5.7 Hazards and Hazardous Materials

5.7.1 Introduction

Information presented in this section is based on independent analysis and on findings and recommendations made in the Limited Environmental Site Assessment (LESA) performed for the Project site and Phase I Environmental Site Assessment (ESA) performed for the Infrastructure Improvements Areas (IIAs), prepared by Group Delta on January 10, 2017 (Appendix H). The LESA included a review of publicly available online environmental regulatory agency records; available federal, state, regional, and local regulatory agency environmental records reported by Environmental Data Resources, Inc. (EDR); and available site historical aerial photographs and topographic mapping in accordance with the American Society for Testing and Materials (ASTM) Designation E1527-13. The ESA was performed in accordance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Designation E1527-13. In addition to the EDR search and review of historical aerial photographs and topographic mapping, the ESA also included an owner representative interview, and field reconnaissance of the IIA and the immediately surrounding area to identify indicators of the existence of hazardous materials or Recognized Environmental Conditions (RECs). RECs include the presence or likely presence of hazardous substances or petroleum products in, on, or at a property, due to any release to the environment, under any conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. An example would be indications of an oil spill or chemical spill at a property. No RECs were identified in the LESA or ESA. The Study Area for the LESA included the proposed Project site and a ½ mile radius from the site boundary. The Study Area for ESA also included a field survey of the IIA.

5.7.2 Environmental Setting

Since the original ELSP was approved in 1993, the approximately ~~2,950~~2,977-acre specific plan area has gradually evolved and become home to residential uses and active sports-related facilities such as skydiving and hang-gliding, motocross and an 18-hole golf course. Existing zoning in the Adopted ELSP allows for predominantly residential development; however, much of the existing ELSP remains undeveloped except for the existing Summerly residential neighborhood and The Links at Summerly Golf Course in proposed Planning Area 1; Serenity residential neighborhood in proposed Planning Area 4; Lake Elsinore Motocross facility in Planning Area 2; Skylark Airport and minimal commercial development in proposed Planning Area 3; and sparse residential development in proposed Planning Area 8.

The IIA is currently occupied by asphalt, unpaved roadways and undeveloped areas adjacent to those roadways. The roadways are identified as Malaga Road/Sylvester Street, Lucerne Street, and Cereal Street. The IIA also consists of an existing soil berm and undeveloped land adjacent to that berm, which begins toward the western limit of Cereal Street and continues west toward the Lake (Lake Elsinore). Adjacent to the berm area, there are two existing structures that house water wells. The structures are enclosed by brick walls and chain link fence.

5.7.3 Existing Conditions

Historical Imagery and Mapping

Based on review of historic aerial photos and topographic maps[1], the Project site has remained largely undeveloped. In 1938, the Lake shoreline extended further east and most of the Project site was underwater. Lake levels dropped as early as 1949, exposing most of the Project site. Since then, the Project site has been subject to periodic flooding in 1978, 1985, and 1994 due to fluctuating Lake levels. Most of the site has remained exposed since as early as 2005 but the site remains subject to flooding with fluctuating Lake levels. Dry-land farming[2] agriculture use occurred on the site beginning prior to 1953 and ending before 1978. No remaining farming practices were observed across the remainder of the site since 1985. Historic agricultural use within the Project site is considered an area of concern (AOC) due to the association of agriculture and use of pesticides and herbicides; however, because there were generally no pesticides or herbicides used in dry-land farming practices, it is unlikely that residual pesticides currently exist in the soil (Group Delta, 2017).

Structures

Asbestos-Containing Materials (ACM)

Asbestos, a natural fiber used in the manufacturing of different building materials, has been identified as a human carcinogen. Most friable (i.e., easily broken or crushed) Asbestos-Containing Materials (ACM) were banned in building materials by 1978. By 1989, most major manufacturers had voluntarily removed non-friable ACM (i.e., flooring, roofing, and mastics/sealants) from the market. These materials, however, were not banned completely.

In October 1995, the Federal Occupational Safety and Health Administration (OSHA) redefined how building materials are classified in regards to asbestos and the way these materials are to be handled. Under this ruling, "thermal system insulation and sprayed-on or troweled on or otherwise applied surfacing materials" applied before 1980 are considered presumed asbestos containing materials (PACM). Other building materials such as "floor or ceiling tiles, siding, roofing, transite panels" (i.e., non-friable) are also considered PACM unless tested. Therefore, existing structures within the Project site may contain ACM and/or PACM if constructed prior to 1980.

Lead Based Paint (LBP)

Lead-Based Paint (LBP) has been identified by Occupational Safety and Health Administration (OSHA), the United States Environmental Protection Agency (U.S. EPA) and the Department of Housing and Urban Development (HUD) as being a potential health risk to humans, particularly children, based on its effects

[1] The LESA (Appendix H) contains an *EDR Aerial Photo Decade Package* that documents changes in physical landscape and development in the Project vicinity from 1938 to 2012.

[2] A method of farming in semiarid areas without the aid of irrigation, using drought-resistant crops and conserving moisture.

to the central nervous system, kidneys, and bloodstream. The risk of Lead-Based Paint has been classified by HUD based upon the age and condition of the painted surface. Therefore, existing structures within the Project site may contain LBP if constructed prior to 1980.

Environmental Data Resources, Inc. (EDR) Records Search

Site Records

Two properties within the eastern portion of proposed Planning Area 3 were identified in the EDR database report. Skydive Elsinore, Inc (Skylark Airport)., located at 20701 Cereal Road was identified in the aboveground storage tank (AST) database for operating an AST. No other information was provided regarding any releases (i.e. spills), the tank size, or contents of the tank. RD Construction, located at 32097 Corydon Street, was identified in the HAZNET database for possessing and storing small quantities of waste oil and mixed oil. No reports of violations or spills were documented.

Vicinity Records

Only one listed property in the EDR database was identified as a potential environmental concern requiring further evaluation. One leaking underground storage tank (LUST) case was identified within ½-mile of the Project site at this property. The property was identified as Elsinore Valley Municipal Water District (EVMWD) and is located approximately 800 feet east from the Project site at 33751 Mission Trail. The gasoline leak was discovered in 1991, and the case status became "Closed" in 1993. No additional information was available in the EDR records.

Online Databases Records Search

Department of Toxic Substances Control (DTSC)

The Department of Toxic Substances Control (DTSC) *Envirostar* database records were reviewed to identify any evidence of unauthorized releases of hazardous materials to the surface, subsurface soil, and groundwater. No cases of unauthorized releases are recorded within the Project site or within 1000 feet of the Project site. No RECs were identified during the *Envirostar* database review.

