

## 5. Environmental Analysis

### 5.8 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Program Environmental Impact Report (Draft PEIR) evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

Hazardous materials and wastes can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste to prevent these unwanted consequences. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

##### Federal

###### *Federal Response Plan*

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency.

###### *Federal Aviation Administration Part 77 Regulations*

Federal Aviation Administration (FAA) Part 77 Regulations protect navigable airspace over and surrounding airports. Within certain areas surrounding airports, any entity proposing a structure over a certain height must notify the FAA. The FAA reviews plans for the proposed structure and issues a Determination of Hazard to Air Navigation, or Determination of No Hazard to Air Navigation, as appropriate.

##### State

###### *California Building Code*

The State of California provided a minimum standard for building design through the 2010 California Building Code (CBC)—Part 2 of Title 24 of the California Code of Regulations (CCR). The 2013 CBC is based on the 2012 International Building Code published by the International Code Council, but has been

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modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential building plans are checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings and the establishment of fire resistance standards for fire doors, building materials, and particular types of construction. Requirements for construction materials and methods in fire hazard severity zones are in CBC Chapter 7A.

#### California Fire Code

California Code of Regulations, Title 24, Part 9 is the California Fire Code (CFC). The CFC is based on the 2012 International Fire Code, published by the International Code Council, with California amendments. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. CFC Chapter 49, Requirements for Wildland-Urban Interface Fire Areas, prescribes construction materials and methods and requirements for brush clearance in fire hazard severity zones.

The Riverside County Fire Department provides fire protection services to the City of Banning and enforces the CFC on the project site.

#### *Defensible Space*

California Public Resources Code Section 4291 et seq. requires that brush, flammable vegetation, or combustible growth within 100 feet of buildings be removed. Vegetation that is more than 30 feet from the building, less than 18 inches high, and important for soil stability, may be maintained; as may single specimens of trees or other vegetation that is maintained so as to manage fuels and not form a means of rapid fire transmission from other nearby vegetation to a structure.

Fire Hazard Severity Zones are designated within Local Responsibility Areas, where local jurisdictions are financially responsible for the costs of wildfire prevention and suppression; and State Responsibility Areas, where the State is responsible for such costs. California Public Resources Code Section 4291 et seq applies to State Responsibility Areas; parallel requirements for Local Responsibility Areas are set forth in California Government Code Section 51175 et seq.

#### Riverside County

##### *Riverside County Airport Land Use Commission*

The Riverside County Airport Land Use Commission (ALUC) is an advisory agency charged with protecting and promoting the safety and welfare of residents of the airport vicinity and users of the airport while ensuring the continued operation of the airports. The ALUC issues the Riverside County Airport Land Use Compatibility Plan to protect the public from the adverse effects of aircraft noise; ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents; and ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

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### *Riverside County Emergency Operations Plan*

The Riverside County Emergency Operations Plan was adopted by the County Board of Supervisors in 2006 and is the emergency preparation, response, recovery, and mitigation plan in effect for the City of Banning. The emergency operations plan establishes responsibilities and procedures for continuity of government; mutual aid; and four stages of emergency management: preparation, response, recovery, and mitigation. Preparation consists of improving readiness and capabilities. Hazard mitigation is actions to reduce or eliminate the long-term risk to human life and property from natural or man-made hazards.

Natural and man-made hazards present or potentially present in Riverside County are identified in the Local Hazard Mitigation Plan approved by the Federal Emergency Management Agency in 2012.

### *Riverside County Ordinance No. 787*

Ordinance No. 787 adopts the 2013 California Fire Code, California Code of Regulations, Title 24, Part 9, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees.

### *Riverside County Fire Department*

#### *Riverside County Fire Department Information Bulletin #08-05*

The Riverside County Fire Department Fire Protection Planning Section (FPPS) regulates fuel modification requirements for mountainous, high fire hazard areas of Riverside County. Information Bulletin (IB) #08-05 provides information on how fuel modification should be designed and installed to reduce fuel load and provide more defensible spaces. Fuel modification plan submittal requirements are detailed in IB #08-05 which will be reviewed by the FPPS prior to final approval. Plans must identify setback, irrigation, and thinning specifications; removal of undesirable plants; existing vegetation; location of access easements; plant palate; irrigation plans; building footprints; and maintenance requirements.

#### *Requirements for Fuel Modification Zones and Construction Improvements or projects in, or adjacent to, Wildland Areas*

The following requirements for developments in or next to Wildland Areas are set forth by Banning Fire Services (BFS 2011).

Lots that are within planning areas adjacent to open space will be developed in accordance with a fire management plan that provides adequate buffering, building construction standards and fuel modification zones consistent with City Fire Department standards. Fuel modification zones will be provided where the conditions outlined below exist.

Areas where slopes exceed 30% will undergo trimming and/or clearing of flammable native vegetation for a minimum distance of one-hundred and fifty (150) feet from any structure and a minimum distance of seventy-five (75) feet from any property line. No less than the first fifty (50) feet of these cleared areas (to be referred to as zone A) will be planted with fire-resistive ("wet-zone") vegetation maintained at a height of no more than 6 inches. The majority of the plants in the remaining one hundred (100) feet (to be referred to as

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zone B) will be no more than 3 feet in height. Trees or large shrubs may be used in this zone but must be planted at least 40 feet apart at the trunks and the limbs must be kept trimmed at least 10 feet above the ground.

Where residential areas are adjacent to open space areas with slopes not exceeding 30%, the fuel modification zone may be reduced to one hundred (100) feet in width. The first 50 feet from any structure will be landscaped with fire-resistive ("wet zone") vegetation, as described above. The remaining fuel modification areas can extend into private lots as long as there is an established Homeowners Association will enforce restrictions related to no additional structures (i.e. garages, barns, storage buildings, wooden decks, patio covers, etc.) within required setbacks. Fuel management zones may be reduced through the use of concrete masonry walls as a rear yard edge treatment or as otherwise approved by the Riverside County Fire Department. Additional building construction standards will be required for homes within 300 feet of unmodified wildland vegetation. Those homes will be required to have boxed and stuccoed eaves and dual-paned tempered glass windows with metal or vinyl frames. All homes within one-half mile of a high fire hazard area must have all exterior attic openings screened with no larger than one-quarter inch steel mesh.

Maintenance of fuel management zones will be the responsibility of either the Master Homeowners Association, neighborhood association or other appropriate maintenance agency/entity approved by the City of Banning.

Prior to the approval of any Tentative Tract Map or Land Use Permit adjacent to natural open space areas, a Fuel Modification Plan will be prepared by the developer for approval by the City Fire Department. The Fuel Modification Plan will provide definition of standards, fuel modification zone locations, the species of plants to be used, building construction, roadway widths, emergency access, design, maintenance, timing, financing and other applicable conditions related to fire protection.

