
IV. ENVIRONMENTAL IMPACT ANALYSIS

I. HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

The information and analysis presented in this section is primarily based on the following reports (refer to Appendix IV.I):

- *Phase I Environmental Site Assessment*, GRS Group, March 22, 2011.
- *Hemet-Ryan Airport Land Use Compatibility Study*, RGP Planning & Development Services, May 2013.

ENVIRONMENTAL SETTING

Regulatory Setting

Federal

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 is a law developed to protect the water, air, and soil resources from the risks created by past chemical-disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List (NPL), which are referred to as Superfund Sites.

Emergency Planning and Community Right-To-Know Act

The primary purpose of the federal Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the location and quantities of chemicals stored onsite to state and local agencies. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The US Environmental Protection Agency (EPA) maintains the Toxic Release Inventory (TRI) database that documents the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

Federal Air Regulations, Part 77

The Federal Aviation Administration (FAA) is charged with the review of construction activities that occur in the vicinity of airports. Their role in reviewing these activities is to ensure that new structures do not result in hazards to navigation and thus derogate the safety of the National Airspace System. The regulations contained in Federal Aviation Regulation (FAR) Part 77 are designed to ensure that no hazards are allowed to exist that would endanger the public. Proposed structures are also evaluated against Terminal En Route Procedures (TERPS), which ensure that a structure does not adversely impact flight procedures. The construction of tall structures, such as buildings, construction cranes, and cell towers, in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall-structure impacts can extend miles from an airport facility. In addition, Part 77 establishes standards for determining whether objects constructed near airports would be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

State

Hazardous Materials Release Notification

Many state statutes require emergency notification of a hazardous chemical release, including the following:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Codes Sections 13271, 13272
- California Labor Code Section 6409.1 (b)10

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration (Cal/OSHA) pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include: Hazardous Materials Release Response Plans and Inventories (Business Plans), the California Accidental Release Prevention (CalARP) Program, and the Underground Storage Tank (UST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

The CUPA with responsibility for the Hemet area is the Hazardous Materials Management Division (HMMD) within the Riverside County Community Health Agency's Department of Environmental Health (DEH). HMMD is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount of hazardous or extremely hazardous materials, termed a "reporting quantity," to submit a Hazardous Materials Business Plan to its CUPA. According to the DEH-HMMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses are required to update their business plan at least once every three years and the chemical portion of their plan every year. Also, business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The DEH-HMMD currently reviews submitted business plans and updates. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. The DEH-HMMD is also charged with the responsibility of conducting compliance inspections of regulated facilities in Riverside County.

California Accidental Release Prevention Program

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP aims to be proactive and therefore requires businesses to prepare Risk Management Plans (RMPs), which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of Hazardous Materials Business Plans under the Unified Program, implemented by the CUPA.

South Coast Air Quality Management District (SCAQMD) Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing material (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage and disposal requirements for asbestos-containing waste materials (ACWM).

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations (CCR) sets forth the requirements with which hazardous-waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Regional

Hemet-Ryan Airport Comprehensive Land Use Plan

The Hemet-Ryan Airport is a public-use airport comprising approximately 440 acres within the City of Hemet. The airport is an essential component of the transportation system for Riverside County. As a general aviation facility, the airport provides a base of operations for local pilots while also supporting a variety of recreational, medical, and business uses, as well as providing a point of air access to the community and a place for practicing flight training. The airport is owned and operated by the County of Riverside and serves the cities of Hemet, San Jacinto, and other nearby communities in the east-central portion of western Riverside County. The County of Riverside Economic Development Agency administers the airport.

The State Aeronautics Act (California Public Utilities Code, Section 21670, et seq.) establishes statewide requirements for airport land use compatibility planning. In 1982, the Riverside County Airport Land Use

Commission (RCALUC) adopted the Hemet-Ryan Airport Comprehensive Land Use Plan (CLUP). The plan's purpose was to minimize land use conflicts over height and noise within the airport's influence area. A revised CLUP was adopted in 1992 by the RCALUC. The adopted 1992 CLUP is overseen by the RCALUC and is the technical document that guides the planning efforts of the airport with regard to compatibility, noise, and safety issues, in addition to flight patterns and airport operations. The CLUP is also the standard against which airport-environs land development projects are judged in making findings of consistency. The basic function of the CLUP is to promote compatibility between airports and the land uses that surround them. It describes the noise contours, safety zones, appropriate land uses, maximum building heights, and area of required notification/disclosure in and around the airport. Furthermore, the CLUP sets 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 developments.