State Water Resources Control Board (SWRCB)

The State Water Resources Control Board (SWRCB) *GeoTracker* database records were reviewed related to facilities with underground storage tanks (USTs), leaking underground storage tanks (LUSTs), site clean-ups, disposal sites, wells, and information related to hazardous materials and/or waste. No cases were recorded within the Project site. Eight (8) LUST Cleanup cases were identified within ½-mile of the Project site. Three of the eight LUST Cleanup cases were identified adjacent to the site. Those cases are listed below:

- Circle K #0708 was identified approximately 100 feet east of the Project site at 32510 Mission Trail, immediately adjacent to the current residential neighborhood in the northeastern portion of the site. It was reported that the property once operated three 10,000-gallon USTs, which were removed from the property in 1993. Upon removal of the tanks, contaminated soil was identified to 18 feet below ground surface. Groundwater was estimated to be at a depth of 50 feet below

ground surface. Approximately 66 tons of non-hazardous soil were excavated and disposed of at a Class III municipal solid waste landfill. No information is provided indicating that groundwater was affected by the release. The property achieved regulatory Closure status in 1993. No additional pertinent information was available from provided records.

- Elsinore Valley Municipal Water District was identified approximately 300 feet east of the Project site at 33751 Mission Trail. The property is reported to have had a gasoline leak, which was discovered in 1991. It was reported that two 1000-gallon USTs were removed from the property and soil contamination was identified during the tank removal. No information is provided indicating that groundwater was affected by the release. It is reported that approximately 2000 cubic yards of soil were removed, treated, and placed back into the excavation. The property achieved regulatory Case Closure status in 1993. No additional pertinent information was available from provided records.
- Shamrock Tire was identified approximately 500 feet north of the Project site at 550 E. Lakeshore Drive. The property is reported to have had a gasoline leak which was discovered in 1988. It was reported that one 1000-gallon UST was removed from the property. No information is provided regarding the remediation activities; however, the property achieved regulatory Case Closure status in 1989. No additional pertinent information was available from provided records.

No areas of concern or RECs were identified during the *Geotracker* database review.

<u>Division of Oil, Gas, and Geothermal Resources (DOGGR)</u>

The Division of Oil, Gas, and Geothermal Resources (DOGGR) website maps were reviewed for oil and gas wells on or within ½-mile of the Project site. The mapping included one (1) oil/gas well on the Project site. The mapped oil well was identified on Assessor's Parcel Number (APN) 37102007, and approximately 1400 feet west of the Sylvester Street and Cereal Street intersection in an undeveloped area. The well is identified as "Conklin-Walker 1" and was reported to be abandoned March 19, 1953. Records available on the DOGGR website indicate the well never produced oil or natural gas. No other oil or gas wells were mapped within 1500 feet of the Project site. The presence of the abandoned oil well is considered an AOC. No RECs were identified during the DOGGR database review.

<u>Office of California State Fire Marshal</u>

Office of California State Fire Marshal files through the online National Pipeline Mapping System (NPMS) database were reviewed to identify the presence of pipeline information for the specific intent of potential emergency response issues. The mapping did not show the presence of any pipelines within or bisecting the Project site. No areas of concern or RECs were identified during the NPMS database review.

Airports

The Skylark Airport is a private airport that is the hub for air sports in the City and accommodates organizations that utilize the airport for plane use, glider flights, and skydiving. The airport and associated buildings are located within proposed Planning Area 3 where approximately 20 airplanes are kept onsite. Skylark Airport is a private use airport with runways that are 2,800 feet in length and fall under the category of Short General Aviation Runways. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally supports infrequent flight operations for smaller planes. Skylark Airport averages approximately five flights a day during the week and approximately 25 to 40 operations total on Saturday and Sunday. The glider operations involve approximately 5 to 10 operations total on Saturday and Sundays only. Takeoffs and landings occur directly over the Lake. Skylark Airport's Influence Area is shown on Figure 5.7-1 Airport Influence Areas. The is an area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

The next closest airport facilities to the Project site include the Perris Valley Airport located approximately 8.1 miles to the northeast and the Mc Conville Airstrip located approximately 5.4 miles to the west.

Emergency Response/Evacuation Plans

The Project site falls under the purview of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (OA LHMP) and the City of Lake Elsinore Emergency Preparedness Plan. The Riverside OA LHMP is the representation of Riverside OA's commitment to reduce risks from natural and other hazards, and serves as a guide for decision-makers as they commit resources to reducing the effects of natural and other hazards. The City's Emergency Preparedness Plan outlines response strategies and tactics for a wide range of emergencies focused around the four primary phases of emergency management: Mitigation, Preparedness, Response and Recovery.

Wildland Fire

A wildfire is an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to property. Wildfires can occur in undeveloped areas and spread to urban areas where structures and other human development are more concentrated. Steep terrain, arid climate, warm temperatures and high winds are contributing factors that raise the threat level of wildfire. Most of the Project site is undeveloped with varying densities of vegetation and relatively flat terrain. Per Figure 5.7-2 Wildfire Susceptibility in the Project site is low, with some areas showing moderate susceptibility on the eastern portion near Mission Trail Drive and some areas showing moderate to very high susceptibility within and adjacent to the southern edge of the Project site in proposed Planning Areas 3, 4 and 5.

