

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section contains a discussion of human-caused hazards that may potentially have an effect on the planning area, including hazardous and toxic materials (such as facilities regulated by the U.S. Environmental Protection Agency [EPA], hazardous waste and disposal, toxic releases, leaking underground storage tanks [USTs], and brownfields). Also discussed are hazardous conditions associated with proximity to an airport, interference with an adopted emergency response or evacuation plan, and exposure to wildland fires. This section describes existing conditions of these hazards and analyzes impacts with respect to implementation of the Draft General Plan.

Airport land use compatibility is addressed in Section 4.10, “Land Use, Population, and Housing.” Service levels by fire personnel and other emergency responders are addressed in Section 4.12, “Public Services, and Facilities” of this DEIR. Potential hazards and associated impacts related to toxic air contaminant emissions are discussed in Section 4.3, “Air Quality”; potential impacts from geologic hazards are discussed in Section 4.6, “Geology and Soils”; and potential impacts on groundwater and flooding are discussed in Section 4.9, “Hydrology and Water Resources.”

4.8.1 REGULATORY SETTING

FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

Resource Conservation and Recovery Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the Environmental Protection Agency (EPA), under the authority of the Resource Conservation and Recovery Act (RCRA). The RCRA established an all-encompassing federal regulatory program for hazardous substances, administered by EPA. Under RCRA and later amendments, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. EPA has delegated much of RCRA enforcement to the California Department of Toxic Substances Control (DTSC).

Emergency Planning and Community Right to Know Act

The Federal Emergency Planning and Community Right to Know Act imposes hazardous-materials planning requirements to help protect local communities in the event of accidental release of hazardous substances.

Hazardous Materials Transport Regulations

The U.S. Department of Transportation (USDOT) regulates transportation of hazardous materials between states. The USDOT Federal Railroad Administration (FRA) enforces the Hazardous Materials Regulations, which are promulgated by the Pipeline and Hazardous Materials Safety Administration for rail transportation. These regulations include requirements that railroads and other transporters of hazardous materials, as well as shippers, have and adhere to security plans and also train employees involved in offering, accepting, or transporting hazardous materials on both safety and security matters.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) created a trust fund to provide broad federal authority for releases or threatened releases of hazardous substances that could endanger public health or the environment.

Superfund Amendments and Reauthorization Act

The CERCLA led to creation of the Superfund hazardous substance cleanup program (CERCLA, P.L. 96-510) and the Superfund Amendments and Reauthorization Act (SARA, P.L. 99-499). Within these programs, the EPA compiles a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories, known as the National Priorities List. These locations are commonly referred to as “Superfund sites.”

Occupational Safety and Health Administration Standards

The U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for workplace training, exposure limits, and safety procedures regarding the handling of hazardous substances and other hazards. OSHA also establishes criteria by which each state can implement its own health and safety program.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) (Title 15 of the U.S. Code [USC], Section 2605) banned the manufacture, processing, distribution, and use of polychlorinated biphenyls (PCBs) in totally enclosed systems. PCBs are considered hazardous materials because of their toxicity. They have been shown to cause cancer in animals, along with effects on the immune, reproductive, nervous, and endocrine systems, and studies have shown evidence of similar effects in humans (EPA 2011).

The EPA Region 9 PCB Program regulates remediation of PCBs in several states, including California. Title 40 of the Code of Federal Regulations, Section 761.30(a)(1)(vi)(A) states that all owners of electrical transformers containing PCBs must register their transformers with EPA. Specified electrical equipment manufactured between July 1, 1978 and July 1, 1998 that does not contain PCBs must be marked by the manufacturer with the statement “No PCBs” (Section 761.40[g]). Transformers and other items manufactured before July 1, 1978 and containing PCBs, must be marked as such.

Residential Lead-Based Paint Hazard Reduction Act

Under the Residential Lead-Based Paint Hazard Reduction Act, EPA established standards and regulates renovations which could create lead-based paint hazards in targeted housing and facilities occupied by children, EPA has also established standards for lead dust cleanup levels in most pre-1978 housing.

Clean Air Act

The federal Clean Air Act (CAA) requires EPA to establish primary and secondary national ambient air quality standards. Section 112 of the CAA defines hazardous air pollutants and sets threshold limits. Additional information about the CAA is contained in Section 4.3, “Air Quality.”

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

State hazardous materials regulations are equal to or more stringent than federal regulations. California has primary oversight to administer and enforce hazardous waste management programs. State regulations provide detailed planning and management requirements for hazardous waste handling, storage, and disposal to reduce risks to human health and the environment. Several key state laws pertaining to hazardous wastes are discussed below. The California Environmental Protection Agency (CalEPA), DTSC, the State Water Resources Control Board (SWRCB), and the California Department of Resources Recycling and Recovery (CalRecycle) regulate the generation of hazardous materials.

Hazardous Materials Release Response Plans and Inventory Act

The Hazardous Materials Release Response Plans and Inventory Act (Section 25500 et seq. of the California Health and Safety Code), also known as the Business Plan Act, defines hazardous materials as raw or unused materials that are part of a process or manufacturing step.

Although hazardous materials are not defined as hazardous wastes, health concerns are similar, and facility descriptions, materials inventories, and emergency response plans are required. Reports pursuant to this act for the planning area would be filed with Riverside County.

Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the California Code of Regulations that describe requirements for the proper management of hazardous wastes. The act created the state hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The program includes hazardous waste criteria for:

- ▶ identification and classification;
- ▶ generation and transportation;
- ▶ design and permitting of recycling, treatment, storage, and disposal facilities;
- ▶ treatment standards;
- ▶ operation of facilities and staff training; and
- ▶ closure of facilities and liability requirements.

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposing of wastes. Under these regulations, the generator of hazardous waste material must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

Title 13 and Title 22 Hazardous Materials Transport Regulations

State agencies, including the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), and DTSC are responsible for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Regulations governing hazardous materials transport are included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations.

Transport of hazardous materials can only be conducted under a registration issued by DTSC. Identification numbers are issued by DTSC or USEPA for hazardous waste transporters and treatment, storage and disposal facilities for hazardous materials. These numbers identify the hazardous waste handler and track waste from point of origin to point of final disposal. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8850 et seq.), the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Quick response to incidents involving hazardous materials or hazardous waste is a key part of the plan. The Governor's Office of Emergency Services (OES) administers the plan, coordinating the responses of other agencies, including CalEPA, CHP, Regional Water Quality Control Boards (RWQCBs), air quality management districts, and county disaster response offices.

Safe Drinking Water and Toxic Enforcement Act (Proposition 65)

Proposition 65 requires the governor to publish at least annually a list of chemicals known to the state to cause cancer or reproductive toxicity. Proposition 65 is administered under the California Office of Environmental Health Hazard Assessment.

Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites List (Cortese list) is a planning document required by California Government Code Section 65962.5. DTSC is required to compile the list, which consists of potentially contaminated sites in the state. It is used by state agencies, local agencies, and developers to comply with CEQA requirements to provide information about locations of hazardous materials release sites.

Underground Storage Tank Program

The California Department of Public Health and the SWRCB list UST sites where remedial action is required because of unauthorized release of toxic substances. Leak prevention, cleanup, enforcement, and tank testing certification are elements of the UST Program, which is administered by the SWRCB.

