5.7 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following sources:

- *Fire Protection Plan, Vesting Tentative Tract Map No. 070038*, Dudek, January 2009
- *City of Malibu Fire Department Review Sheets*, March 16, 2012

Complete copies of these documents are included in Appendix L of this Draft EIR.

5.7.1 Environmental Setting

Physical Characteristics

The topographic alignment of the project site and the regional topographic conditions of the area can have considerable effect on wildland fire behavior and on the ability of fire fighters to suppress those fires. Slope and canyon alignments on site are conducive to channeling, deflecting, concentrating, or dispersing winds, and creating extremely erratic wildfire conditions on the project site, especially during fire events driven by offshore, Santa Ana winds.

Onsite

Topography

The project site consists of a relatively flat pad descending into a bluff with steep downward slopes to the south and east. The northern portion of the project site contains a cut slope, which slopes down toward Pacific Coast Highway (PCH). Two large ephemeral drainages drain from northwest to southeast, down the slope toward Amarillo Beach. The flat portions of the site have been disked in the past and currently support only nonnative grassland cover. The slopes are more heavily vegetated. The slope adjacent to PCH supports mixed sage scrub, and the southern and eastern slopes support coastal sage chaparral scrub. Nonnative blue gum trees are in the northwest portion of the project site, adjacent to PCH. Protected southern California black walnut trees are in the northeast portion of the project site. The site has been affected by wildfires in the past. Most recently, an October 2007 wildfire severely burned the northern, eastern, southern, and southwestern perimeters of the project site.

Climate

The climate in the vicinity of the project site is typified by warm, dry summers and wetter winters. Precipitation in the Malibu area typically occurs between November and March and rainfall averages 12.62 inches per year in the project area. The prevailing wind is an onshore flow with fall winds (Santa Ana Winds) from the north and northeast that may gust to 70 miles per hour (mph) or higher and have a humidity of near zero. The climate in the vicinity of the project site has a large influence on fire risk; vegetation drying during the summer months becomes available fuel if a fire starts.

Localized weather patterns may vary on the project site from the adjacent Santa Monica Mountains. Humidity levels and plant moisture content near the coast can be higher than inland locations due to the influence of the Pacific Ocean. Fluctuations in wind patterns may also be observed on the project site due to the influence of site topography.

Onsite Fuel

In addition to weather and topography, vegetation (or fuel) plays a major role in affecting fire behavior and shaping the fire hazard potential on the project site. The dominant vegetative cover on the project site is nonnative grassland, distributed throughout the relatively flat portions of the project site. Coastal sage chaparral scrub also represents a significant percentage of land cover and is concentrated primarily on the steeper slopes in the southern and eastern bluffs and in the ephemeral drainages. The north-facing slope adjacent to Pacific Coast Highway is dominated by mixed sage scrub, with a small area in the western portion of this slope supporting several blue gum trees.

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (leaf size, branching patterns), and overall fuel loading. For example, the native shrub species that compose sage and chaparral communities on the project site are a high potential hazard based on such criteria. Fire behavior in this vegetation type produces higher flame lengths than that in grassland, although spread rates are typically slower than in grassland, which can burn quickly under strong, dry wind patterns, but does not produce the high heat intensity and high flame lengths associated with chaparral fuel types.

Another critical factor is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affects plant community succession. Shrublands gradually convert to grasslands with high frequency fires, and grasslands to shrublands with few fires. Biomass and associated fuel loading will increase over time, assuming that disturbance or fuel reduction efforts are not diligently implemented.

Wildfire disturbances can also have dramatic impacts on plants and plant composition. Heat shock, accumulation of post-fire charred wood, and change in photoperiods due to removal of shrub canopies may all stimulate seed germination. The postfire response for most species is vegetative reproduction and stimulation of flowering and fruiting. The combustion of aboveground biomass alters seedbeds and temporarily eliminates competition for moisture, nutrients, heat, and light. Species that can rapidly take advantage of the available resources will flourish.

Fire History

Malibu is in the Santa Monica Mountains and is subject to significant fire hazards due to highly flammable chaparral vegetation covering thousands of acres. Fires in these brushland areas are inevitable because of the flammability of both living and nonliving brush and the variable weather conditions. During the autumn months, Malibu is very dry and highly susceptible to fires. Most fires occur under Santa Ana wind conditions, which are hot, desert winds usually of relatively high velocity and low humidity. The low humidity and high temperature often produce an extreme fire hazard during late summer and fall.