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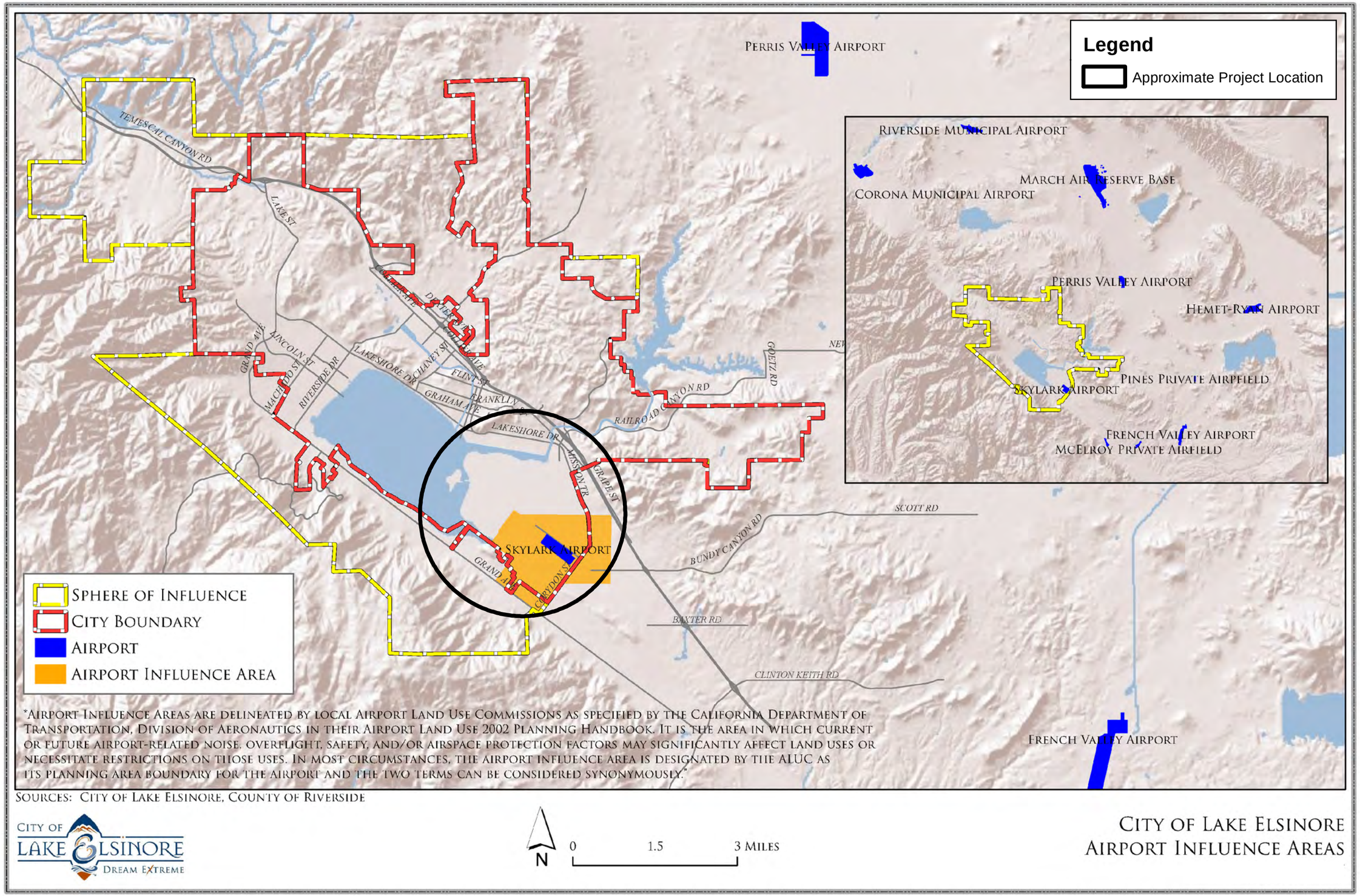

Source: Figure 2.7, City of Lake Elsinore General Plan

Airport Influence Areas, Figure 5.7-1

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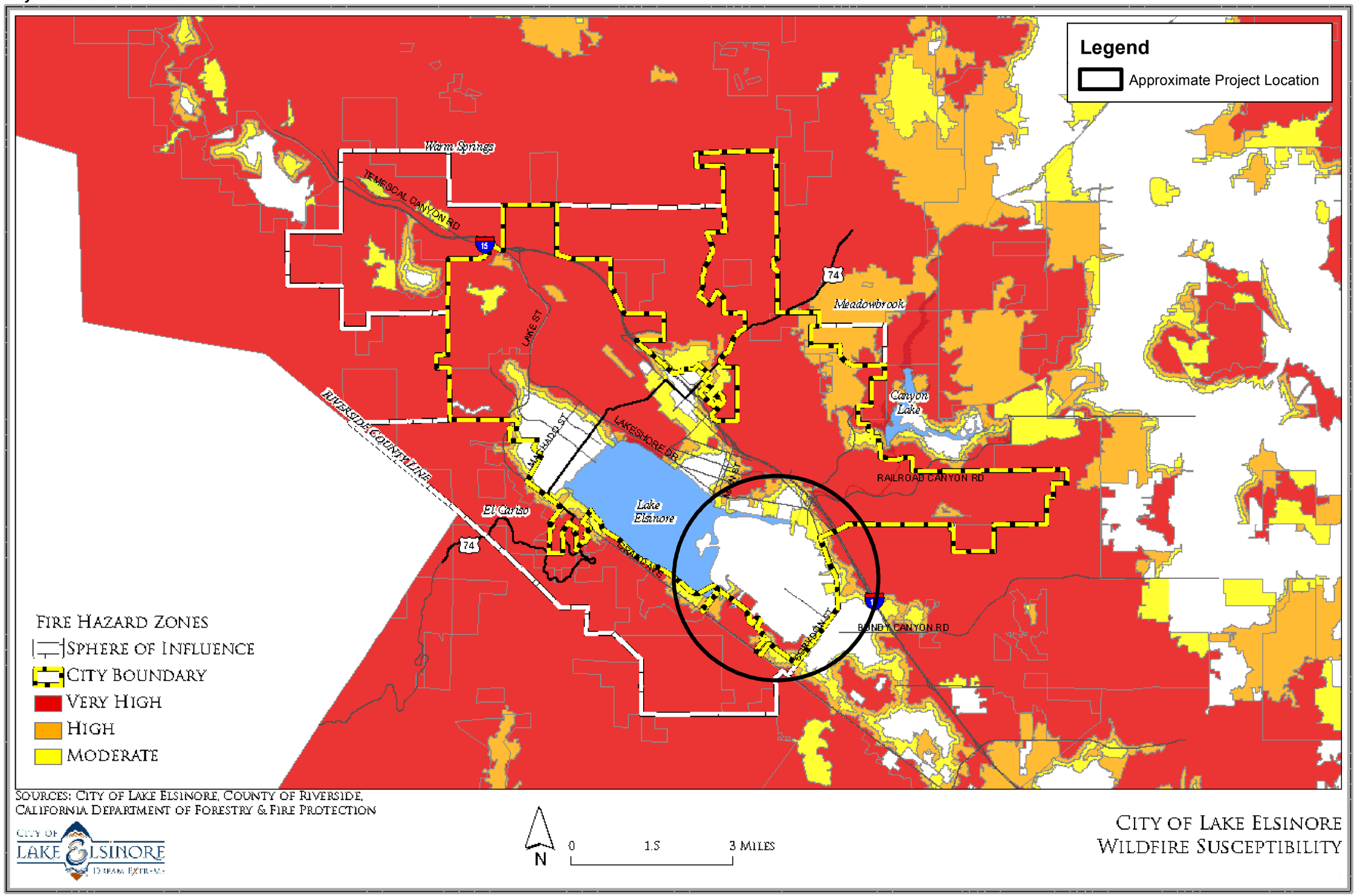