The Project site is located one-half mile northwest of the airport and is located within the Airport Influence Area of the adopted 1992 CLUP. The Airport Influence Area consists of the following four safety zones as shown on Figure IV.I-1:

Area I. This area is considered an area of extreme risk. It includes the imaginary approach surface defined by FAA regulations as the approach surfaces for the size and type of runways at the airport. This area was designated as the highest relative risk area due to the convergence of flight paths and the resultant high volume of aircraft. In this area, aircraft are descending or ascending, changing power settings, and performing critical turns. Thus, the possibility of an aircraft-related incident occurring is higher in these areas. The noise level is also higher due to the lower altitude of aircraft.

Area II. This area is considered an area of high risk due to aircraft ascending, descending, turning, and changing power settings when landing at or taking off from the airport. Similar to Area I, Area II includes the general flight paths of the various aircraft using the airport. However, since the influence of the same factors of landing, take-off, and noise are not as severe and the aircraft are higher in altitude, the policies in this area are not as severe. The boundaries of this area were established to coincide as much as possible to areas where aircraft would be in the general landing/take-off pattern and would be turning or applying or reducing power.

Transition Area. The CLUP identifies a transition area between Area II and Area III, in order to facilitate a smooth transition between the development restrictions occurring at the two safety zones. The transition zone extends out 330 feet from Area II and 660 feet out from Area III. If 50 percent or more of a project site is located within the transition zone, then the project site is considered part of the transition area.

Area III. This area is considered an area of moderate risk, and is based on the outer radius of the imaginary horizontal surface of the airport as defined by the FAA regulations. It is normally used to determine whether obstructions exist within the area where aircraft are most likely to be maneuvering. It extends from the transition area throughout the remainder of the influence area.

The Project site is located within the Area III safety zone. As such, development of the Project site is subject to review by the RCALUC for airport land use compatibility with the Hemet-Ryan Airport operations. (The Project's consistency with the Hemet-Ryan Airport CLUP is addressed later in this section.)

Local

City of Hemet General Plan

The Hemet General Plan includes policies aimed at protecting individuals against hazards and hazardous materials in the City. The following are policies contained within the City's General Plan that are relevant to the Project:

Land Use Element

GOAL LU-10

Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.

LU-10.1 **Airport Influence Area:** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan (ALUP) and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.

LU-10.2 **Airport Land Use Compatibility:** As part of the development review process, ensure appropriate land use compatibility within airport safety zones by utilizing the *Hemet-Ryan Airport Comprehensive Airport Land Use Plan* and the latest *Department of Aeronautics Handbook* developed by the State of California, and require an Airport Compatibility Study as warranted for projects within the Airport Influence zones.

LU-10-5 **Residential Density Limitations:** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in the Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.

City of Hemet Municipal Code

The City of Hemet Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City's General Plan and proposed development projects. The following are provisions within the City's Municipal Code that are relevant to the Project:

Chapter 62 (Solid Waste Management); Article II (Integrated Waste Management)

- Sec. 62-43, Collection Arrangements Required. In order to protect the public health, safety, and wellbeing, and to prevent the spread of vectors, the owner, occupant, or other person responsible for the day-to-day operation of every property in the city shall make arrangements with the city or a contractor franchised or licensed by the city for the collection of solid wastes, recyclables or compostables as set forth in this title.

ENVIRONMENTAL IMPACT ANALYSIS**Threshold of Significance**

In accordance with Appendix G of the *CEQA Statute and Guidelines*, a project could have a significant environmental impact if the project would do one or more of the following:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- 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, result in a safety hazard for people residing or working in the project area;
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- 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.

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in significant impacts related to issues “a,” “c,” “d,” “f,” and “g.” Thus, no further analysis of these issues is required.