California Integrated Waste Management Act

The California Integrated Waste Management Act requires the development and implementation of household hazardous-waste disposal plans. CalRecycle oversees compliance with this act and enforces operational plans for solid waste facilities.

Unified Program

CalEPA grants oversight and permitting responsibility for certain state programs pertaining to hazardous waste and hazardous materials to qualifying local agencies. This is achieved through the Unified Program for the following emergency and management programs:

- ▶ hazardous materials release response plans and inventories (business plans);
- ▶ California Accidental Release Prevention Program (CalARP);
- ▶ UST Program;
- ▶ Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure plans;
- ▶ Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs; and
- ▶ California Uniform Fire Code: Hazardous material management plans and hazardous material inventory statements.

Contaminated Site Cleanup Regulations

The State has a number of different regulatory structures governing cleanup of contaminated sites. Many of these programs are regulated by DTSC, including RCRA corrective actions, State Superfund sites, brownfields programs and voluntary cleanups. SWRCB (through RWQCBs and some local agencies) programs regulate releases with potential to affect water resources, such as the Leaking Underground Storage Tanks program and the Spills, Leaks, Investigations, and Cleanups program. Regulatory authority for these programs may be delegated by the federal government or may be found in the California Health and Safety Code. These regulations require the reporting, investigation, and remediation of sites where releases of hazardous materials have occurred,

followed by appropriate disposal of hazardous materials. The programs govern a range of pollutants (e.g., solvents, petroleum fuels, heavy metals, and pesticides) in surface water, groundwater, soil, sediment, and air.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for protecting and maintaining privately owned wildlands, providing emergency services, and responding to wildland fires throughout California. CAL FIRE bases firefighting aircraft at the Hemet-Ryan Airport and can provide rapid response to wild fires in the surrounding mountains. Riverside County contracts with CAL FIRE for fire suppression activities through a mutual aid agreement.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency (CalEMA), which coordinates the responses of other agencies, including CalEPA, CHP, California Department of Fish and Game, and the Riverside County Emergency Services Program.

State Aeronautics Act and California Airport Land Use Planning Handbook

The Caltrans, Division of Aeronautics establishes statewide guidelines for airport land use compatible planning based on the State Aeronautics Act. Caltrans published the most recent edition of these standards in the *California Airport Land Use Planning Handbook* (CALUPH) in 2002. CALUPH standards address structures and functions of Airport Land Use Commissions (ALUCs), and provide guidance for assessing noise and safety compatibility.

School Site Selection and Approval Guide

The California Department of Education has developed the *School Site Selection and Approval Guide* to help school districts select appropriate locations for educational institutions. The guide contains 12 screening and ranking criteria, including: safety, location, topography, cost, utilities, and public acceptance.

REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

Hazardous Materials and Waste Regulations

The Hemet Fire Department is the first responder for hazardous materials incidents within the City. In 1996, the Hemet Fire Department established a Hazardous Materials Response Team to handle hazardous materials incidents. The Riverside County Department of Environmental Health (DEH) is responsible for tracking hazardous materials handlers to ensure appropriate reporting and compliance. The DEH regulates facilities which handle and store on-site specified types and quantities of hazardous and acutely/extremely hazardous materials through permitting, routine facility inspections, and site plans indicating where hazardous materials are stored.

Riverside County Airport Land Use Commission

In accordance with California Public Utilities Code (PUC) Section 21676 et seq., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, the local agency must first refer the proposed action to the Riverside County ALUC.

Hemet-Ryan Airport Master Plan Draft

The Riverside County Economic Development Agency, Aviation Division, in consultation with the City of Hemet and various local, state and federal agencies are currently in the process of preparing a Master Plan for the Hemet-Ryan Airport that features a runway extension. A Draft Master Plan was prepared in 2004, identifying a preferred runway extension to the southwest from the existing runway, which would require realignment of both Stetson Avenue and Warren Road. The Draft Master Plan has not been adopted.

Hemet-Ryan Airport Comprehensive Airport Land Use Plan (ALUP)

The Hemet-Ryan Airport Comprehensive Airport Land Use Plan (ALUP), as adopted in 1992 and amended in 2009, is the currently applicable Compatibility Plan for the Hemet-Ryan Airport. The ALUP describes land use compatibility in risk areas, including Area I (extreme risk), II (high risk), III (moderate risk), and a transition zone between Areas II and III. For each risk area, certain uses are prohibited, while other uses are either compatible, or potentially compatible subject to discretionary review by the Riverside County ALUC. A new ALUP for Hemet-Ryan Airport will be required following adoption of a new Master Plan.

Emergency Services

The City has implemented a Community Emergency Response Team (CERT) Program. Training for the CERT Program is provided by City employees certified by the Federal Emergency Management Agency (FEMA) as lead instructors. Training consists of six blocks of instruction conducted in 3.5 hour segments. Upon completion of the instruction the participants receive a FEMA Disaster Institute Certificate. The members are invited back for an annual "Disaster Day" refresher course.

The City also has a Disaster Planning Commission, chaired by the Mayor and comprised of eight members appointed by the City Council. This Commission addresses and coordinates major disaster planning elements such as emergency communication, emergency medical response, utilities restoration, area damage reconnaissance, shelter and relocation, emergency public information, community education, and preparedness.

In case of emergencies, principal responsibility for evacuations lies with the Police Department. The City coordinates with the Red Cross when shelter locations are needed. The Emergency Services Department (part of the Fire Department) indicated that shelter sites are most likely high schools, since they not only have large capacity, but also facilities for cooking, sleeping and showering. The City also uses an Emergency Advisory System that televises emergency information to residents and businesses. The Emergency Services Department indicated that they anticipate the acquisition of a "Reverse 9-1-1" system, which will call a list of phone numbers located within a specified geographic area and provide a pre-recorded message to the residents and businesses within that area in the event of an emergency. (Glen pers. comm., 2005)

Emergency Plans

The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The LHMP is a requirement of the Disaster Mitigation Act of 2000. The Act requires that local communities enact hazard mitigation measures to reduce losses from disasters. The LHMP includes a risk assessment covering wildfires, floods, earthquakes, nuclear incident, civil unrest, and many other types of hazards. The plan calls for annual review of hazard mitigation activities. The Action Plan within the LHMP serves as a guide to spending priorities and will be adjusted annually to reflect current needs and financial resources.

4.8.2 ENVIRONMENTAL SETTING

DEFINITIONS OF TERMS

For purposes of this section, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. A “hazardous material” is defined by federal regulations as “a substance or material that ... is capable of posing an unreasonable risk to health, safety, and property when transported in commerce” (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

LAND USES AND CONDITIONS IN THE PLANNING AREA

Site Reconnaissance and Records Searches

To determine the potential for hazardous materials contamination on or near the planning area, regulatory databases regarding hazardous materials were searched. Search results are provided below.

Hazardous and Toxic Materials—EPA-Regulated Facilities

The U.S. Environmental Protection Agency’s (EPA’s) Envirofacts web site presents information from several agencies and databases, including those for EPA, DTSC, and OES.

Commercial and industrial businesses located in the planning area and nearby communities use hazardous materials, including dry cleaners, film processors, auto service providers, landscape contractors, and paint shops. Larger businesses, primarily in industrial areas, can generate, use, and/or store large quantities of hazardous products. According to the EPA, there are 96 EPA-regulated facilities in Hemet (EPA 2010). Most (87) are regulated because they generate, transport, treat, store, or dispose of hazardous waste. Many are gasoline stations, auto service providers, dry cleaners, and photo processing stores. Eight are regulated based on a range of toxic chemicals that are being used, manufactured, treated, transported, or released into the environment. Four are listed on the Aerometric Information Retrieval System as stationary sources of toxic air contaminants.