Source: City of Lake Elsinore- Figure 3.1, General Plan / Figure 3.10-2 General Plan EIR

Wildfire Susceptibility, Figure 5.7-2

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5.7.4 Regulatory Setting

Federal

Comprehensive Environmental Response, Compensation, and Liability Act, and Superfund Amendment and Reauthorization Act Title III

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, was enacted by Congress in 1980 to facilitate the cleanup of the nation's toxic waste sites. In 1986, Superfund was amended by the Superfund Amendment and Reauthorization Act Title III (community right-to-know laws), also called the Emergency Planning and Community Right-to-Know Act, which states that past and present owners of land contaminated with hazardous substances can be held liable for the entire cost of the cleanup even if the material was dumped illegally when the property was under different ownership. These regulations also establish reporting requirements that provide the public with important information on hazardous chemicals in their communities to enhance community awareness of chemical hazards and facilitate development of state and local emergency response plans.

Resource Conservation and Recovery Act (42 U.S.C. §6901 et seq.)

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, gives EPA the authority to control hazardous waste from the "cradle-to-grave," from production to disposal. This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, and marking, labeling, placarding, and shipping documentation.

Federal Aviation Administration

Land use safety guidance from the Federal Aviation Administration (FAA) is limited to the immediate vicinity of the runway, the runway protection zones at each end of the runway, and the protection of navigable airspace. The FAA criteria apply only to property controlled by the airport proprietor. It has no authority over off-airport land uses.

The emphasis in FAA safety criteria is upon the runway surface and the areas immediately adjoining it. Runway protection zones (RPZs) are trapezoidal-shaped areas located at ground level beyond each end of a runway. The dimensions of RPZs vary depending upon the type of landing approach available at the airport (visual, non-precision, or precision) and characteristics of the critical aircraft operating at the airport (weight and approach speed). Ideally, each runway protection zone should be clear of all objects. The FAA's Airport Design advisory circular strongly recommends that airports own this property outright or to obtain easements sufficient to control the land. Even on portions of the RPZs not under airport

control, the FAA recommends that churches, schools, hospitals, office buildings, shopping centers, and other places of public assembly, as well as fuel storage facilities be prohibited. Beyond the runway protection zones, the FAA has no specific safety-related land use guidance other than airspace protection.

Airspace Protection

Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the FAA be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) if those objects would be of a height which exceeds FAR Part 77 criteria.

The Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case-by-case basis.

The FAA has additional guidelines regarding protection of airport airspace, which are set forth in other FAA documents. In general, these criteria specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 should be allowed if it could endanger or interfere with the landing, take off, or maneuvering of an aircraft at an airport (FAA-1987). Specific characteristics to be avoided include creation of electrical interference with navigational signals or radio communication between the airport and aircraft, lighting which is difficult to distinguish from airport lighting, glare in the eyes of pilots using the airport, smoke, or other impairments to visibility in the airport vicinity, and uses which attract birds and create bird strike hazards.

State

California Code of Regulations.

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

of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term "hazardous materials" is also defined to include many onsite materials as well, such as lubricants, fuel, etc. Thus, when this section of the EIR discusses the transport and storage of "hazardous materials," it is referring to the potential transport of bulk products to locations and to the temporary storage of such materials at the project sites prior to use or transport to subsequent destinations.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act (California Health and Safety Code, Section 25500 et seq.), also known as the Business Plan Act, requires businesses using hazardous materials to prepare a hazardous materials business plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those relating to hazardous waste.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to, but more stringent than, the federal RCRA program. The Act is implemented by regulations contained in Title 26 of Code of California Regulations (CCR), which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transport; 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. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of them. Under this Act and 26 CCR, a generator of hazardous waste must complete a manifest that accompanies the waste from the generator to the transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

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. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, which is administered by the California Office of Emergency Services. The office coordinates the responses of other agencies, including EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

California Occupational Safety and Health Administration Standards

Worker exposure to potentially contaminated soils, vapors that could be inhaled, or groundwater containing hazardous constituents would be subject to monitoring and personal safety equipment requirements established in Title 8 of the California Occupational Safety and Health Administration (Cal-OSHA) regulations. The primary intent of the Title 8 requirements is to protect workers, but compliance

with some of these regulations would also reduce potential hazards to non-construction workers and project-area occupants because required controls related to site monitoring, reporting, and other activities would be in place.

California Education Code

Section 14010 of the California Code of Regulations (Title 5, Division 1, Chapter 13, Subchapter 1, Article 2) requires all districts to select a school site that "provides safety and that supports learning." Regulations for site selection requires the property line of the site be at least 150 feet in distance from the edge of respective power line easements for a 220–230 kV line, requires the acquisition of new sites to be located away from potential hazards [Sections 17210–17224 of the California Education Code (Title 1, Division 1, Article 1, Part 10.5)], and requires proposed school sites within two miles of an airport to be evaluated by the State Department of Education and Caltrans prior to receiving state funds for construction [State Education Code Section 17215].

California Government Code Section 65962.5 ("Cortese List")

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Hazardous Waste and Substances Sites list (Cortese List). The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The California DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

"SRA" Fire Safe Regulations

The State Board of Forestry and the California Department of Forestry and Fire Protection have drafted a comprehensive update of the State Fire Plan for wildland fire protection in California. The planning process defines a level of service measurement, considers assets at risk, incorporates the cooperative interdependent relationships of wildland fire protection providers, provides for public stakeholder involvement, and creates a fiscal framework for policy analysis. Provisions include establishing *Emergency Water Standards* (Article 4) to attack a wildfire or defend property; and establish *Fuel Modification Standards* (Article 5) to strategically reduce volume and density of flammable vegetation.

State of California Airport-Related Regulations

Similar to regulations at the federal level, California state laws and regulations provide few specifics regarding airport land use safety compatibility. Available guidance is found in two primary locations, the State Aeronautics Act and the State Education Code.

The Aeronautics Act (Public Resources Code, Section 21001 et. seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Act gives the State Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by FAR Part 77 criteria. The act prohibits any person from

constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained from Caltrans.

No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the FAA that the object would not constitute a hazard to air navigation.

In addition to the above laws and regulations, Section 21096 of the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.) requires a "lead agency" to utilize the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems. The State Department of Transportation, Division of Aeronautics published its most recent "California Airport Land Use Planning Handbook" ("CALUP Handbook") in October 2011. This document has been used as a technical resource in the preparation of this Draft EIR.

Local

Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.

