perris Fairgrounds visitors to hazardous conditions related to construction activities.

Access is generally uncontrolled within the Lake Perris SRA. Park visitors may be encountered in any area within the park at any time of day or night. The proposed project would involve the use of large machinery and haul trucks that could pose hazards to park visitors frequenting the northwestern portion of the park. Additionally, with the development of the proposed projects' Fairgrounds Segment portions of the Motocross Facility and Lake Perris Fairgrounds parking lot would be restricted because of construction activities. **Figure 3.8-1** identifies the portion of the Lake Perris SRA and Lake Perris Fairgrounds that would be closed and off limits to the general public for the duration of construction activities. Fencing would be maintained to secure the construction zone at all times during construction, and signs would be posted warning visitors to stay outside the construction zones. **Mitigation Measure HAZ-1** would assist in reducing risk of accidents involving visitors during the construction activities.



SOURCE: Bing Maps.

Perris Dam Emergency Release Facility . 120083.02

Figure 3.8-1
Restricted Area during Construction

Mitigation Measures

HAZ-1: DWR shall coordinate with California State Parks and Lake Perris Fairgrounds management personnel to develop a site safety plan for the construction activities. The plan would identify construction zone access including fencing and gate control, routine patrolling, and signage.

Significance Determination: Less than Significant with Mitigation.

References

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