Hazardous and Toxic Materials – Cortese List

The “Cortese List” is defined in Government Code Section 65962.5, and includes sites listed on several different agency lists, including DTSC’s EnviroStor database, SWRCB’s GeoTracker database, and several smaller lists maintained by SWRCB and DTSC.

The GeoTracker database consists primarily of leaking USTs, land disposal sites, military sites, and other cleanup sites. Fifty-nine (59) sites within the Hemet planning area are listed on GeoTracker. Of these, 54 had been closed following investigation and/or remediation. The remaining five were either being investigated or remediated.

Table 4.8-1 summarizes these site listings. No other Cortese list sites were identified within the planning area (CalEPA 2011).

Table 4.8-1 Cortese-Listed Sites			
Site Name	File Number	Status	Address
Arco #3033	T0606586294	Remediation	2080 East Florida Avenue
Arco #5555	T0606599141	Remediation	500 West Stetson Avenue
County of Riverside Hemet Rd Yd	T0606599144	Site Assessment	999 Juanita Avenue
Arco #5555	T0606599685	Site Assessment	500 West Stetson Avenue
Mobil Bulk Plant 04-440	T10000002056	Site Assessment	137 South Alessandro Street
Source: CalEPA 2011 (GeoTracker)			

Hazardous and Toxic Materials – Other Uses

Residents also use a range of household hazardous products. The City cooperates with the County to sponsor programs that raise awareness of proper use, storage, and disposal of household hazardous wastes. The City of Hemet operates an ABOP (Antifreeze, Batteries, Oils, and Paints) drop off site at the City Corporate Yard. The County DEH sponsors Household Hazardous Waste Collection Days in various parts of the County and training sessions designed for auto repair shops, metal finishing shops, schools and colleges, and other hazardous waste generators. Residents may also take hazardous materials to sites located throughout the county year-round.

TRANSPORTATION OF HAZARDOUS AND TOXIC MATERIALS

Highways and railroads represent risks associated with accidents resulting in potential releases of hazardous materials that could injure persons or damage structures on nearby lands. Land use hazards associated with transport of hazardous cargo exist in the planning area because State Routes (SRs) 74 and 79 pass through the area, and a wide range of hazardous cargo, including flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials is regularly transported along these routes.

Some potential exists for spills of flammable liquids after a highway or railway mishap, subsequent ignition of the liberated contents, and possible human casualties and/or property damage in the path of the burning liquid. Burning spills can also drain into nearby streams and drainage facilities (e.g., roadside storm drains), spreading fire and increasing the area of contamination.

WILDFIRE RISK AREAS

CAL FIRE designates areas with dense vegetation and severe burning potential as being at risk for extreme wildfires. Wildfires usually result from the ignition of dry grass, brush, or timber in areas characterized by steep, heavily vegetated hillsides, which make suppression difficult. Wildfires play an important role in the ecology of many natural habitats; however, as urban development moves into areas susceptible to wildfire hazards, risks to human safety and property increase.

The urban-wildland interface describes an area where urban development has been located in proximity to open space or wildland areas. The most common type of urban-wildland interface results when development occurs adjacent to wildland vegetation. Other interface conditions are created when urban development is intermixed with wildland vegetation or when pockets of wildland vegetation occur within developed areas. Fires that occur within the urban-wildland interface areas affect natural resources as well as life and property.

CAL FIRE, in cooperation with local fire authorities, identifies Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs). After delineating the boundaries of a VHFHSZ, CAL FIRE notifies local fire authorities with responsibility for fire prevention and suppression within that area. Since the State is not financially responsible for Local Responsibility Areas, local jurisdictions have the final say regarding whether or not an area should be included in a VHFHSZ. The VHFHSZ mapped in and near Hemet by CAL FIRE are shown on Exhibit 4.8-1. Areas in the planning area with a very high fire hazard include Park Hill, areas near Diamond Valley Lake, and in the hills on the western and southern portions of the planning area. In addition to VHFHSZ areas, Exhibit 4.8-1 also illustrates areas of medium- and high- fire hazard severity in the planning area (CAL FIRE 2010).

HEMET-RYAN AIRPORT

Hemet-Ryan Airport is a County-owned, public use airport managed by the Riverside County Economic Development Agency. The Airport primarily serves Hemet and San Jacinto, but also offers access to various mountain resorts surrounding Hemet and Diamond Valley Lake.

The number and type of aircraft based at an airport are useful indicators of an airport's activity and operational role. The airport has a year-round population of just under 200 based aircraft. Of those aircraft, over half (59%) are single engine piston aircraft and about a third (32%) are sailplanes. Remaining aircraft are made up of twin engine aircraft (5%), Sheriff's or CAL FIRE helicopters (3%), and jets (1%). 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. According to the 2004 Draft Hemet-Ryan Airport Master Plan, the primary runway is 4,315 feet in length and 100 feet wide and can accommodate an 80,000-pound, single wheel aircraft. A second runway is 2,045 feet in length and 25 feet wide and is restricted to glider-related operations. (RCEDA 2004)

The 2004 Draft Master Plan indicates that the airport's activity capacity (355,000 operations) is well above the projected demand, but recommends a future runway length of 5,300 feet. The Draft Master Plan recommends a southwesterly extension which would disrupt the City's planned circulation system, requiring the relocation of both Warren Road and Stetson Avenue. However, the Master Plan has not been adopted.

Airport Safety

According to Airport administration, personnel at the airport have extensive, ongoing safety training and are issued protective gear in case of an emergency. Safety programs for private pilots are offered through the Federal Aviation Administration (FAA).

In case of airport related emergencies, the Fire Department uses the Hemet–Ryan Airport Response Plan. The Plan delineates fire and police department responsibilities, offers response plans for dealing with a range of aircraft emergencies, and identifies the location of fire hydrants. According to the Response Plan, the Fire Department has primary control over all fire suppression and rescue activities and the Police Department is assigned to control access to the and obtain additional assistance if needed. The standard fire department response team for aircraft emergencies includes a battalion chief, three fire engines, one squad, one paramedic ambulance, and one water tender.

4.8.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, a hazards and hazardous materials impact is considered significant if adoption and implementation of the Draft General Plan 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 reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ▶ emit hazardous emissions or handle 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;
- ▶ 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;
- ▶ for a project located within the vicinity of a private airstrip, 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; or
- ▶ 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.