Riverside Operational Area (OA) developed the Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) to create a safer community. The Riverside OA LHMP is the representation of Riverside OA's commitment to reduce risks from natural and other hazards, and serves as a guide for decision-makers as they commit resources to reducing the effects of natural and other hazards.

While the Disaster Mitigation Act of 2000 ("DMA 2000") requires that local communities address only natural hazards, the Federal Emergency Management Agency (FEMA) recommends that local comprehensive mitigation plans address manmade and technological hazards to the extent possible. Towards that goal, Riverside OA has addressed an expansive set of hazards.

For disasters declared after November 1, 2004, Riverside OA and the jurisdictions participating in the multi-jurisdictional effort, which includes the City of Lake Elsinore, must have an LHMP approved pursuant to §201.6 to receive FEMA Pre-Disaster Mitigation (PDM) project grants or to receive post-disaster Hazard Mitigation Grant Program (HMGP) project funding. The Multi-Jurisdictional LHMP is written to meet the statutory requirements of DMA 2000 (P.L. 106-390), enacted October 30, 2000 and 44 CFR Part 201 – Mitigation Planning, Interim Final Rule, published February 26, 2002.

Riverside County Underground Storage Tank Local Oversight Program and Health and Safety Code Section 25280–25289

The Riverside County Underground Storage Tank Local Oversight Program is designed to ensure adequate and appropriate cleanup of petroleum contamination associated with leaks from USTs. Owners of underground storage containers are required by the Sher Bill (Health and Safety Code Section 25280–25289) to register their underground containers with the County of Riverside Public Health Services Department. Under the registration program, those who own underground tanks must provide adequate

leak detection, maintain records, and report spills. New tanks must be properly constructed under state or locally developed guidelines (Riverside County 1992).

City of Lake Elsinore Emergency Preparedness Plan

The City is responsible for developing emergency plans and actions in response to actual or potential disasters which may impact the City. The City designs and conducts exercises for different scenarios and coordinates emergency training to ensure that the City can respond to natural, human caused and technological emergencies. The City's Emergency Preparedness Plan outlines response strategies and tactics for a wide range of emergencies. City staff fulfills a wide variety of roles from the field response to emergency incidents within the City to operating the City Emergency Operation Center in supporting and recovering from major emergencies and disasters. All City Emergency Service activities are focused around the four primary phases of emergency management; Mitigation, Preparedness, Response and Recovery.

City of Lake Elsinore Municipal Code

Lake Elsinore Municipal Code (LEMC) - Title 8, Chapter 8.56: The purpose of Chapter 8.56 (Prohibiting Storage of Hazardous Substances and Materials and the Parking of Vehicles Transporting Hazardous Substances or Materials in Residential Neighborhoods) of the LEMC is to protect residential neighborhoods from exposure of hazardous materials.

Lake Elsinore Municipal Code (LEMC) - Title 15, Chapter 15.56: The purpose of Chapter 15.56 (Fire Code) is to establish construction and suppression standards to protect persons and property from fire hazards including wildland fire hazards.

General Plan Goals and Policies

The City General Plan Update addresses Hazards and Hazardous Materials in Chapter 3.0 (Public Safety and Welfare). The goals, policies and implementation programs are listed in the General Plan Table 3.10-1, General Plan Hazards and Hazardous Materials Goals, Policies and Implementation Programs. A detailed analysis of the proposed Project's consistency with the General Plan related to Hazards and Hazardous Materials is provided in Table 5.7-2.

5.7.5 Thresholds of Significance

The following indicate that a project may be deemed to have a significant effect on the environment if the Project is likely to:

Threshold HAZ-A *Create a significant hazard to the public or the environment through:*

- *Routine transport, use or disposal of hazardous materials;*
- *A reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and/or*
- *Hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

Threshold HAZ-B *Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.*

Threshold HAZ-C *Be located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport, public use airport or private airstrip and result in a safety hazard for people residing or working in the Project Area.*

Threshold HAZ-D *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

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

5.7.6 Evaluation of Potential Impacts

Threshold HAZ-A *Create a significant hazard to the public or the environment through:*

- *Routine transport, use or disposal of hazardous materials;*
- *A reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and/or*
- *Hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

5.7.6.1 Construction Impacts

Heavy equipment (e.g., dozers, loaders, excavators, tractors) would be operated during construction of new development within the Project site. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. The Project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. The temporary transport, use and storage of such materials would comply with these standard applicable laws and regulations; and therefore, temporary construction impacts would not pose a significant hazard to the public or environment. ***No impact would occur and no mitigation would be required***.

Schools within one-quarter mile from the Project site include Lakeland Village Middle School approximately 0.15 mile to the south of proposed Planning Area 3, William Collier Elementary approximately 0.15 mile east of Planning Area 4, and Railroad Canyon Elementary approximately 0.13 mile north of Planning Area 8. Project construction activities would be typical of standard construction activities subject to all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. No hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste would occur that would pose threat to the above listed schools. ***No impact would occur and no mitigation would be required***.

Asbestos-containing materials (ACM) may be present within existing structures located within the Project site that were built prior to 1980. The presence or absence of ACM can only be confirmed with the

implementation of a sampling and analytical testing program. Additionally, the possibility exists that lead-based paint (LBP) or other lead-containing materials (such as ceramic tiles) are also present in existing structures that were built prior to 1980. ACM and LBP materials would potentially pose a significant health risk to occupational construction workers during the demolition of any such structure if not properly identified, handled and processed per health and safety laws. Therefore, as a precautionary measure, mitigation measure **MM HAZ-1** described below would provide for professional sampling, analysis and proper disposal (if found) of ACM and/or LBP hazardous materials as a condition of any demolition permit for a structure built prior to 1980. ***Potential impacts would be reduced to less than significant levels with implementation of*** **MM HAZ-1**.

Impact HAZ-1 *Construction workers could be exposed to asbestos containing materials and/or lead-based paint containing materials during the demolition of any structure constructed prior to 1980, resulting in a potentially significant health risk.*

5.7.6.2 Operational Impacts

The proposed Project would change the existing allowable land uses within the Project site from predominantly residential and open-space areas to predominantly sports and recreation related facilities with complementary supporting uses such as hotels, restaurants, mixed-use and commercial uses, while also maintaining open-space areas. The proposed Project would also allow for development of key infrastructure improvements to an existing berm and unpaved roadways within the IIA.