Note: Any construction in "Very High" fire hazard areas, as defined by the City' of Banning Fire Hazard Severity Zone map, must comply with Chapter 7A of the California Building Code (BFS 2011).

### City of Banning

Municipal Code Section 15.72.010, *Fire Facilities Fee*, requires payment of a fire facilities fee as a condition of issuance of a building permit for the construction of any new single-family residential structure to pay for the fair share of the estimated cost of construction of fire facilities serving the property.

Municipal Code Section 15.28.030 requires fire-retardant roofs on all structures in fire hazard zones.

#### 5.8.1.2 EXISTING CONDITIONS

##### Airport-Related Hazards

###### *Land Use Compatibility*

Banning Municipal Airport is about 1.1 mile northeast of the project site. A small portion of the northeast part of the project site is in Airport Land Use Compatibility Zone E for Banning Municipal Airport set forth

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by the Riverside County ALUC (see Figure 5.8-1, *Land Use Compatibility Map*). In Zone E, major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight paths. Other types of land uses are not restricted, and no land uses are restricted away from principal flight paths. The principal arrival and departure paths for Banning Municipal Airport extend east and west from the airport and do not pass over the project site.

#### *Building Height*

As shown on Figure 5.8-2, *Height Limits per FAR Part 77 Regulations*, part of the eastern portion of the site is also in an area where heights of structures are limited pursuant to FAA Part 77 Regulations to prevent obstructions to navigable airspace (RCALUC 2005). The affected portion of the project site is in an area where maximum elevations of structures increase outward at a ratio of 1 foot vertically per 20 feet horizontally (expressed on Figure 5.8-2 as 20:1 [horizontal/vertical]). The inner edge of the area with the 20:1 elevation limits is a horizontal surface at elevation 2,369 feet above mean sea level (amsl). As shown in Table 5.8-1, the estimated maximum allowable building elevations above mean sea level at five locations onsite range from 2,454 to 2,569 feet; the estimated maximum allowable building heights above ground surface at the same five points range from 202 to 262 feet. The five locations and maximum allowable building height at each location are shown on Figure 5.8-3, *Maximum Allowable Building Heights*. Airspace review by the ALUC is required for objects over 100 feet tall.

**Table 5.8-1 Maximum Allowable Building Heights and Building Elevations – feet**

Map ID No. <sup>1</sup>	Location	Distance from Southwest Edge of Horizontal Surface (at 2,369 feet amsl)	Maximum Allowable Building Elevation		Surface Elevation <sup>3</sup>	Maximum Allowable Building Height
			Above Horizontal Surface	Above mean sea level		
A	Hilltop in southeast part of site	4,000	200 (=4,000/20)	2,569 (=2,369 + 200)	2,344	225
B	Eastern site boundary at Smith Creek	1,860	93 (=1,860/20)	2,462 (=2,369 + 93)	2,200	262
C	Eastern site boundary at southeast corner of KOA Campground	1,700	85 (=1,700/20)	2,454 feet (=2,369 + 85)	2,200	262
D	Northern site boundary about 220 feet east of 12th Street	4,000	200 (=4,000/20)	2,569 (=2,369 + 200)	2,325	244
E	Northeast corner of site next to southwest corner of Banning High School	1,860	93 (=1,860/20)	2,462 (=2,369 + 93)	2,260	202

<sup>1</sup> Map locations are shown on Figure 5.8-3.

<sup>2</sup> Elevations estimated from the Airspace Plan, Map BN-2, in the Riverside County Airport Land Use Compatibility Plan (RCALUC 2004).

<sup>3</sup> Elevations identified using US Geological Survey Beaumont 7.5-minute topographic map (1996) and Google Earth Pro.

#### **Wildfire Hazards**

Part of the southeastern part of the project site is in a Very High Fire Hazard Severity Zone designated by the California Department of Forestry and Fire Prevention. Much of the areas next to the south, east, and

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southwest site boundaries are also in High or Very High Fire Hazard Severity Zones (see Figure 5.8-4, *Fire Hazard Severity Zones*) (CAL FIRE 2007; CAL FIRE 2009).

Unincorporated areas next to the east site boundary mapped as a Very High Fire Hazard Severity Zone are designated Rural Mountainous (10 acre minimum lot size) and Rural Desert (10 acre minimum lot size) in the Riverside County General Plan. Unincorporated areas south of the project site mapped as High and Very High Fire Hazard Severity Zones are designated Rural Mountainous (10 acre minimum lot size) and Medium Density Residential (2-5 units per acre). The area next to the southeast site boundary mapped as a High Fire Hazard Severity Zone is designated Agriculture, with a 10 acre minimum lot size.

#### *Fire Protection*

Banning Fire Services (BFS), which provides fire protection to the City of Banning including the project site, contracts fire protection with the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE).

The two nearest fire stations to the project site are:

- Banning Fire Station No. 89 at 172 North Murray Street in the City of Banning, about 0.7 mile northeast of the project site. Station No. 89 is equipped with one Type 1 municipal engine, and daily staffing is three people with a paramedic.
- Beaumont Station No. 20 at 1550 E. 6th Street in the City of Beaumont. This station is also equipped with one Type 1 municipal engine and is staffed with three people and a paramedic. Seasonally, two additional Type 3 brush engines and three additional people are staffed at Station No. 20 from May through December.

#### *Regional Fire Protection Program and Automatic Aid*

RCFD also provides fire protection to the neighboring city of Beaumont, the nearby city of Calimesa, and unincorporated areas of Riverside County including the Community of Cabazon just east of Banning. Automatic aid agreements obligate the nearest RCFD fire company to respond to a fire regardless of the jurisdiction. The RCFD also has an automatic aid agreement with the Morongo Band of Mission Indians. Automatic aid is assistance dispatched automatically by contractual agreement between two fire departments, in comparison with mutual aid, which is arranged case by case.

#### *City of Banning General Plan Programs*

The City of Banning General Plan Environmental Hazards Element includes the following programs aimed at reducing wildfire hazards:

Program 1.B: The City shall...discourage development within Fire Hazard Severity Zones, or require detailed mitigation measures that reduce potential hazards to insignificant levels.

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Program 3.A: New and substantially remodeled structures or developments shall incorporate wildfire prevention design techniques, such as the use of “defensible space,” fire retardant sidings, optimal site planning and building orientation, landscaping orientation, and other design approaches to reduce wildfire hazards.

Program 3.B: Require that adequate emergency vehicle access be available with approval of any new development.

Program 3.C: The City shall adopt standard requirements for all development proposal in High Fire Hazard Areas, including requirements for the preparation of Fire Protection Plans prior to the approval of Tentative Tract Maps, Tentative Parcel Maps, or other land use permits.