Project Impacts

Impact IV.I-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project site by GRS Group to determine if any Recognized Environmental Conditions (RECs) exist at the site (refer to Appendix IV.I). GRS Group conducted a site reconnaissance and noted that the Project site is vacant; no agricultural activities were observed during the reconnaissance; and no evidence of the use, storage, or disposal of hazardous materials observed. No RECs were identified at the Project site.

GRS Group also conducted a literature search to determine if any regulatory records or other data exist for the Project site and surrounding properties. The Project site was not listed in any regulatory database. Regulatory records for the surrounding area indicate commercial developments that operate underground storage tanks south of the Project site. No records of releases to the environment were reported for these facilities.

GRS Group noted that a Phase I ESA and a limited Phase II ESA previously had been prepared in 2007 for the Project site. The Phase I ESA, dated December 2007, found evidence of the following RECs on the Project site:

- Historical uses of the Project site were reported as agricultural and residential usage since at least the 1950s with several structures located on the southeast corner of the site with associated pesticide and herbicide usage as a potential environmental concern.
- Aboveground storage tanks and onsite soil surface staining was observed on the southeast area.
- Unidentified soil piles were observed on the central and northeastern areas of the Project site.
- Miscellaneous debris, drums, and buckets and associated soil staining.

- Two concrete structures and a concrete foundation on the southeast property area; their uses could not be identified.

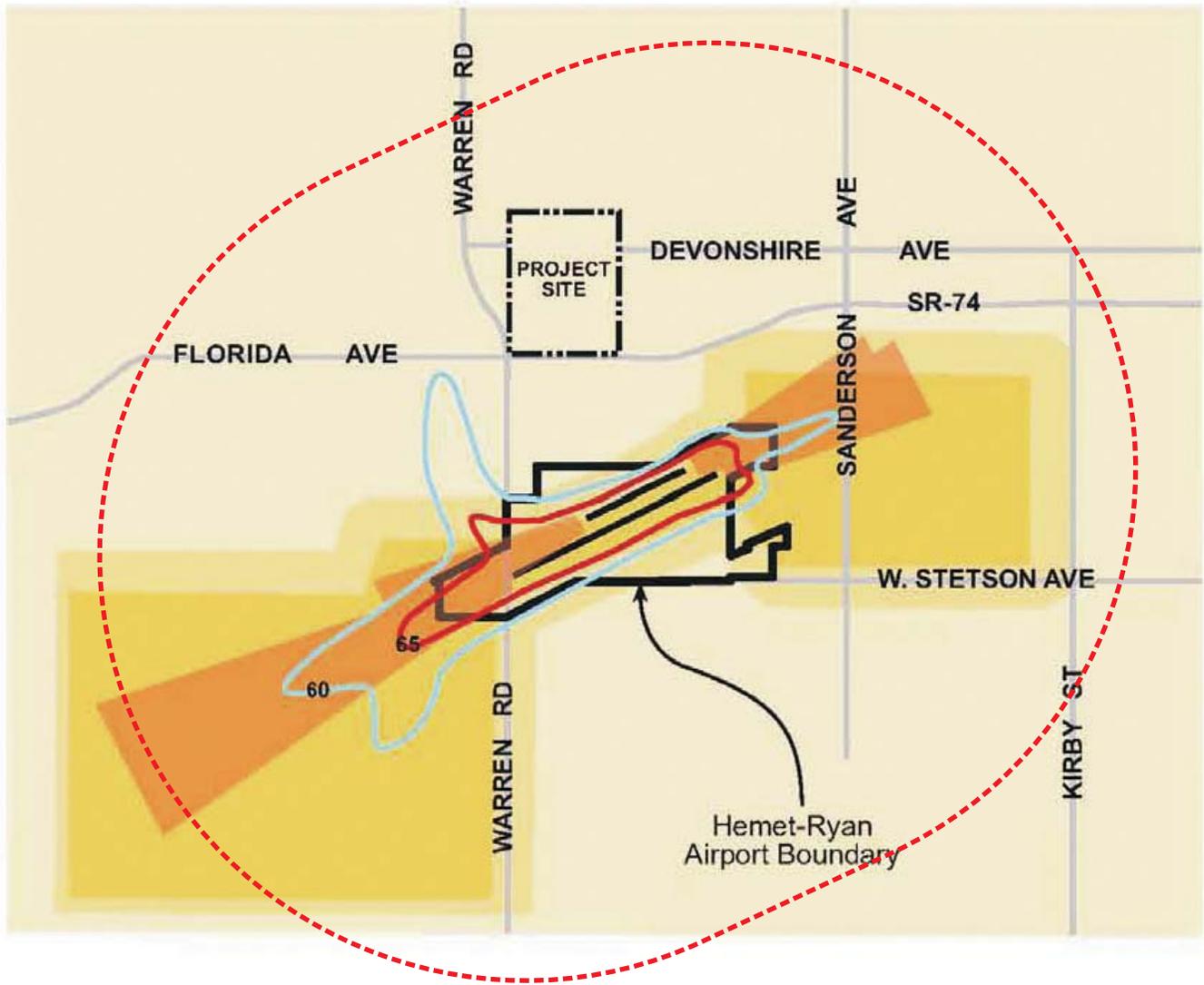
The 2007 Phase I ESA report recommended soil sampling in areas of the stained soils on the southeastern portion of the Project site, removal of the soil piles, miscellaneous debris, and the concrete structures/foundation, and any unknown wastes or suspect materials during future construction activities. None of the RECs listed above that were observed in the 2007 Phase I ESA were observed during the preparation of the current 2011 Phase I ESA.