The Project's proposed uses and infrastructure improvements are not typically associated with the transport, use, or disposal of hazardous materials in quantities that would result in significant impacts. Although the Project's land uses may utilize products that contain toxic substances, such as cleansers, paints, adhesives, solvents, and products used for landscape maintenance, these products are usually in relatively low concentration and small in amount and would not pose a significant risk to humans or the environment during transport to/from or use at the Project site. In addition, pursuant to State law and local regulations, residents and operators of the non-residential uses would be required to dispose of hazardous waste (e.g., batteries, used oil, old paint) at a permitted hazardous waste collection facility; ***therefore, no impacts would occur and no mitigation measures are required***.

Threshold HAZ-B *Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.*

5.7.6.3 Construction Impacts

Based on findings of the LESA and ESA, which included an EDR Records Search and DTSC, SWRCB, DOGGR, and NPS online database searches, seven sites were identified and evaluated within the Study Area for potential impacts resulting from Project implementation. None of these sites requiring further evaluation were identified on the Cortese list per Government Code Section 65962.5. The seven sites are listed in Table 5.7-1 with a summary of their case status and classification.

Table 5.7-1. Hazardous Materials Sites Summary

Site/Owner	Source	Description	Location	Violations	Case/Status	AOC/REC
Skydive Elsinore	EDR	AST	PA-3	No	N/A	No
R.D. Construction	EDR	Oil Storage	PA-3	No	N/A	No
EVMWD	EDR	LUST	800 feet east of site	Yes	Closed	No
Circle K	SWRCB	LUST	Adjacent site	Yes	Closed	No
EVMWD	SWRCB	LUST	Adjacent site	Yes	Closed	No
Shamrock Tire	SWRCB	LUST	Adjacent site	Yes	Closed	No
Conklin-Walker 1	DOGGR	Oil/gas well	APN 37102007	N/A	Abandoned	AOC
Source: LESA and ESA, Group Delta, January 2017.						

As shown in Table 5.7-1, six of the seven listed sites either have no violations or have previous violations that were remediated and environmental case records were closed. None of these six sites are considered an AOC or REC; therefore, no impacts would occur with Project implementation and no mitigation is required.

One listed site ("Conklin-Walker 1") is an abandoned oil/gas well located on accessor parcel number (APN) 37102007, located in proposed Planning Area 6. The well never produced oil or natural gas and was abandoned in 1953. No other oil or gas wells were mapped within 1500 feet of the Project site; however, the presence of Conklin-Walker 1 is considered an area of concern (AOC). Mitigation measure **MM HAZ-2** would require a field inspection of the well for staining or signs of hazardous materials or petroleum products prior to development of APN 37102007. The measure would require confirmation of the well's abandonment, and if present, removal of any remaining equipment or improperly abandoned elements of the well to be conducted in accordance with DOGGR requirements. ***Potential impacts would be reduced to less than significant levels with implementation of*** **MM HAZ-2**.

Impact HAZ-2 *Construction workers and/or the natural environment could be exposed to hazardous materials and/or gas or petroleum containing materials associated with an abandoned oil/gas well known as "Conklin-Walker 1", during project construction activities within assessor's parcel number (APN) 37102007, resulting in a potentially significant health and/or environmental risk.*

5.7.6.4 Operational Impacts

No long-term operational impacts would occur with Project implementation. As discussed in Section 5.7.6.3, no listed sites were identified as a REC and the abandoned oil/gas well site known as Conklin-Walker was the only identified AOC. Mitigation measure **MM HAZ-2** is required to field inspect the site and remediate any found hazardous materials or equipment per DOGGR requirements prior to development of APN 37102007. Because any remediation activities would be completed prior to occupation and operations of new development in this area, ***no impacts would occur and no mitigation is required***.

Threshold HAZ-C *Be located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport, public use airport or private airstrip and result in a safety hazard for people residing or working in the Project Area.*

5.7.6.5 Construction Impacts

Temporary construction activities within the proposed Project site, outside of the Skylark Airport Influence Area, would pose no potential safety hazard to airport operators or construction workers; however, tall construction equipment (e.g. cranes) used during construction activities would pose a potential temporary risk to airport operators, construction workers, future residents, employees and/or patrons if placed within the airport's runway protection zones (RPZs) or within the airport's imaginary surfaces area as outlined in Federal Aviation Regulations (FAR) Part 77 criteria. Mitigation measure **MM HAZ-3** would require development within both the Project site and Skylark Airport Influence Area to demonstrate no construction equipment would be placed within the airport's RPZ or imaginary surfaces area that could obstruct navigable airspace; or otherwise, demonstrate compliance with applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77. ***Implementation of* MM HAZ-3 *would ensure potential impacts are less than significant***.

Impact HAZ-3 *Use of tall construction equipment (e.g. cranes) within both the Project site and Skylark Airport's Influence Area could pose a temporary hazard to airport operators and/or future residents, employees and patrons if placed within the airport's navigable airspace.*

5.7.6.6 Operational Impacts

Relocating the Skylark Airport and/or future development proposed within proximity to the existing airport would require compliance with FAA regulations to ensure that future residents or employees are not subject to significant hazards. Within the existing traffic pattern zone of Skylark Airport, the Airport Land Use Planning Handbook recommends no more than 3 du/acre and exclusion of areas that attract large assemblages of people to minimize hazards including fuel spills. The potential inconsistencies of airport relocation within the Airport Overlay and future development that may attract large assemblages of people associated with Action Sports, Tourism, Commercial and Recreation uses proposed by the Project is considered a potentially significant land use compatibility impact at a programmatic level per the Airport Land Use Planning Handbook. However, relocation of the airport and future implementing development projects would be reviewed for consistency with the Land Use Planning Handbook's recommendations when individual projects are proposed. This review would include additional analysis for consistency with the findings made in this document and may require subsequent review under CEQA per Section 10.7 of the ELSPA No.11. Consistent with the City General Plan, mitigation measure **MM HAZ-4** would require the airport relocation or future implementing development projects within the Project site and Skylark Airport Influence Area be evaluated for consistency with continued operations at the airport and/or compliance with applicable requirements of the Federal Aviation Administration (FAA)

regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77. ***Implementation* MM HAZ-4 *would ensure potential impacts related to Skylark Airport would be less than significant***.

Impact HAZ-4 *Relocation of the Skylark Airport within the Airport Overlay and/or new development located within both the Project site and Skylark Airport Influence Area could pose a hazard to airport operators and/or future residents, employees and patrons if such development places structures within the airport's navigable airspace inconsistent with Federal Aviation Regulations (FAR) Part 77 or creates incompatible land uses inconsistent with Caltrans Airport Land Use Planning Handbook.*

Threshold HAZ-D *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/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?*

5.7.6.7 Construction Impacts

Temporary construction activities would create additional traffic on roadways from construction worker vehicles, delivery trucks and hauling trucks traveling to, from and within the Project site. This temporary incremental increase in construction-related traffic would not impact the overall function of the emergency response system based on the location of the Project site in relation to existing development and based on the proposed phasing of development. ***No impacts would occur and no mitigation is required***.