#### *Riverside County General Plan Policies*

The Riverside County General Plan Safety Element includes the following policies:

- **S 5.1.d:** Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances.
- **S 5.1.e:** Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
- **S 5.1.f:** Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones and constructed that provide adequate defensibility from wildfires.
- **S 5.4:** Limit or prohibit development or activities in areas lacking water and access roads.
- **S 5.5:** Encourage proposed development in Fire Hazard Severity Zones to develop where fire and emergency services are available or planned.
- **S 5.6:** Demonstrate that the proposed development can provide fire services that meet the minimum travel times identified in the Fire Protection and EMS Strategic Master Plan.
- **S 5.7:** Minimize pockets of flammable vegetation that increase likelihood of fire spread through conceptual landscaping plans to be reviewed by Planning and Fire Departments in the Fire Hazard Severity Zones. The conceptual landscaping plan of the proposed development shall at a minimum include:
  - a. Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
  - b. Retention of existing natural vegetation to the maximum extent feasible.
  - c. Removal of onsite combustible plants.

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- **S 5.8:** Design to account for topography of a site and reduce the increased risk from fires in the Fire Hazard Severity Zones located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:
  - a. Providing fuel modification zones with removal of combustible vegetation, but minimizing visual impacts and limiting soil erosion.
  - b. Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.
  - c. Submitting topographic map with site specific slope analysis.
  - d. Submitting erosion and sedimentation control plans.
  - e. Providing a minimum 30 foot of setback from the edge of the fuel modification zones.
  - f. Minimizing disturbance of 25% or greater natural slopes.

#### 5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.
- H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-1
- Threshold H-2
- Threshold H-3
- Threshold H-4
- Threshold H-6

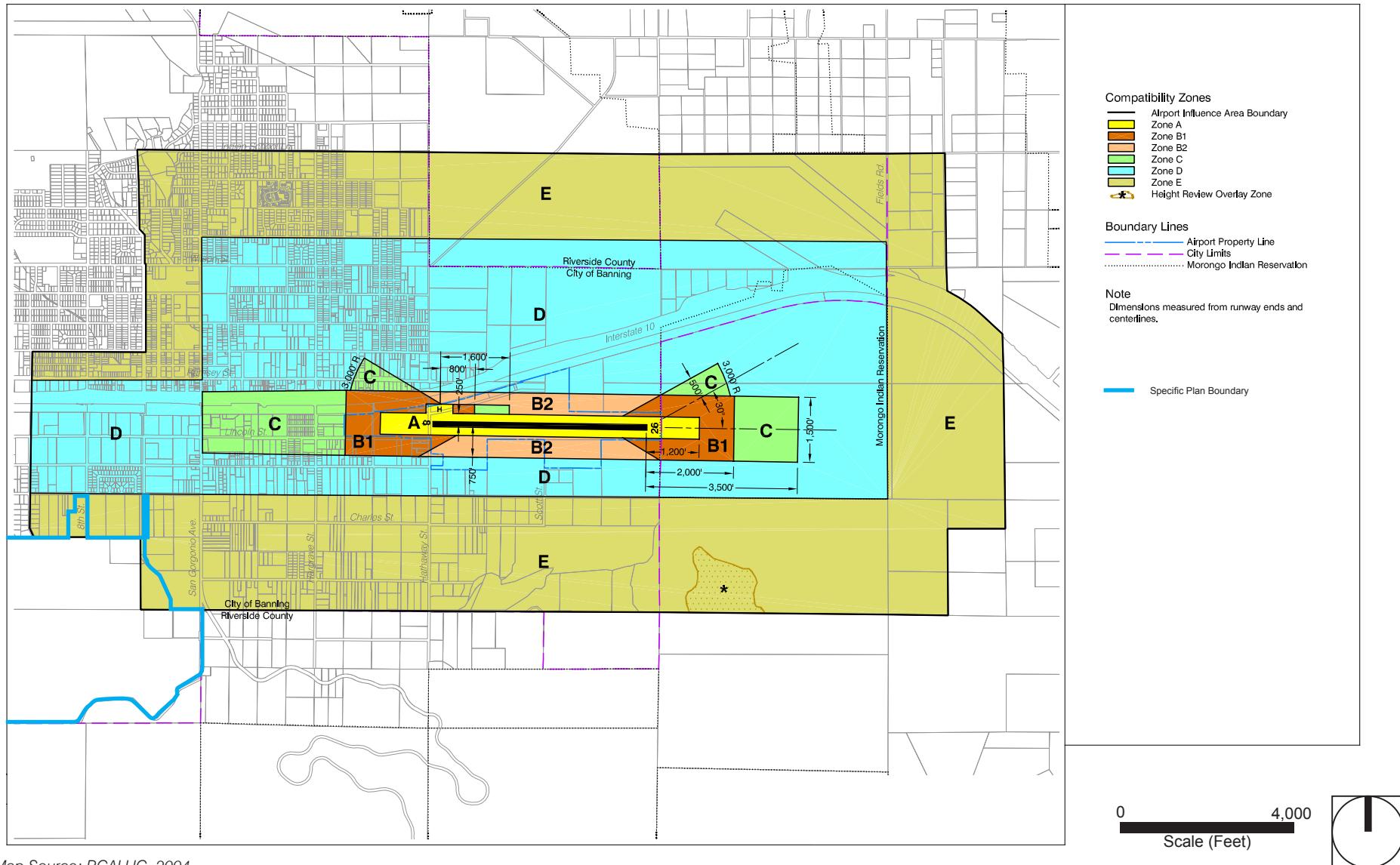
These impacts will not be addressed in the following analysis.