ANALYSIS APPROACH

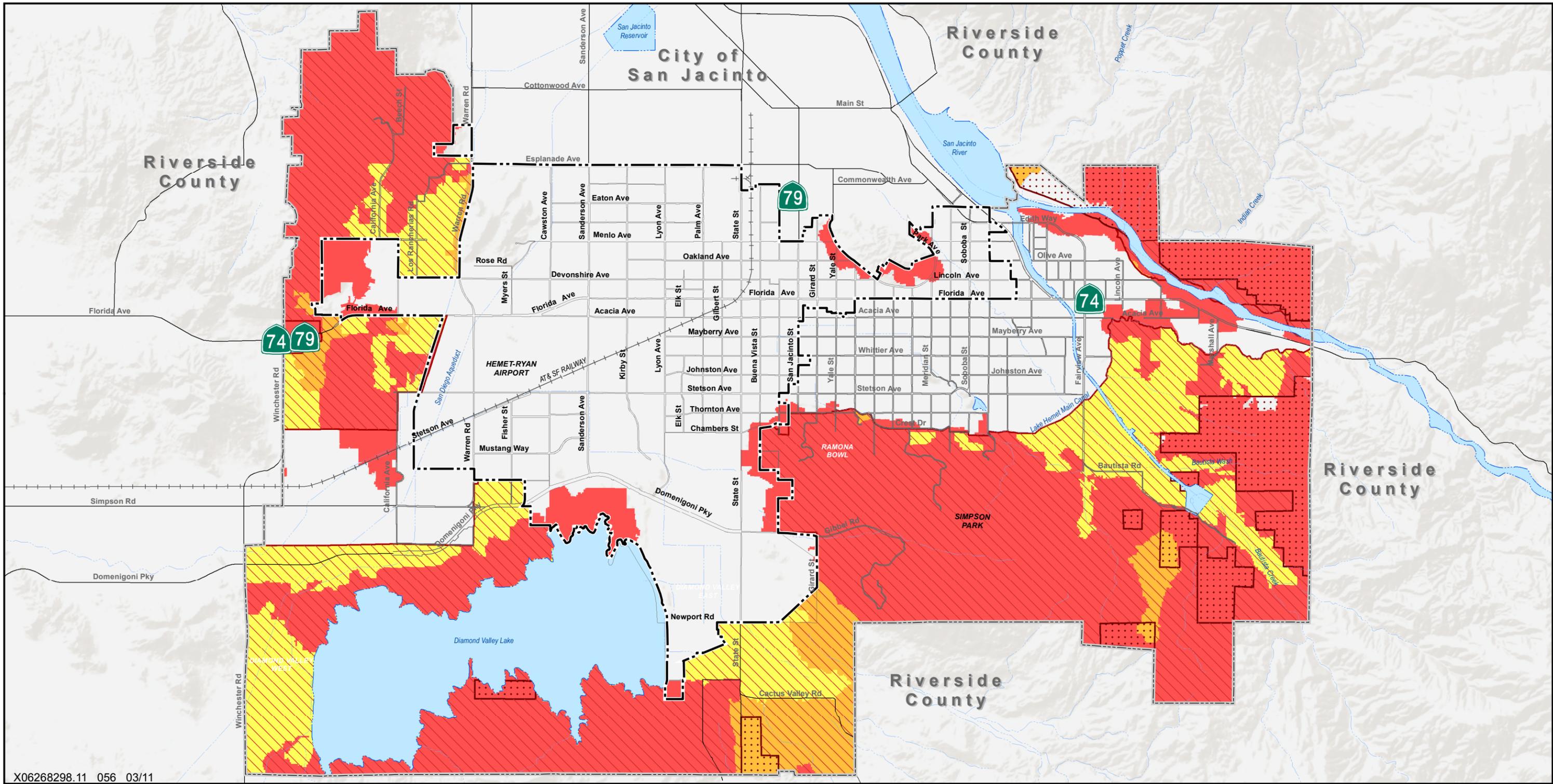
This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the Draft General Plan, and identifies ways that these hazardous materials could expose individuals or the environment to health and safety risks. The range and types of uses accommodated under the Draft General Plan are identified in general terms. This analysis is limited to a qualitative evaluation of impacts associated with the potential presence of hazardous materials or hazards in the planning area, and an evaluation of the extent to which the Draft General Plan would allow industrial uses and other uses which commonly employ or generate hazardous materials or waste in production processes. The analysis assumes that development would comply with relevant federal, state, regional, and local ordinances and regulations.

The analysis of impacts is based on the likely consequences of adoption and implementation of the Draft General Plan, including future land uses consistent with the Land Use Plan, and supporting roadways, infrastructure, and public services; along with implementation of Draft General Plan policies and programs.

For hazards and hazardous materials impacts, compliance with existing regulations presented in Section 4.8.1, “Regulatory Framework,” and/or implementation of Draft General Plan policies and programs listed below results in a less-than-significant impact. Policies and programs that reduce hazards and hazardous materials impacts include:

Policies

- ▶ **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 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-10.4: Interim Airport Overlay** To ensure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, require consistency review by the City and the ALUC for all



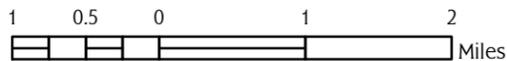
X06268298.11 056 03/11

LEGEND

- | | |
|---|---|
| <p>Wildland Fire Hazard Severity Zone</p> <ul style="list-style-type: none"> Moderate High Very High <p>Responsibility Areas</p> <ul style="list-style-type: none"> Federal Responsibility Area State Responsibility Area Local Responsibility Area | <ul style="list-style-type: none"> Hemet City Boundary Planning Area Street Railroad Creek/Canal River/Lake |
|---|---|



Sources:
 Census Tiger Line Data 2005
 CAL FIRE - FRAP 2007, 2008 (Draft), and 2010
 ESRI 2010



proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:

1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD-79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)

2. Critical facilities in Area I

3. Hazardous Material Facilities

4. Institutional Uses and Schools

5. Places of Assembly

- ▶ **LU-10.5: Residential Density Limitations** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in me 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.
- ▶ **PS-4.1: Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the *Hemet-Ryan Airport Land Use Compatibility Plan*, and review of legislative land use changes and ordinances by the Airport land Use Commission (ALUC).
- ▶ **PS-4.2: Airport Safety Zones.** Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the *Hemet-Ryan Airport Land Use Compatibility Plan* and the *Hemet-Ryan Airport Master Plan*.
- ▶ **PS-4.4: Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, as may be amended from time to time.
- ▶ **PS-4.5: Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
- ▶ **PS-4.7: Avigation Easements.** Avigation easements shall be required for all land uses in Safety Areas I, II, and III as part of the development review process. .As appropriate, based on location, avigation easements may be required in other areas of the City or Planning Area.
- ▶ **PS-4.8: Project Operating Compatibility.** Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:
 - a. Any use that would direct a steady 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 the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.

- b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
 - c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
 - d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- ▶ **PS-5.1: Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.
 - ▶ **PS-5.2: Maintain Response Programs.** Maintain effective programs for responding to hazardous material emergencies.
 - ▶ **PS-5.4: Multi-Jurisdictional Local Hazard Mitigation Plan.** Implement goals and objectives contained in the *Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards.
 - ▶ **PS-6.5: Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.
 - ▶ **PS-6.6: Roadway Fire Buffer Coordination.** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup
 - ▶ **PS-6.7: Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.
 - ▶ **PS-6.8: Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
 - ▶ **PS-7.3: Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.
 - ▶ **PS-7.4: Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.
 - ▶ **PS-10.3: Disaster Plans.** Review and consistently update the City's disaster contingency plans. Recommend that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.
 - ▶ **PS-10.4: Mutual Aid Agreements.** Maintain mutual aid agreements and communication links with federal, state, county, and other local agencies to respond to emergencies.