5.7.6.8 Operational Impacts

The proposed Project does not propose any changes to the City's Emergency Preparedness Plan or the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. As described in Section 5.14 (Transportation and Circulation) of this Draft EIR, implementation of the proposed Project would increase the amount of vehicle traffic and modify the roadway network; however, the proposed land use changes and roadway improvements associated with the IIA are designed to provide and maintain a comprehensive circulation system within the City that would provide adequate roadway connections and emergency access options. All applicable local and State regulatory standards for adequate emergency access would be met.

New developments associated with the buildout of the proposed Project site would be required to comply with all applicable fire code requirements for construction and access to the site. Future implementing development projects would be reviewed by the Fire Department to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from the site. Further, the City Engineer and the City Fire Department would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained.

Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no mitigation is required.

Threshold HAZ-E *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

5.7.6.9 Construction Impacts

Risk of loss, injury or death involving wildland fires is typically associated with existing development exposed to nearby wildland areas. Temporary construction activities would not expose construction workers on the Project site to wildfire risks; ***therefore, no impact would occur and no mitigation is required***.

5.7.6.10 Operational Impacts

Per Figure 5.7-2 Wildfire Susceptibility, Wildfire Susceptibility in the Project site is low, with some areas showing moderate susceptibility on the eastern portion near Mission Trail Drive and some areas showing moderate to very high susceptibility within and adjacent to the southern edge of the Project site in proposed Planning Areas 3, 4 and 5. New development within and adjacent to moderate to highly susceptible areas would expose more people and additional development to potentially significant hazards from wildfires.

The Project would implement General Plan Policies 4.1 through 4.3 to reduce impacts from wildland fire hazards. Mitigation measure **MM HAZ-5** requires that future implementing development projects shall be required to implement, as necessary, on-going brush clearance, the establishment of low fuel landscaping policies to reduce combustible vegetation along the urban/wildland interface boundary, create fuel modification zones around development within high hazard areas by thinning or clearing combustible vegetation within 100 feet of buildings and structures, and using fuel resistant building techniques. ***Implementation* MM HAZ-5 *would ensure potential impacts related to new development would be less than significant***.

Impact HAZ-5 *New development within the Project site that is in moderate to very high wildfire susceptibility zones identified in Figure 5.7-2 Wildfire Susceptibility could expose that development and its occupants to potentially significant risk of wildfires.*

5.7.7 General Plan Consistency Impacts

The City of Lake Elsinore Community Development Element includes various policies related to hazardous materials, including wildfire. The applicable policies within this section and consistency analysis are discussed in Table 5.7-2.

Table 5.7-2. Hazards and Hazardous Materials General Plan Consistency

Goal/Policy #	Goal/Policy Text	Consistency Analysis
3.3.3	**HAZARDS/HAZARDOUS MATERIALS GOALS AND POLICIES**	
Goal PS 3	Reduce the level of risk associated with the use, transport, treatment, and disposal of hazardous materials to protect the community's safety, health, and natural resources.	**CONSISTENT.** Potential impacts resulting from the use, transport, treatment, and disposal of hazardous materials, are evaluated in the Project's EIR. The Project is required to comply with Federal, State and local hazardous material requirements that ensure the protection of the community's safety, health, and natural resources.
PS 3.1	Continue to require hazardous waste generators to implement a waste reduction program per the Riverside County Hazardous Waste Management Plan with necessary inspections per the Riverside County Hazardous Materials Handlers Program.	**CONSISTENT.** Where necessary, development projects in the Project site shall comply with the Riverside County Hazardous Waste Management Plan.
PS 3.3	Encourage the safe disposal of hazardous materials with County agencies to protect the City against a hazardous materials incident.	**CONSISTENT.** All development within the Project site would comply with applicable regulations regarding disposal of hazardous materials if any are used. See response to Goal PS 3.
3.4.1	**WILDFIRE HAZARDS GOALS AND POLICIES**	
Goal PS 4	Adhere to an integrated approach to minimizing the threat of wildland fires to protect life and property using pre-fire management, suppression, and post-fire management.	**CONSISTENT.** The Project site is not generally in an area that is subject to wildland fires. Some moderate fire hazard zones are identified along Lakeshore Drive and Mission Trail; one small site in Planning Area 8 is identified as within a high fire hazard zone. Development projects within the ELSP shall be conditioned to adhere to the latest fire management techniques, including the provision of Fuel Modification Zones onsite if deemed necessary by the Fire Marshall.

Goal/Policy #	Goal/Policy Text	Consistency Analysis
PS 4.1	Require on-going brush clearance and establish low fuel landscaping policies to reduce combustible vegetation along the urban/wildland interface boundary.	**CONSISTENT.** Properties within the Project site are subject to City-wide brush clearance requirements.
PS 4.2	Create fuel modification zones around development within high hazard areas by thinning or clearing combustible vegetation within 100 feet of buildings and structures. The fuel modification zone size may be altered with the addition of fuel resistant building techniques. The fuel modification zone may be replanted with fire-resistant material for aesthetics and erosion control.	**CONSISTENT.** Properties within the Project site are subject to City-wide fuel modification requirements. Development shall be conditioned to provide fuel resistant building materials and construction, and plant fire resistant landscape species for erosion control.
PS 4.3	Establish fire resistant building techniques for new development such as non-combustible wall surfacing materials, fire-retardant treated wood, heavy timber construction, glazing, enclosed materials and features, insulation without paper-facing, and automatic fire sprinklers.	**CONSISTENT.** All development within the Project site would comply with applicable building code requirements for fire resistance.
PS 4.4	Encourage programs that educate citizens about the threat of human wildfire origination from residential practices such as outdoor barbeques and from highway use such as cigarette littering.	**CONSISTENT.** Project developers within the Project site, in cooperation with the City, would distribute information regarding the threat of human wildfire origination from residential practices when available.

Based on the analysis provided in Table 5.7-2., ***the Project is consistent with the General Plan and no additional mitigation is required***.