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Figure 5.8-1 - Land Use Compatability Map  
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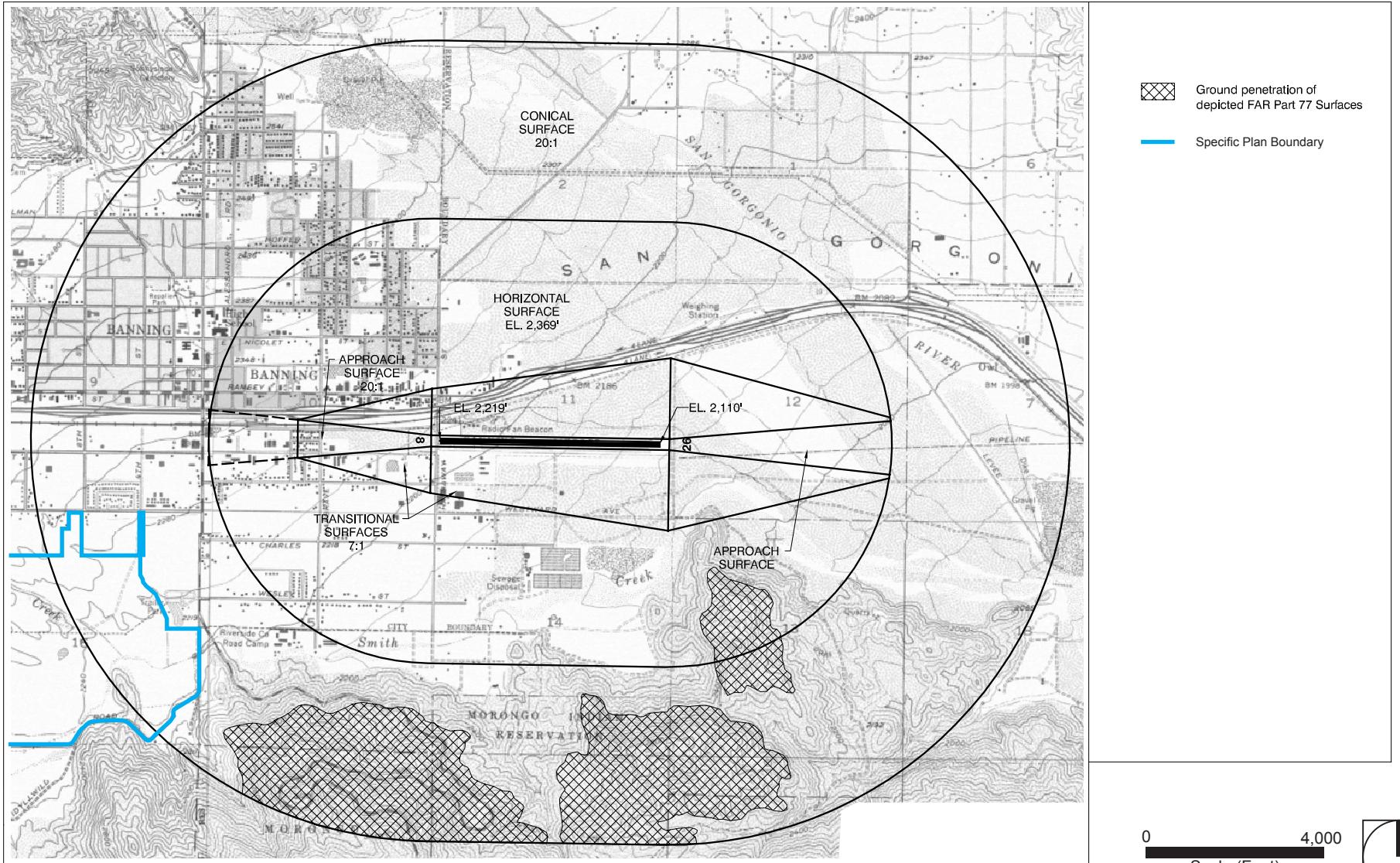


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Figure 5.8-2 - Height Limits per FAR Part 77 Regulations  
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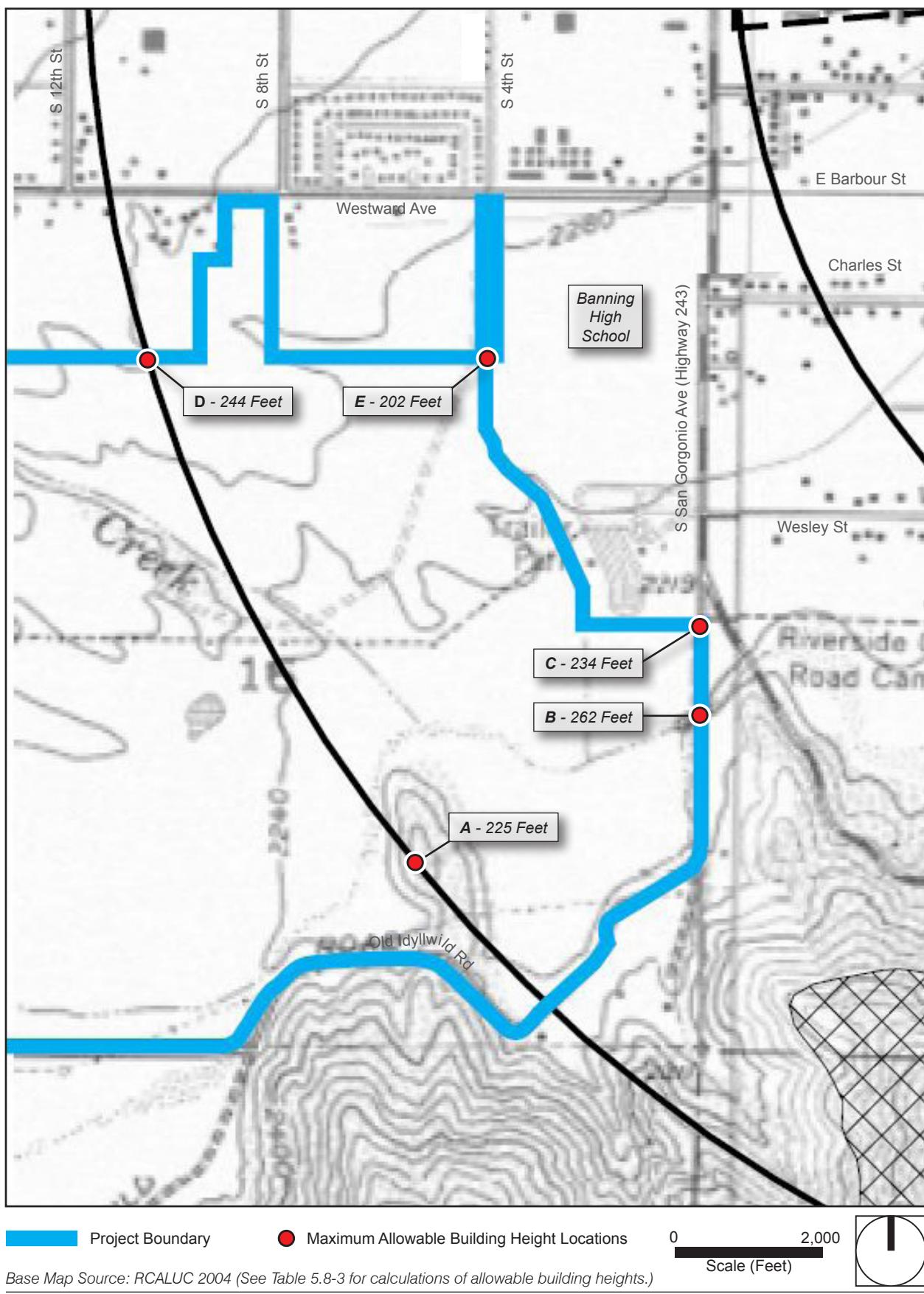