Programs

- ▶ **LU-P-35: Airport Land Use Plan Compatibility.** All new development proposals located within the boundaries of the Airport Influence Zones shall undergo review to determine consistency with the Airport Land Use Plan and the Department of Aeronautics Handbook. Legislative land use proposals (such as General Plan Amendments, Specific Plans, and Amendments to Development Agreements, Zone Changes, Zoning Ordinance Amendments, etc.) will be forwarded to the Riverside County Airport Land Use Commission for

review. Non-legislative proposals will require a Site Development Review to be approved by the Community Development Director, and may also be subject to Discretionary review by the ALUC per Table 2.5 of the Land Use Element. Uses subject to discretionary review will be required to prepare an Airport Compatibility Study to determine consistency and safety considerations.

The Community Development Department shall prepare a project review checklist to determine ALUP consistency review and the required process at the time of the DRC (Development Review Committee) Meeting and present the findings to the applicant to insure early coordination with ALUC staff. All projects subject to CEQA review and located within the Airport Influence Area shall be transmitted to ALUC staff for review and comment.

During the time frame that the 1992 ALUP is being updated, the Interim Airport Overlay shown in Figure 2.6A and related Land Use and Public Safety Element policies shall be in effect. Once the new ALUP is adopted by the ALUC, the City shall amend the General Plan within 180 days to bring it into conformity with the newly adopted ALUP.

- ▶ **PS-P-13: Airport Land Use Restrictions.** Evaluate land use restrictions outlined in the most recent adopted Hemet-Ryan Airport Land Use Plan, California Airport Land Use Planning Handbook, and Federal Aviation Administration notice responses for applicability to development projects, and evaluate the appropriateness of subject discretionary development projects. Require the preparation of Airport Compatibility studies as needed for new development proposed to be located within the airport influence areas.
- ▶ **PS-P-14: Updated Fire Protection Requirements.** Periodically update fire protection requirements for both new construction and existing structures in the hazardous fire areas noted in Figure 6.4, “Wildland Fire Hazard Severity Zones” and in areas located at the transition between developed and undeveloped land.
- ▶ **PS-P-15: Fire Protection Regulations.** Adopt and enforce the latest building construction codes to guide future development, and continue to update and amend building and fire codes as necessary to maintain fire safety in Hemet. Considerations should include but not be limited to:
 - Multiple access routes for both the public and emergency vehicles, particularly in hillside areas;
 - Brush clearance, particularly along roadsides, hillsides, and rural areas;
 - Automatic fire control and safety systems;
 - Evacuation routes, particularly within high-occupancy or dependent-care facilities;
 - Fire protection during construction; and
 - Fire-resistant roofs, particularly in fire-susceptible areas.
- ▶ **PS-P-16: Fire Department Master Plan.** Prepare and maintain a fire department master plan assessed annually and updated every 5 years. The plan should assess fire prevention and suppression services, evaluating the adequacy of facilities and equipment, the status and adequacy of mutual aid agreements, fire education programs, and personnel staffing and program needs. Prepare five-year projections of equipment, facility, and staffing needs based on anticipated growth, incident rates, and voter-approved performance standards. Develop programs to fund fire department needs and execute operations proposals based on the updated master plan.
- ▶ **PS-P-18: Emergency Plans and Procedures.** Regularly evaluate the City’s emergency preparedness plans and procedures to provide for adequate police, fire, and protection services in the event of an emergency. Ensure compliance with the requirements and provisions of the State Emergency Management System. Conduct exercises to perfect and test emergency preparedness procedures.
- ▶ **PS-P-21: Emergency Preparedness for High-Risk Facilities.** Require that high-risk facilities such as railroads, utility facilities, hospitals, schools, government buildings, and water facilities maintain emergency preparedness plans.

- ▶ **PS-P-22: Hazardous Material Regulations.** Update the Hemet Municipal Code for commercial, industrial, and agricultural activities to require building owners, users and farm operators to comply with all federal, state, and local laws regulating the use, storage, transportation, and disposal of hazardous materials and wastes. Follow all California Integrated Waste Management Board requirements regarding hazardous materials and wastes.

IMPACT ANALYSIS

IMPACT 4.8-1 Routine Transport, Use, or Disposal of Hazardous Materials. *Adoption and implementation of the Draft General Plan would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in exposure of such materials to the public through either routine use or accidental release. Compliance with and enforcement of existing regulations, supported by implementation of Draft General Plan policies and programs, would result in a less-than-significant impact and no mitigation is required.*

Future land uses consistent with the Draft General Plan would allow development of new residential, commercial, and industrial uses. New residential development would result in increased use, storage, and disposal of household hazardous materials. New commercial and industrial development would also result in increased use, storage, and/or disposal of hazardous materials. Of particular concern are facilities with USTs or other methods of storage that could accidentally leak into soil, groundwater, surface water, or air. Specific examples of these facilities include gas stations, automotive repair shops, and dry cleaners.

The current regulatory environment provides a high level of protection from hazards and hazardous materials manufactured within, transported to, and stored in industrial and educational facilities. The City will continue to enforce disclosure laws (described in Section 4.8.1, “Regulatory Setting,”) that require users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport, and to notify the appropriate city, county, state and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public can work with City officials to minimize risks associated with hazardous materials in the urban environment, the City can maintain safe conditions throughout the planning area. Facilities developed under the Draft General Plan that would use hazardous materials on-site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect public health.

The amount of hazardous materials transported through the planning area on rails and roadways (including main local and regional routes, and state routes [i.e., SR 74 and SR 79]) would likely increase as a result of new development consistent with the Draft General Plan, as well as projected regional growth. Thus, a greater number of people in the future could be potentially exposed to hazardous materials during accidental releases.

Transportation of hazardous materials on area roadways is regulated by CHP and Caltrans, and use of these materials is regulated by DTSC, as outlined in Title 22 of the California Code of Regulations. USDOT (through the Hazardous Materials Transportation Act), and other regulatory agencies (including the California Public Utilities Commission for natural gas transmission lines) provide standards designed to avoid releases including provisions regarding securing materials and container design.

The Draft General Plan recognizes and accounts for potential risks associated with hazardous materials and supports compliance and enforcement with state and federal hazardous materials regulations through Public Safety Element Policies PS-5.1, PS-5.2 and PS-5.4 and Program PS-P-22. Policy PS-5.1 would require the City to implement and enforce regulations from State and federal authorities on the use, storage, and transportation of hazardous materials. Policy PS-5.2 directs the City to maintain effective programs for responding to hazardous material emergencies. Policy PS-5.4 would require the City to implement goals and objectives contained in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan to reduce risks from natural and other hazards. Programs PS-P-22 would require the Municipal Code to be updated to include hazardous material regulations.

Compliance with and enforcement of existing federal, state, and local laws and regulations concerning the routine transport, use, or disposal of hazardous materials, supported by implementation of Draft General Plan policies and programs would reduce program-level impacts to a **less-than-significant** level. No mitigation measures are required.

IMPACT 4.8-2 Emission or Handling of Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School. *Adoption and implementation of the Draft General Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing school. Compliance with existing regulations would result in a less-than-significant impact related to emission or the handling of hazardous materials near schools and no mitigation is required.*

Future land uses consistent with the Draft General Plan could include commercial uses within ¼ mile of existing and new schools. However, the California Department of Education enforces school siting requirements, and new facilities would not be constructed within ¼mile of facilities emitting or handling materials based on these requirements. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential material handling and emission could occur in proximity to existing schools.

Compliance with these existing regulations would result in a **less-than-significant** impact. No mitigation measures are required.