The limited Phase II ESA, dated February 2007, conducted soil sampling and found that organochlorine pesticides and herbicides and chlorinated herbicides were not detected above laboratory detection limits. However, the 2007 Phase II ESA report did not specify where on the Project the samples were collected. Based on the results of the soil sampling and the removal of the other items, it is the opinion of GRS Group that the previous findings do not represent further environmental concern for the Project site. For these reasons, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Impact IV.I-5: The Project would not result in a safety hazard with respect to an airport land use plan for people residing or working in the Project area, and impacts would be less than significant with implementation of the provided mitigation measures.

The Project site is located approximately one-half mile northeast of the Hemet-Ryan Airport, approximately 3,500 feet from the Hemet-Ryan Airport runway at the closest point, which is the southeast corner of the Project site. As shown on Figure IV.I-1, the Project site is located in the Airport Influence Area (Zone III), which is considered to be an area of moderate risk. Aircraft activity at Hemet-Ryan Airport could potentially pose significant safety hazards. In addition, the land uses within the Project site may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, or odors). Therefore, the Project is subject to review for airport land use compatibility with Hemet-Ryan Airport operations, and navigation easements are required for land uses located in Area III. Further, the Project is required to comply with all standards and requirements as set forth by the FAA. This includes building height restrictions set forth by Part 77, Objects Affecting Navigable Airspace.

According to the Hemet-Ryan Airport CLUP, discretionary uses will be considered by the RCALUC in at least one public hearing on the application. Subsequent to the hearing, the RCALUC is required to determine whether the proposed use is consistent or inconsistent with the Hemet-Ryan Airport CLUP. This determination must be based on the RCALUC's purpose as prescribed in California Public Utilities Code (PUC) Section 21674. Furthermore, the RCALUC's finding of consistency or inconsistency must be firmly rooted in minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:



Legend

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|---|---|---|-----------------------|
|  | <u>Area I:</u>
Area of Extreme Risk |  | 65 CNEL Noise Contour |
|  | <u>Area II:</u>
Area of High Risk |  | 60 CNEL Noise Contour |
|  | Transition Zone | | |
|  | <u>Area III:</u>
Area of Moderate Risk | | |

Source: RGP Planning & Development Services, 2013.