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Figure 5.8-3 - Maximum Allowable Building Heights  
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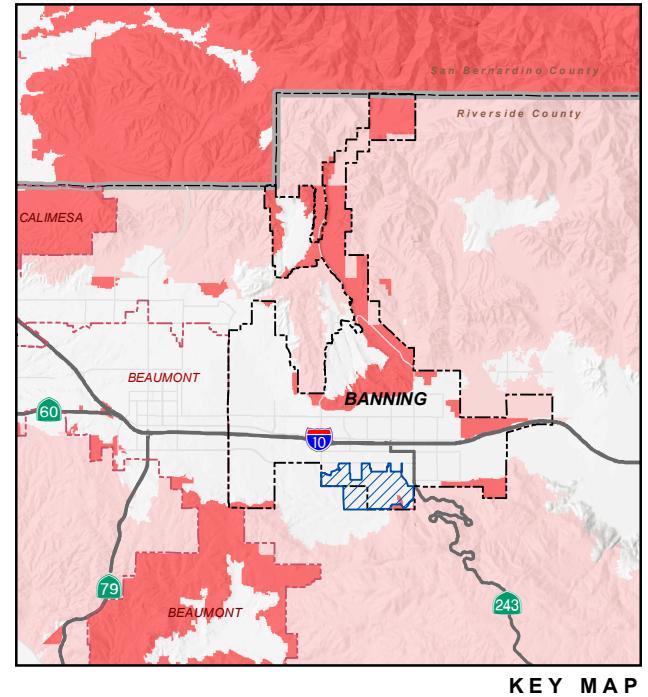
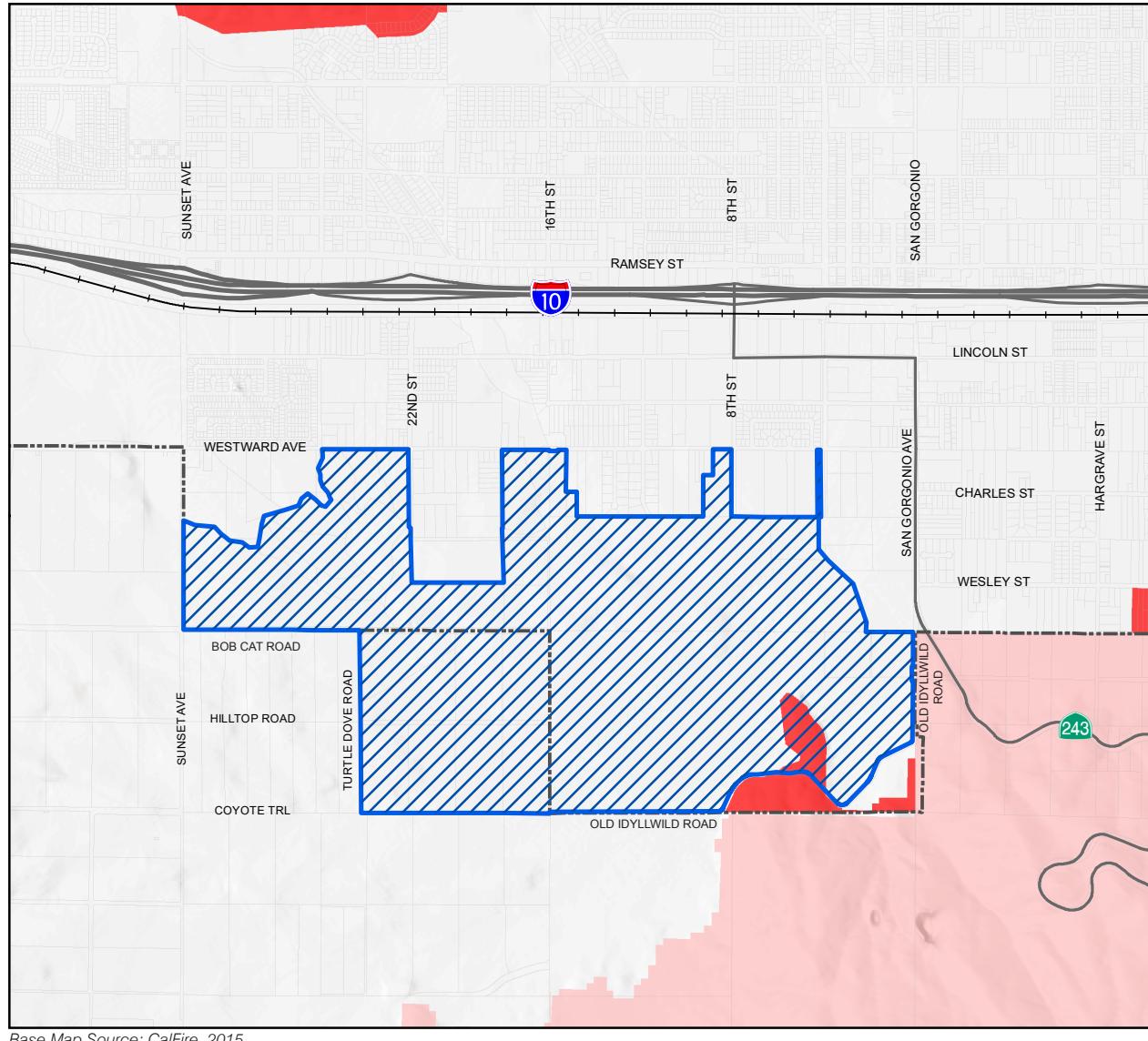


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Figure 5.8-4 - Fire Hazard Severity Zones  
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- Very High Fire Hazard Severity Zone in State Responsibility Area
- Very High Fire Hazard Severity Zone in Local Responsibility Area
- Banning City Limits
- County Boundary
- Specific Plan Area

0 3,000  
Scale (Feet)

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#### 5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.8-1:** Land uses proposed in the Specific Plan would comply with land use restrictions in the Riverside County Airport Land Use Compatibility Plan; thus, Specific Plan buildout would not place people onsite at substantial risk from aviation accidents. The heights of buildings that would be developed pursuant to the Specific Plan would be within limits on structure heights set forth by the Federal Aviation Administration. [Threshold H-5]

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#### *Impact Analysis:*

##### Land Use Compatibility

Small portions of the northeast part of the project site is in Airport Land Use Compatibility Zone E for Banning Municipal Airport. In Zone E, major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight paths. Other types of land uses are not restricted, and no land uses are restricted away from principal flight paths. The principal arrival and departure paths for Banning Municipal Airport extend east and west from the airport and do not pass over the project site.