IMPACT 4.8-3 Public Health Hazards from Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5. *Several sites within the planning area are identified on the Cortese List as known hazardous materials sites. Adoption and implementation of the Draft General Plan could expose construction workers to hazardous materials from these sites, and hazardous materials could create an environmental or health hazard if left in place. However, compliance with existing regulations supported by implementation of Draft General Plan policies and programs would result in a less-than-significant impact and no mitigation is required.*

Review of CalEPA databases indicates that a number of sites within the planning area are listed on the Cortese List. Past and/or current activities at these sites may have resulted in contamination of soil and groundwater. During construction and demolition, workers could come into contact with, and be exposed to, hazardous materials present in soil or groundwater. Further, the presence of contamination in soils or groundwater could create an environmental or health hazard if left in place.

Existing programs and regulations described in Section 4.8.1, “Regulatory Setting” govern the investigation and cleanup of sites on the Cortese List. Furthermore, the Draft General Plan includes policies aimed at protecting residents from exposure to hazardous materials. Policy PS-5.1 would require the City to implement and enforce State and federal hazardous materials use, storage, and transportation regulations. Policy PS-5.2 directs the City to maintain effective programs for responding to hazardous material emergencies.

Compliance with existing regulations supported by implementation of Draft General Plan policies and programs would require compliance with existing federal, state, and local laws and regulations. At the program-level, hazardous materials exposure impacts would be **less than significant**. No mitigation measures are required.

IMPACT 4.8-4 Safety Hazard for People Working or Residing within Two Miles of an Airport. *Adoption and implementation of the Draft General Plan would result in an increase in people working or residing within two miles of the Hemet-Ryan Airport, which could result in a safety hazard. Implementation of Draft General Plan policies and programs and existing regulations would result in a less than significant impact and not mitigation is required.*

The Hemet-Ryan Airport Comprehensive ALUP, as adopted in 1992 and amended in 2009, is the currently applicable Compatibility Plan for this airport. The ALUP describes land use compatibility in risk areas, including Area I (extreme risk), II (high risk), III (moderate risk), and a transition zone between Areas II and III, which are all within the planning area. Table 4.8-2 describes the land use compatibility requirements for the risk areas.

Table 4.8-2 Airport Land Use Compatibility Zones			
Area I: Extreme Risk	Area II: High Risk	Transition Area	Area III: Moderate Risk
Permitted uses: Agriculture and open space	Permitted uses: Industrial, agriculture, residential (> 2.5 acres/dwelling)	Permitted uses: Commercial, industrial, manufacturing, and agriculture	Permitted uses: Wide range of uses
Discretionary review uses: Commercial, industrial, residential (> 2.5 acres/dwelling)	Discretionary review uses: Commercial	Discretionary review uses: Schools or institutional uses, hazardous materials facilities and “places of assembly”	Discretionary review uses: Structures over 35 feet or 2 stories, whichever is greater; schools or institutional uses; hazardous materials facilities; and “places of assembly”
Note: no residential uses permitted within Area I one mile from runway threshold	Note: no schools or institutional uses, hazardous materials facilities and “places of assembly” are permitted	Note: Residential density limited to 20 dwelling units/acre. Multi-family housing subject to discretionary review. Structures limited to 35 feet or 2 stories, whichever is less	
Source: Hemet Ryan Airport Comprehensive Airport Land Use Plan 1992, as amended in 2009.			

State Law requires that General Plans be consistent with land use compatibility plans established by ALUCs. As discussed in Section 4.10, “Land Use, Population, and Housing,” at the time of the preparation of the Draft General Plan and EIR, the Riverside County ALUC had not established updated compatibility zones for Hemet-Ryan Airport consistent with an expanded runway. However, the Riverside County Economic Development Agency, Aviation Division, in consultation with the City and various local, state and federal agencies are currently in the process of preparing a Master Plan for the Hemet-Ryan Airport that includes a runway extension. The 2004 Draft Master Plan recommends a runway extension to the southwest from the existing runway, which would disrupt the City’s circulation system, requiring realignment of both Stetson Avenue and Warren Road. After a Master Plan is adopted, a new ALUP for Hemet-Ryan Airport will be required. The potential for safety hazards if the airport is expanded as proposed in the 2004 Master Plan is considered in the cumulative impact analysis contained in Chapter 6 of this EIR.

As shown on Exhibit 4.8-2, ALUP compatibility zones overlap with large portions of numerous Draft General Plan land use designations in west Hemet. Area I of the ALUP is the most restrictive designation, and prohibits residential uses within one mile of the runway, hazardous materials facilities, institutional uses, places of assembly, and critical care services. Permitted uses in Area I include agriculture and open space, and discretionary uses (uses subject to discretionary review by Riverside County ALUC) include commercial, industrial, and residential uses larger than 2.5 acres per dwelling unit (more than one mile from the runway). Table 4.8-3 shows the land use designations proposed within Area 1; all of the proposed uses are identified as discretionary review uses in the ALUP, and would be subject to project-level CEQA review. Although some proposed designations (e.g., Industrial) would ordinarily permit prohibited uses (e.g., hazardous materials facilities), several Draft General Plan policies would prevent approval of these prohibited uses within Area I. Policy PS-4.1 would require the City to minimize potential aircraft hazards by adopting and implementing the Airport Protection Overlay Zone

**Table 4.8-3
Draft General Plan Land Use Designations by Airport Land Use Compatibility Zone:
Existing Airport Land Use Plan**

ALUP Area I	ALUP Area II	ALUP Area III	ALUP Transition Zone
Airport (ARPT)	Airport (ARPT)	Airport (ARPT)	Airport (ARPT)
Business Park (BP)	Business Park (BP)	Business Park (BP)	Business Park (BP)
Community Commercial (CC)	Community Commercial (CC)	Community Commercial (CC)	Community Commercial (CC)
Industrial (I)	Industrial (I)	Industrial (I)	Industrial (I)
Mixed Use (MU)	Mixed Use (MU)	Regional Commercial (RC)	Office Professional (OP)
Rural Residential (RR)	Open Space (OS)	Neighborhood Commercial NC	Open Space (OS)
	Park (P)	Public Facilities (PF)	Rural Residential (RR)
	Rural Residential (RR)	Mixed Use (MU)	Hillside Residential (HR)
	Hillside Residential (HR)	School (SCH)	Low Density Residential (LDR)
	Low Density Residential (LDR)	Open Space (OS)	Low Medium Density Residential (LMDR)
	Low Medium Density Residential (LMDR)	Park (P)	Medium Density Residential (MDR)
	High Density Residential (HDR)	Rural Residential (RR)	High Density Residential (HDR)
		Hillside Residential (HR)	Very High Density Residential (VHDR)
		Low Density Residential (LDR)	
		Low Medium Density Residential (LMDR)	
		Medium Density Residential (MDR)	
		High Density Residential (HDR)	
		Very High Density Residential (VHDR)	

Source: Hemet Ryan Airport Comprehensive Airport Land Use Plan. 1992 (amended 2009); City of Hemet 2011.