5.7.8 Cumulative Impacts

Cumulative impacts related to hazards and hazardous materials are addressed in the General Plan EIR which is incorporated by reference into this Draft EIR. The use of hazardous materials in the City and the Project site is controlled and permitted by Riverside County Department of Environmental Health Hazardous Materials Branch (Branch), a State-designated Certified Uniform Program Agency, whose responsibilities include: inspecting hazardous material handlers and hazardous-waste generators to ensure compliance with laws and regulations; ensuring the preparation and implementation of Business

Plans, emergency response plans, and accident prevention plans for businesses that handle hazardous materials; providing 24-hour response to emergency incidents involving hazardous materials or wastes; and conducting investigations and taking enforcement action as necessary against anyone who disposes of hazardous waste illegally or otherwise manages hazardous materials or wastes in violation of Federal, State, or local laws and regulations.

The hazardous materials control and safety programs and available emergency-response resources of the Branch, along with periodic inspections to ensure regulatory compliance, reduce the potential risk of upset and exposure to hazardous materials associated with nearby businesses. Similar to the proposed Project, development of other planned projects within the Project vicinity would be required to adhere to the existing laws and regulations regarding the use, storage, transport, or disposal of hazardous materials and waste.

Moreover, the proposed Project would not result in any safety hazards related to adopted emergency response plans, or wildland fire hazards. The Project would not combine with other projects to result in a cumulatively considerable impact with respect to these potential hazards. In addition, the Project would be consistent with General Plan policies as demonstrated in the analysis above. ***Therefore, the proposed Project would not make a significant contribution to any cumulatively considerable impacts related to hazardous materials, hazardous waste, or the creation of any health hazards and no additional mitigation measures are required***.

5.7.9 Impacts and Mitigation Measures

Impact HAZ-1 *Construction workers could be exposed to asbestos containing materials and/or lead-based paint containing materials during the demolition of any structure constructed prior to 1980, resulting in a potentially significant health risk.*

MM HAZ-1 Testing for the presence and location(s) of asbestos containing materials and lead-based containing materials shall be performed by a professional service provider prior to issuance of a demolition permit for structures built prior to 1980. Any identified contaminated materials shall be removed, handled and processed per applicable health and safety code regulations.

Impact HAZ-2 *Construction workers and/or the natural environment could be exposed to hazardous materials and/or gas or petroleum containing materials associated with an abandoned oil/gas well known as "Conklin-Walker 1", during project construction activities within assessor's parcel number (APN) 37102007, resulting in a potentially significant health and/or environmental risk.*

MM HAZ-2 Assessor's parcel number (APN) 37102007 shall be inspected by a professional service provider for staining or signs of hazardous materials or petroleum products by associated with an abandoned oil/gas well known as "Conklin-Walker 1". Inspection and confirmation of the well's abandonment as well as removal of any remaining equipment or improperly abandoned elements of the well shall be conducted in

accordance with Division of Oil, Gas, and Geothermal Resources (DOGGR) requirements prior to issuance of a grading or building permit for the parcel.

Impact HAZ-3 *Use of tall construction equipment (e.g. cranes) within both the Project site and Skylark Airport's Influence Area could pose a temporary hazard to airport operators and/or future residents, employees and patrons if placed within the airport's navigable airspace.*

MM HAZ-3 Relocation of the Skylark Airport and/or future implementing development projects within the East Lake Specific Plan and Skylark Airport Influence Area (as shown in Figure 5.7-1 Airport Influence Areas or as amended in the future) shall require a City plan check of the construction plans to confirm no tall equipment or construction activities would violate applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77, or shall obtain encroachment approvals through Caltrans if such activities cannot avoid encroachment during airport operating ours.

Impact HAZ-4 *Relocation of the Skylark Airport within the Airport Overlay and/or new development located within both the Project site and Skylark Airport Influence Area could pose a hazard to airport operators and/or future residents, employees and patrons if such development places structures within the airport's navigable airspace inconsistent with Federal Aviation Regulations (FAR) Part 77 or creates incompatible land uses inconsistent with Caltrans Airport Land Use Planning Handbook.*

MM HAZ-4 Relocation of the Skylark Airport and/or future implementing development projects within the East Lake Specific Plan and Skylark Airport Influence Area *(as shown in Figure 5.7-1 Airport Influence Areas or as amended in the future)* shall be evaluated for consistency with continued operations at the existing airport or relocated airport. The project applicant of each such development project shall comply with the applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77 and demonstrate land use consistency with the Caltrans *Airport Land Use Planning Handbook.*

Impact HAZ-5 *New development within the Project site that is in moderate to very high wildfire susceptibility zones identified in Figure 5.7-2 Wildfire Susceptibility could expose that development and its occupants to potentially significant risk of wildfires.*

MM HAZ-5 As part of the approval process for a future implementing development project, projects shall be required to demonstrate their avoidance of significant impacts associated with wildfire hazards through implementation of Policies 4.1 through 4.3 of the Wildfire Hazards section of the Public Safety and Welfare chapter of the

General Plan. (Ref. General Plan EIR Mitigation Measure MM Hazards 5). In addition, all fuel modification activities for future implementing development projects must be conducted in accordance with Section 6.4 Fuels Management of the MSHCP, where applicable.

5.7.10 Level of Significance after Mitigation

Implementation of mitigation measures **MM HAZ-1**, **MM HAZ-2**, **MM HAZ-3**, **MM HAZ-4** and **MM HAZ-5** listed in Section 5.7.9, would ensure potential exposure to hazards and hazardous materials associated with Project construction and operations would be reduced to less than significant. **MM HAZ-1** would provide for professional sampling, analysis and proper disposal (if found) of ACM and/or LBP hazardous materials as a condition of any demolition permit for a structure built prior to 1980. **MM HAZ-2** would require a field inspection of the abandoned oil/gas well for staining or signs of hazardous materials or petroleum products prior to development of APN 37102007. The measure would require confirmation of the well's abandonment, and if present, removal of any remaining equipment or improperly abandoned elements of the well to be conducted in accordance with DOGGR requirements. **MM HAZ-3** and **MM HAZ-4** would require development within both the Project site and Skylark Airport Influence Area to demonstrate no construction equipment would be placed within the airport's RPZ or imaginary surfaces area that could obstruct navigable airspace; or otherwise, demonstrate compliance with applicable requirements of the Federal Aviation Administration (FAA) regarding any encroachment into the airport's navigable airspace in accordance with Federal Aviation Regulations (FAR) Part 77. **MM HAZ-5** requires that individual projects implemented pursuant to a future implementing development project shall be required to implement, as necessary, on-going brush clearance, the establishment of low fuel landscaping policies to reduce combustible vegetation along the urban/wildland interface boundary, create fuel modification zones around development within high hazard areas by thinning or clearing combustible vegetation within 100 feet of buildings and structures, and using fuel resistant building techniques.