The portions of the project site within Airport Land Use Compatibility Zone E are within Planning Areas 13, 7-B, 6-D, 14-D, 16-A, and 5-E. Planning areas 6-D and 5-E are designated for low-density residential development (2.6-6 units per acre). Planning Area 7-B is designated for medium-density residential development (6.1-12 units per acre). Planning Area 16-A is designated for Public Facility use and could be developed with a public utility use for water or wastewater such as a wastewater treatment facility and/or pump station. Planning Area 14-D is designated as part of the Paseo (see Figure 3-5, *Proposed Land Use Plan*). None of the land uses proposed in the Specific Plan within Zone E are the types of land uses discouraged in Zone E. Land uses that would be developed pursuant to the Specific Plan would conform with land use compatibility policies of the Riverside County Airport Land Use Compatibility Plan, and Specific Plan buildout would not place people onsite at substantial risk from aircraft crashes. A letter issued on January 21, 2014 by the Riverside County ALUC concluded that the proposed project is consistent with the 2004 Banning Municipal Airport Land Use Compatibility Plan. Overall, impacts would be less than significant.

##### Allowable Structure Heights

Specific Plan buildout would develop most of the site. Eastern portions of the site are in an area of limited structure heights pursuant to FAA Part 77 Regulations. Maximum allowable building elevations at five locations onsite range from about 202 feet to 262 feet amsl, as shown in Table 5.8-1 above. Maximum building heights in the Specific Plan range from 35 to 45 feet for residential uses to 35 feet for recreational uses to 50 feet for commercial uses. Proposed land uses in the affected part of the site include residential (LDR and MDR), park, public facility, and elementary school. Maximum building heights in that area would be 35 feet. Therefore, proposed heights of buildings under the Specific Plan would be within Part 77 height limits, and Specific Plan buildout would not cause hazards resulting from obstruction of navigable airspace.

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Additionally, in a letter issued on January 16, 2014 by the FAA, an aeronautical study was performed for the project and concluded that project structures would not exceed obstruction standards and would not be a hazard to air navigation. Impacts would be less than significant.

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**Impact 5.8-2: Project development could affect the implementation of an emergency responder or evacuation plan. [Threshold H-7]**

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***Impact Analysis:*** Specific Plan buildout would not interfere with implementation of the Riverside County Emergency Operations Plan. Site preparation, grading, and construction would not block roadways providing access to surrounding properties or surrounding neighborhoods. A Riverside County Fire Department (RCFD) fire station site is provided as part of the project in the proposed Rancho San Gorgonio Community Park. A fire station would be built on the station site if the City finds it to be necessary. Therefore, impacts would be less than significant.

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**Impact 5.8-3: The project site is in a designated “very high fire hazard severity zone” and could expose structures and/or residences to fire danger. [Threshold H-8]**

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***Impact Analysis:***

#### Fire Hazard Zones Onsite

The Specific Plan designates the portion of the project site mapped as Very High Fire Hazard Severity Zone (VHFHSZ) as natural open space. Since natural vegetation would remain on the aforementioned part of the site at Specific Plan buildout, it is anticipated that this area would still be mapped as VHFHSZ after Specific Plan buildout. Portions of the project site east of the VHFHSZ would be designated low-density residential; portions of the project site west and north of the VHFHSZ would be designated Creek/Linear Park along Smith Creek. Smith Creek north and west of the VHFHSZ onsite is a broad expanse of sand with minimal vegetation and ranges in width from about 120 feet to 180 feet, which would help minimize risk of wildfire spreading across the creek.

#### Proposed Fuel Modification Zones

The Specific Plan includes fuel modification zones mapped on Figure 5.8-5, *Proposed Fuel Modification Zones*. The proposed zones are 100 feet wide, as required by Banning Fire Services. The only portions of the site perimeter where slopes next to the site exceed 30 percent (where 150-foot-wide modification zones would be required) are Planning Areas 15-B and 17, which would be maintained as natural open space. The Specific Plan *Design Guidelines* set forth the following requirements for fuel modification areas:

In transition areas where native undisturbed vegetation meets a development area, only those plant species similar to existing native vegetation must be used. Additionally, where residential or commercial buildings abut native vegetation transition areas, landscaping must consider applicable fuel modification zone requirements, including building setbacks, thinning of native vegetation and provision for interim and/or permanent irrigation where warranted.

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Conceptual cross-sections of fuel modification zones next to residences are shown in Figure 5.8-6, *Conceptual Fuel Modification Zone Cross-Sections*.

#### Existing and Potential Future Fire Stations

The Specific Plan includes a site for an RCFD fire station at the southeast corner of the proposed Rancho San Gorgonio Community Park, about 1.2 miles east of the onsite VHFHSZ. A fire station would be built on the station site if the City finds it to be necessary. Builders of new single-family residences in the City Of Banning are required to pay fire facilities fees under Municipal Code Section 15.72.010. Payment of such fees by projects developed in accordance with the Specific Plan would help defray construction costs of the potential fire station onsite.

The nearest existing fire station to the VHFHSZ is Station 89 at 172 North Murray Street, about 1.4 miles to the north. Considering existing and proposed fire stations in and near the site—and the presence of a natural firebreak north and west of the onsite VHFHSZ—Specific Plan buildout would not expose people or structures to substantial wildfire hazards, and impacts would be less than significant.

#### Fire Hazard Zones Next to the Site

Much of the areas next to the south, east, and southwest site boundaries are also in High or Very High Fire Hazard Severity Zones (see Figure 5.8-4, *Fire Hazard Severity Zones*).

Unincorporated areas next to the east site boundary mapped as a Very High Fire Hazard Severity Zone are designated Rural Mountainous (10 acre minimum lot size) and Rural Desert (10 acre minimum lot size) in the Riverside County General Plan. Unincorporated areas south of the project site mapped as High and Very High Fire Hazard Severity Zones are designated Rural Mountainous (10 acre minimum lot size) and Medium Density Residential (2-5 units per acre). The area next to the southeast site boundary mapped as a High Fire Hazard Severity Zone is designated Agriculture, with a 10 acre minimum lot size. Development of area designated Agriculture is expected to replace natural flammable vegetation with crops and/or livestock. Development of Rural Mountainous and Rural Desert designations is expected to leave natural vegetation on much of those areas due to the 10-acre minimum lot sizes.

Fuel modification zones stipulated in the Specific Plan would reduce hazards to future site occupants from wildfires originating offsite. BFS also requires that all homes within one-half mile of a high fire hazard area have all exterior attic openings screened with no larger than one-quarter inch steel mesh. Further, any buildings developed in accordance with the proposed Specific Plan shall comply with the special construction provisions contained in Riverside County Ordinance 787, the California Building Code and Riverside County Fire Department Information Bulletin #08-05. Plans also must be submitted to BFS/RCFD for review and approval prior to building permit issuance.