and the ALUP. Policy PS-4.2 would require the City to maintain open space as required for safety for both the present runway configuration and possible future expansion as identified in the ALUP and the Hemet-Ryan Airport Master Plan. Policies PS-4.4, PS-4.5, PS-4.7, and PS-4.8 would require each development application within the area covered by the ALUP to be evaluated for consistency with the ALUP and the General Plan, including review based on airport use, noise, potential risks, and safety practices. Avigation easements would be required within Safety Zones I, II, and III, and projects would be required to demonstrate consistency with specific requirements. Program PS-P-13 would require the City to evaluate land use restrictions outlined in the most recent adopted Hemet-Ryan ALUP, CALUPH, and Federal Aviation Administration notice responses for applicability to proposed development projects. This review would be conducted for all development projects by the Community Development Department during review of Site Development Plans. Several policies in the Land Use Element (LU-10.1, LU-10.2, LU-10.3, LU-10.4, and LU-10.5) would require consistency review by the ALUC for all legislative projects and projects subject to CEQA review. Policy LU-10.4 specifically restricts land uses identified as incompatible within the Interim Airport Overlay. Policy LU-10.5 reduces maximum residential densities in the Transition Area unless otherwise found consistent by the ALUC. Program LU-P-35 requires

projects to comply with the Interim Airport Overlay, and states that the City will bring its General Plan into conformity with the updated ALUP within 180 days of the adoption of the ALUP update.

Prohibited uses in Area II of the ALUP include school and other institutional uses, places of assembly, and hazardous materials facilities. Permitted uses in Area II include industrial, agricultural, and residential uses with a minimum lot size of 2.5 acres per dwelling unit. The ALUP allows Commercial uses after discretionary review.

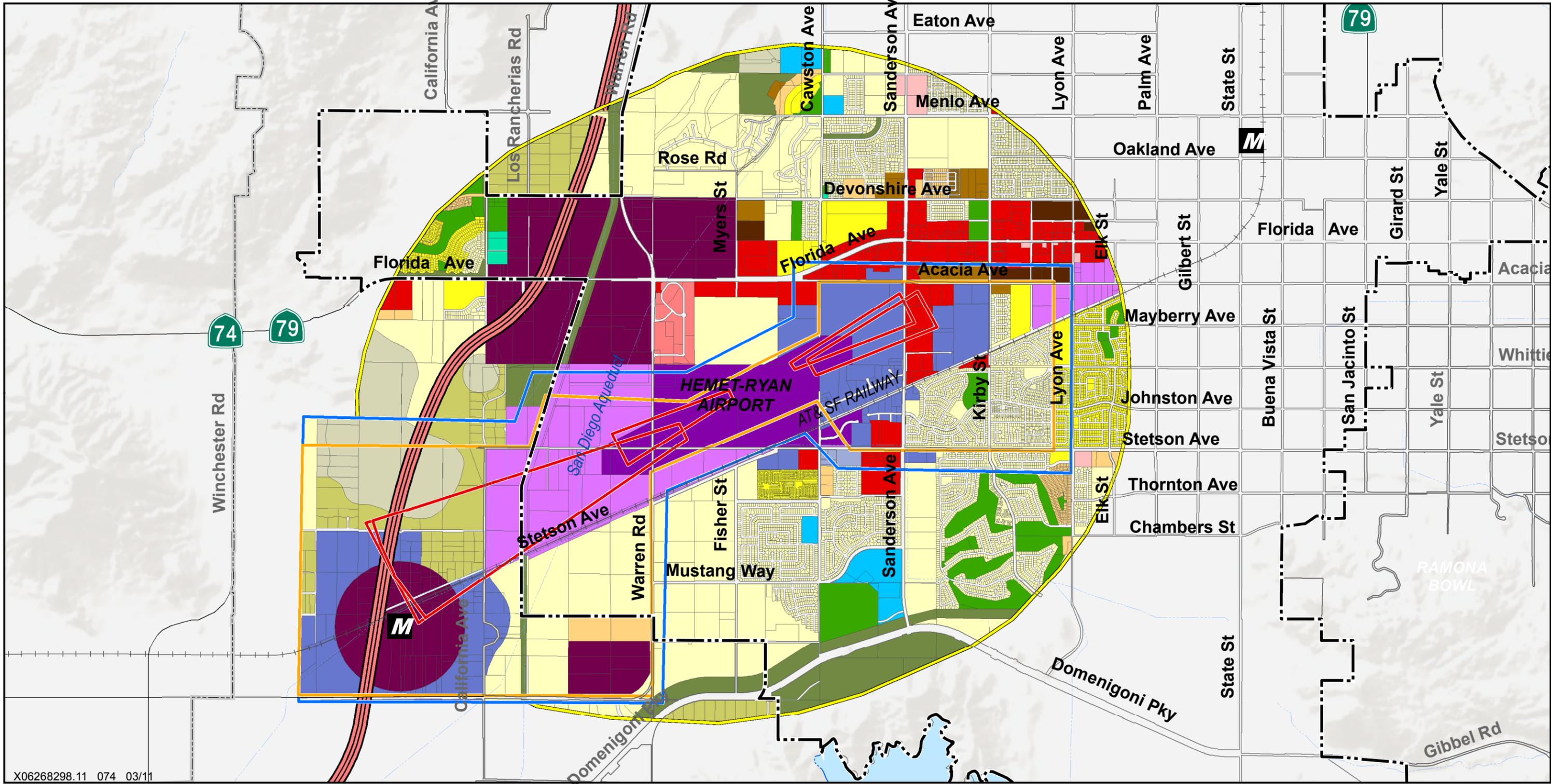
The Draft General Plan designates Industrial, Park, Open Space, Business Park, Community Commercial, and Mixed Use areas within Area II. These uses would be consistent with the ALUP as either permitted or discretionary review uses. Residential uses with a density greater than one unit per 2.5 acres are prohibited in Area II. Although development consistent with the Rural Residential and Hillside Residential designations could be possible, higher density residential uses would not be compatible within Area II. The same policies of the Draft General Plan described above (PS-4.1, PS-4.2, PS-4.4, PS-4.5, PS-4.7, ~~and PS-4.8~~, LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.4, and LU-P-35) govern the City's review of proposed actions within Area II.

Although Low Density, Low Medium Density, and High Density Residential land use designations are proposed within Area II, these designations reflect baseline conditions of existing development on the ground, and land uses consistent with these designations are currently built out. When the ALUP was adopted in 1982, these areas were generally identified as legally non-conforming approved development. The CALUPH (Caltrans 2002) states that, "if a local plan merely reflects uses which already exist, the plan does not become inconsistent with the compatibility plan even if the indicated uses are not compatible activities." New residential uses in Area II which could occur through implementation of the Draft General Plan would require discretionary review and would be reviewed for consistency through implementation of the policies and programs of the Draft General Plan described above (PS-4.1, PS-4.2, PS-4.4, PS-4.5, PS-4.7, ~~and PS-4.8~~, LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.4, and LU-P-35).

The Transition Area between Area II and Area III is an area that is 330 feet inside the Area II border and 660 feet outside of the Area III border. Permitted uses in the Transition Area include commercial, industrial, manufacturing, and agriculture. Discretionary uses in the Transition Area include residential (up to 20 units per acre), institutional, places of assembly, schools, and hazardous materials facilities. With the exception of Very High Density Residential, all Draft General Plan land use designations in the Transition Area would be consistent with the permitted and discretionary review uses identified in the ALUP. Although Very High Density Residential land uses are proposed within this area, this designation reflects baseline conditions of existing development on the ground, and land uses consistent with this designation are currently built out. With implementation of LU-10-5, ~~Implementation of~~ the Draft General Plan would not result in additional residential uses at a density greater than 20 units per acre within Area II.