Not to Scale

1. Structure Height
2. Population Density
3. Nature of the Land Use Activity
4. Noise
5. Relevant Safety Factors
6. Institutional Uses
7. Places of Assembly

An airport land use compatibility study was prepared by RGP Planning & Development Services to specifically to address any potential noise and safety risk incompatibilities between the Project and the existing or planned Hemet-Ryan Airport operations (see Appendix IV.I. of this Draft EIR). As described in the study, and as shown on Figure IV.I-1, the Project site is located outside of the 60 and 65 Community Noise Equivalent Level (CNEL) contours. Further, the Area III safety zone does not limit the population density within this area. However, any structures over 35 feet or two stories, institutional land uses, places of assembly, hazardous materials, and public or private schools are considered discretionary uses by the Hemet-Ryan Airport CLUP. The Project's proposed residential, mixed-use, and park/open space uses are allowed within the Area III zone. However, the Project allows a number of land uses that fall under the Hemet-Ryan Airport CLUP definitions of institutional uses and places of assembly. These uses are currently permitted under the Project site's existing zoning, and therefore, the Project is consistent with the Hemet-Ryan Airport CLUP because it does not increase the inherent risk of conflict between land uses on the Project site and Hemet-Ryan airport operations.

The Project permits building up to 50 feet (3 stories) in the Commercial Mixed Use District located immediately north of Florida Avenue; 45 feet (3 stories) in the Village Residential Areas, which are located immediately north of the Commercial Mixed Use Districts, north of A Street; 40 feet (2 stories) in the central portion of the Project site, within Planning Areas 6 and 7; and 35 feet in the remaining lower density areas, further north. These heights are significantly less than the FAR Part 77 maximum height of 200 feet, which is considered the height at which a conflict could occur with aircraft operations at the Hemet-Ryan Airport. Further, the discretionary approval requirement would be met through the Specific Plan approval process, which includes a hearing before the RCALUC pursuant to the Hemet-Ryan Airport CLUP discretionary approval process. The airport land use compatibility study (Appendix IV.I.) concludes that there are no other relevant safety factors to consider related to the Project's compatibility with the CLUP.

Mitigation Measures I-4 through I-7 have been provided below to ensure future land use compatibility with the Hemet-Ryan Airport. With implementation of these mitigation measures, impacts with respect to airport safety hazards would be less than significant.

Impact IV.I-8: The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and impacts would be less than significant with implementation of the provided mitigation measures.

Low-medium density residential land uses and potentially a school would be developed within the portion of the Project site north of Devonshire Avenue that is within the moderate fire hazard zone. The Hemet General Plan emphasizes fire prevention in addition to fire suppression, such that in addition to applicants of development projects paying fees for improving fire services, new development would be required to be designed in ways that reduce the potential for and the severity of fires. All developers under the Project would be required to coordinate with the Hemet Fire Department for review and approval of Project plans (refer to Mitigation Measure I-8). Through this process, the Hemet Fire Department would enforce fire prevention and suppression measures (such as spacing and siting of structures, brush clearance, building materials, access to buildings by fire equipment, adequacy of evacuation routes, property maintenance, fire hydrant location, and water availability) to reduce potential hazards associated with wildland fires. Through compliance with Hemet Fire Department requirements as a result of site plan review and approval, Project impacts related to wildland fires would be less than significant.

CUMULATIVE IMPACTS

The geographic extent of the Project's environmental safety impacts would be limited to the Project site and would not contribute to any other potential environmental safety impact that may occur beyond the Project site boundaries. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an acceptable level. As stated previously, with mitigation, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant cumulative impacts related to hazards and hazardous materials would occur.

MITIGATION MEASURES

Risk of Upset

No significant impacts related to risk of upset were identified, and no mitigation measures are required.

Airport Safety

To ensure that impacts related to airport safety would be less than significant under the Project, the following mitigation measures are required:

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- I-1:** Prior to approval of building permits, the applicant shall record Avigation Easements covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.)
- I-2:** Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
- I-3:** The following uses shall be prohibited:
- a. 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 or visual approach slope indicator.
 - b. 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.
 - c. 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.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- I-4:** The following notice shall be given to all prospective buyers and tenants: 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 and Professions Code 11010 12(A).

Wildland Fires

To ensure that impacts related to wildland fires would be less than significant under the Project, the following mitigation measure is required:

- I-5:** Prior to issuance of a building permit, the applicants of any development north of Devonshire Avenue shall coordinate with the Hemet Fire Department or any other agency providing fire protection services to the City for review and approval of site plans and shall incorporate all appropriate recommendations into the design and construction of the development.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures listed above, impacts related to hazards and hazardous materials would be less than significant.