#### 5.8.4 Cumulative Impacts

The area considered for cumulative impacts related to airport-related hazards is the land use compatibility zones for Banning Municipal Airport and the area surrounding the Airport where structure heights are

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regulated pursuant to FAA Part 77 Regulations. The area considered for cumulative impacts regarding wildfire hazards is Riverside County.

#### Airport-Related Hazards

##### *Land Use Compatibility*

Some other projects would be developed within land use compatibility zones for Banning Municipal Airport. Most of the area within the compatibility zones is in Zones D and E. In Zone D highly noise-sensitive outdoor nonresidential uses – such as amphitheaters and drive-in cinemas – are prohibited, as are hazards to flight such as tall objects; visual and electronic interference with safe aircraft operations, and land uses that may attract increased numbers of birds. Children’s schools, hospitals, and nursing homes are discouraged (RCALUC 2004). Other projects would comply with land use regulations in the Land Use Compatibility Plan, and thus would not result in a significant cumulative impact to safety of people on the ground.

##### *Obstructions to Air Navigation to and from Banning Municipal Airport*

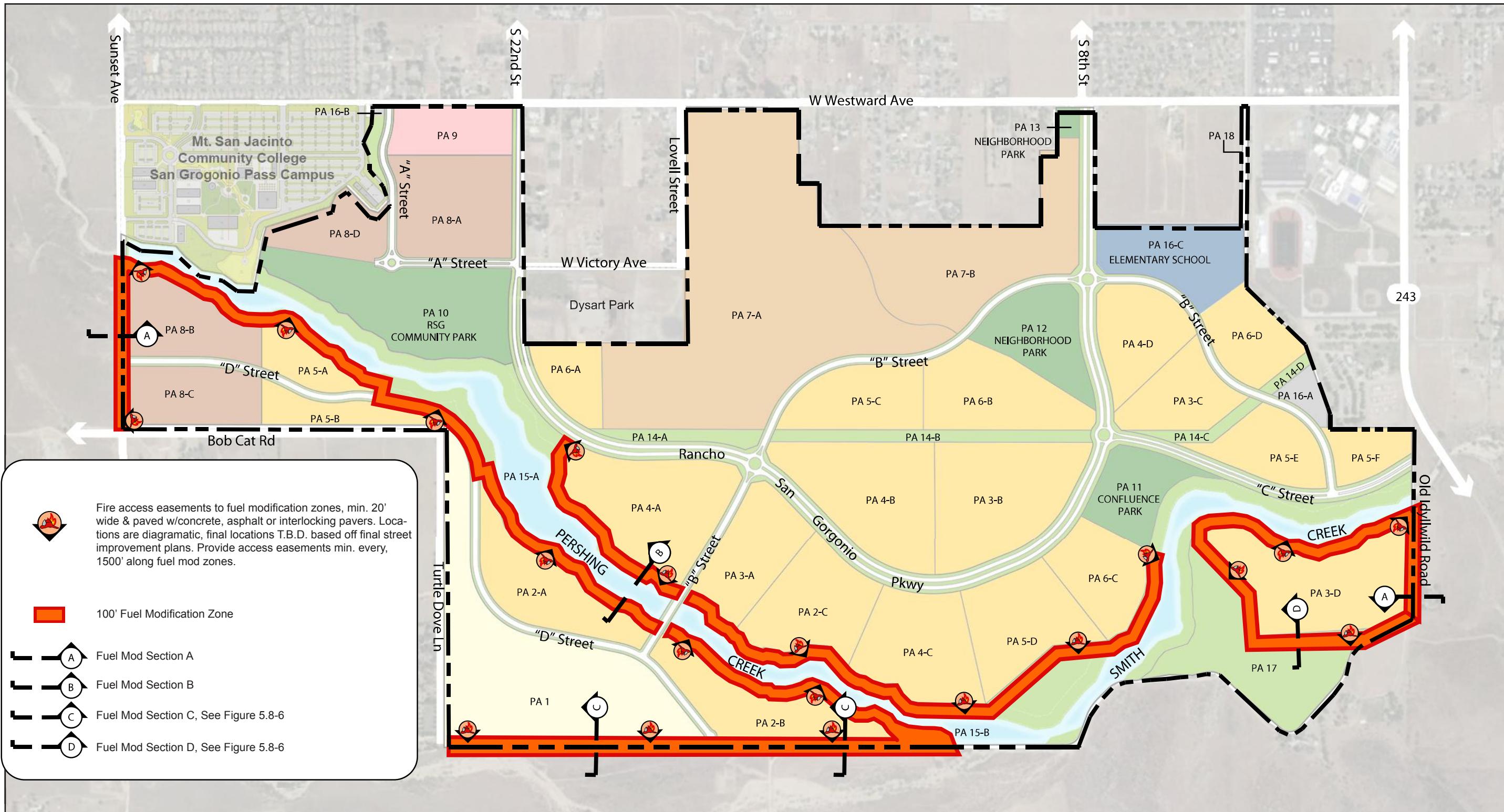
Future projects in the City of Banning, unincorporated Riverside County, and the Morongo Indian Reservation would be required to comply with FAA Part 77 regulations and submit plans for structures over certain heights to the Riverside County Airport Land Use Commission for review. The FAA regulations permit structures exceeding usual height limits in some cases, but may require mitigation such as markings and/or lighting (RCALUC 2004). Affected jurisdictions are required to submit proposals for construction of structures over certain heights to the Riverside County ALUC for determination of consistency with the Airport Land Use Compatibility Plan. Considering oversight of projects by the FAA and the ALUC, cumulative hazard impacts to air navigation would be less than significant, and project impacts would not be cumulatively considerable.

#### Wildfire Hazards

Future development project may occur within fire hazard severity zones (very high, high, and moderate) designated by CAL FIRE. Fire hazard zones on unincorporated land next to the site are discussed above in Impact 5.8-3, as are County land use designations on such land and the potential effects on wildland vegetation of buildout on that land.