A wide range of uses are permitted in Area III of the ALUP because this is the area with the lowest risk. Consequently, permitted uses are not listed in the ALUP like Areas I, II and the Transition Area. Discretionary uses in Area III include structures over 35 feet or 2 stories, whichever is greater, institutional, places of assembly, hazardous materials facilities, and schools. Due to the broad range of permitted uses and the types of discretionary uses allowed by the ALUP, all Draft General Plan land use designations (see Table 4.8-3) in Area III would be consistent with the ALUP, although discretionary review of some projects would be required based on the potential for structures over 35 feet or two stories in height.

As described above, the Draft General Plan Public Safety Element provides several policies and programs to minimize the risk of hazards posed by airport operations. Policy PS-4.1 would require the City to minimize potential aircraft hazards by adopting and implementing the Airport Protection Overlay Zone and the ALUP. Policy PS-4.2 would require the City to maintain open space as required for safety for both the present runway configuration and possible future expansion as identified in the ALUP and the Hemet-Ryan Airport Master Plan. Policies PS-4.4, PS-4.5, PS-4.7, and PS-4.8 would require each development application within the area covered by the ALUP to be evaluated for consistency with the ALUP and the General Plan, including review based on



X06268298.11 074 03/11

LEGEND

- Airport Land Use Compatibility Zones**
- Area I (Extreme Risk)
 - Area II (High Risk)
 - Transition Area
 - Area III (Moderate Risk)

- General Plan Land Use Designations**
- Hillside Residential
 - Rural Residential
 - Low Density Residential
 - Low Medium Density Residential
 - Medium Density Residential
 - High Density Residential

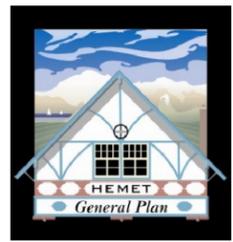
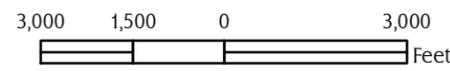
- Very High Density Residential
- Regional Commercial
- Neighborhood Commercial
- Community Commercial
- Mixed Use
- Office Professional
- Industrial

- Business Park
- Airport
- Public Facilities
- School
- Park
- Open Space

- Hemet City Boundary
- Street
- Railroad
- Creek/Canal
- M Metrolink Station
- SR79 Realignment



Sources:
 Census Tiger Line Data 2005
 Hemet Ryan Airport Comprehensive
 Airport Land Use Plan 1992
 ESRI 2010



airport use, noise, potential risks, and safety practices. Avigation easements would be required within Safety Zones I, II, and III, and projects would be required to demonstrate consistency with specific requirements. Program PS-P-13 would require the City to evaluate land use restrictions outlined in the most recent adopted Hemet-Ryan ALUP, CALUPH, and Federal Aviation Administration notice responses for applicability to proposed development projects.

Implementation of Draft General Plan policies and programs and compliance with existing federal, state, and local laws and regulations related to airport hazards would result in program-level airport safety impacts that are **less-than-significant** by requiring compatibility and safety review of projects within the airport policy area. Therefore, no mitigation measures are required.

IMPACT 4.8-5 Interference with an Adopted Emergency-Response Plan. *Adoption and implementation of the Draft General Plan would create additional traffic and future land uses requiring evacuation in case of an emergency. Implementation of Draft General Plan policies and programs would ensure conformance with countywide emergency-response programs and continued cooperation with emergency-response service providers. This impact would be less than significant and no mitigation is required.*

An efficient roadway and circulation system is vital for the evacuation of residents and the mobility of fire suppression, emergency response, and law enforcement vehicles. Future land uses consistent with the Draft General Plan would create additional traffic and develop new residences requiring evacuation in case of an emergency.

The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.

Draft General Plan policies and programs support implementation of the City's Emergency Operation Plan. Policy PS-7.4 would require adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. Policy PS-10.3 directs the City to review and consistently update disaster contingency plans. Policy PS-10.4 would require the City to maintain mutual aid agreements and communication links with county, state, federal, and other local agencies to respond to emergencies. Program PS-P-16 would require the city to prepare and maintain a Fire Department Master Plan, assessed annually and updated every five years. Program PS-P-18 would require the City to regularly evaluate emergency preparedness plans and procedures to provide for adequate emergency response and ensure compliance with the requirements and provisions of the State Emergency Management System. Program PS-P-19 directs the City to inform residents, businesses, and City staff about earthquake preparedness and response procedures, fire hazard education and fire prevention programs, community policing and crime prevention, and hazardous materials handling and disposal. Program PS-P-21 would require high-risk facilities (e.g., railroads, utility facilities, hospitals, schools, government buildings, and water facilities) to maintain emergency preparedness plans.

Implementation of Draft General Plan policies and programs and compliance with existing federal, state, and local laws and regulations would result in program-level impacts that would be **less-than-significant**. No mitigation measures are required.

IMPACT 4.8-6 Expose People or Structures to a Significant Risk of Loss, Injury or Death involving Wildland Fires. *Adoption and implementation of the Draft General Plan would increase population located in proximity to wildlands and VHFHSZs, which would increase the risk from potential wildland fires. Implementation of Draft General Plan policies and programs would reduce the potential for exposure of people or structures to wildland fires. This impact would be less than significant and no mitigation is required.*

As discussed above in Section 4.8.2, CAL FIRE has identified VHFHSZs in the City and these zones are shown on Exhibit 4.8-1. Portions of the planning area considered by the State to have a very high fire hazard include Park Hill, areas near Diamond Valley Lake, and areas in the hills on the western and southern portions of the

planning area. In addition to VHFHSZ areas, there are also areas of medium- and high- fire hazard severity located in the planning area.

Hazards to life and property are affected by fire and by road access for evacuation, the number of available firefighters, vegetation clearance around property, availability of water and water pressure and the effectiveness of building/fire codes and inspection of developments in areas of higher fire hazard. The Fire Department would increase involvement in the planning process to minimize impacts in urbanized areas most at risk for structural fires as well as areas in the urban fringe where fire has a greater potential to spread to outlying areas.

Draft General Plan policies and programs are designed to protect people and property from wildland fire hazards. Policy PS-6.6 directs the City to coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel build-up. Policy PS-7.3 would require development projects to contribute fees based on their proportional impact and demand for fire services. Policy PS-7.4 would require adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. Policy PS-6.7 would implement brush clearing and other fire prevention programs in areas designated for Open Space and areas subject to wildland fire hazards to reduce the risk of wildland fires. Policy PS-6.5 directs the City to evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire. Policy PS-6.8 requires mitigation of existing fire hazards related to urban development or patterns of urban development. Program PS-P-14 directs the City to update fire protection requirements for both new construction and existing structures in the hazardous fire areas noted on the Fire Hazard Areas Map. Program PS-P-15 requires the adoption and enforcement of the latest building construction codes to guide future development. Program PS-P-16 requires the city to prepare and maintain a Fire Department Master Plan assessed annually and updated every five years.

Implementation of Draft General Plan policies and programs and compliance with existing federal, state, and local laws and regulations related to wildland fire hazards would result in program-level impacts related to wildland fire hazards that would be **less-than-significant**. No mitigation measures are required.