Development of such projects could subject people and structures to wildfire hazards. However, all projects approved and developed within fire hazard severity zones would be required to comply with California Fire Code Chapter 49, “Requirements for Wildland-Urban Interface Fire Area,” and California Building Code Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure.” All projects in fire hazard zones would be required to incorporate fire-retardant roofs per Banning Fire Services requirements. Projects in fire hazard severity zones would also be required to remove flammable vegetation within certain distances of structures pursuant to Banning Fire Services requirements, California Public Resources Code Sections 4291 et seq., and CFC Sections 4906 and 4907. Upon compliance with existing regulations, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Figure 5.8-5 - Proposed Fuel Modification Zones  
5. Environmental Analysis

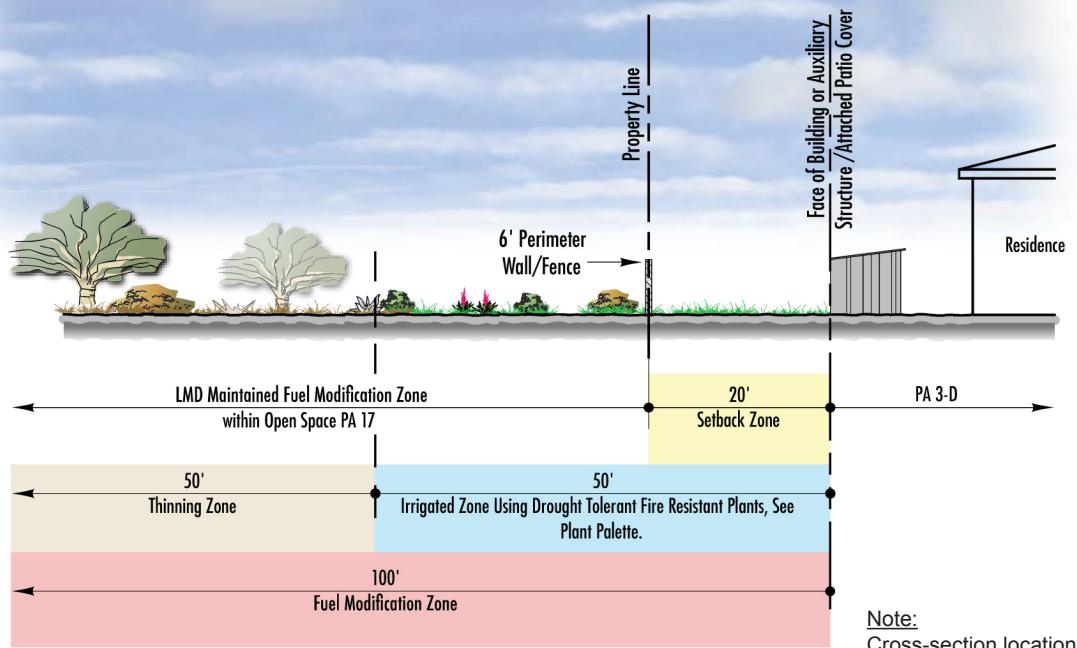
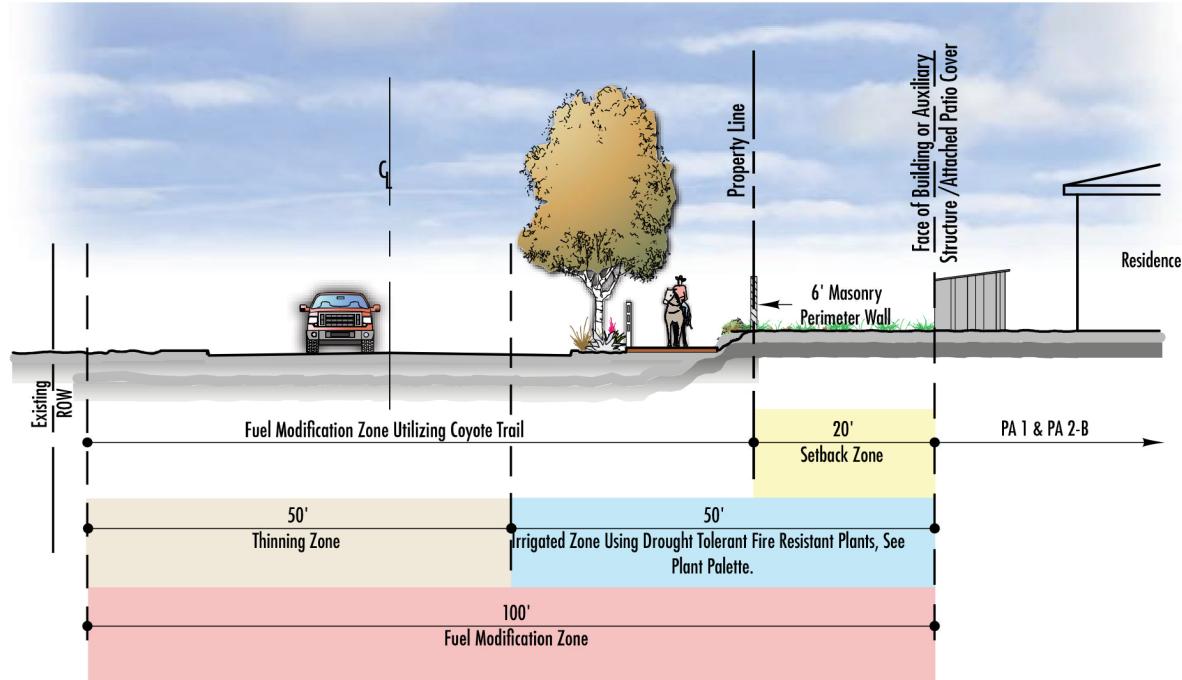


## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

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Figure 5.8-6 - Conceptual Fuel Modification Zone Cross-Sections  
5. Environmental Analysis



Note:  
Cross-section locations are shown on Figure 5.8-5.

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

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## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

### 5.8.5 Existing Regulations

#### Federal

- Federal Response Plan of 1999
- Federal Aviation Administration Part 77 Regulations (Obstructions to Navigable Airspace)

#### State

- California Building Code (California Code of Regulations Title 24 Part 2)
- California Fire Code (California Code of Regulations Title 24 Part 9)
- California Public Resources Code Sections 4291 et seq. (brush clearance)

#### Local

- Riverside County Airport Land Use Compatibility Plan
- Riverside County Emergency Operations Plan
- Riverside County Ordinance No. 787
- Banning Fire Services Requirements for Fuel Modification Zones and Construction Improvements or Projects in, or adjacent to, Wildland Areas
- City of Banning Municipal Code Section 15.72.010, Fire Facilities Fee
- City of Banning Municipal Code Section 15.28.030, Fire-Retardant Roofs in Fire Hazard Zones

### 5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-1, 5.8-2, and 5.8-3.

### 5.8.7 Mitigation Measures

No mitigation measures are required.

### 5.8.8 Level of Significance After Mitigation

Impacts would be less than significant.

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

#### 5.8.9 References

Banning Fire Services (BFS). 2011. Standard Fire Department Requirements for “Fuel Modification Zones” and Construction Improvements for projects in, or adjacent to, Wildland Areas.  
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Riverside County Airport Land Use Commission (RCALUC). 2005, June 28. Riverside County Airport Land Use Compatibility Plan: Banning Municipal Airport.  
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