The City of Malibu has experienced major fires in the past. According to the Fire Protection Plan, the project site itself has been burned by up to five recorded fires. The Malibu Fire of 1935, an unnamed fire in 1958, the Wright Fire in 1970, the Calabasas Fire in 1993, and most recently, the Canyon Fire of 2007 have burned portions of the project site. The Canyon Fire burned the northern, eastern, southern, and southwestern perimeters of the project site.

Fire Services

The City is served by the Los Angeles County Fire Department (LACFD), as well as the California Department of Forestry and Fire Prevention, if needed. There are five LACFD stations that could serve the project site. Their staffing and equipment are detailed in Table 5.7-1, *Fire Stations Serving the Project Site.*

Table 5.7-1
Fire Stations Serving the Project Site

Station	Address	Distance from Project Site	Staffing/Equipment
Station 88	23720 Malibu Road Malibu, CA 90265	0.3 miles	Three-person engine company and a two-person paramedic squad
Station 70	3970 Carbon Canyon Road Malibu, CA 90265	2.9 miles	Four-person engine company and a battalion chief
Station 67	25801 Piuma Road Calabasas, CA 91302	6.2 miles	Three-person engine company
Station 69	401 S. Topanga Canyon Blvd Topanga, CA 90290	10.8 miles	Four-person assessment engine company and additional paid on-call firefighters on an "as needed" basis
Station 71	28722 W. Pacific Coast Highway Malibu, CA 90265	6.7 miles	Four-person engine company and a two-person paramedic squad

Fire protection services for the project site are primarily provided by Fire Station 88, but if necessary, the project site could be served by any or all of the fire stations listed in Table 5.7-1. In addition to these stations, in the event of major fires, the county has mutual aid agreements with cities and counties throughout the state so that additional personnel and firefighting equipment can augment the LACFD.

Water supply for the project site is provided by the Los Angeles County Waterworks. There are currently no hydrants or mains on the project site. The nearest hydrants are on Pacific Coast Highway, west of Malibu Canyon Road and at the southern terminus of Malibu Canyon Road, adjacent to the western edge of the project site.

Regulatory Setting

Various federal and state regulations and programs reduce risks related to environmental hazards and to regulate the use, storage, and transportation of hazardous materials. Several of the existing federal and state laws and programs are summarized in the following paragraphs.

State

Fire and Resource Assessment Program

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity zones in local responsibility areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings.

Local

Los Angeles County Code

The Los Angeles County Fire Code establishes guidelines and requirements for fuel modification and clearance of brush and vegetative growth. Specifically, Fire Code Section 1117.2.1 requires the submittal of a fuel modification plan, a landscape plan, and an irrigation plan for the area within a proposed project's boundaries designated a VHFHSZ. The plan must be prepared by a registered landscape architect, landscape designer, landscape contractor, or an individual with expertise acceptable to the forestry division of the fire department prior to any new construction.

The Weed Abatement Division of the Los Angeles County Department of Agricultural Commissioner has been given authority to create defensible space for unimproved properties. In accordance with Los Angeles County Fire Code (Section 317 et seq.), the Agricultural Commissioner may notify all owners of property affected that they must clear all flammable vegetation and other combustible growth or reduce the amount of fuel content for a distance greater than 30 feet, but not to exceed 200 feet.

City of Malibu Fire Code

The City of Malibu has adopted the Los Angeles County Fire Code, contained in Title 32 of the Los Angeles County Code. The City of Malibu Fire Code includes regulations that require the identification of Fire Hazard Severity Zones and regulations for vegetation management and fuel modification. Fire Code Section 1117.2.1 requires that a fuel modification plan, a landscape plan, and an irrigation plan be prepared prior to any subdivision of land or new construction in a VHFHSZ. As described previously in this chapter, all land in the City is designated a VHFHSZ.

Ordinance No. 299 of the City of Malibu

Ordinance No. 299 of the City of Malibu required the Los Angeles County Fire Chief to designate all land in the City as VHFHSZ, a zone defined by a more destructive behavior of fire and a greater probability of flames and embers threatening buildings. Properties in VHFHSZ are subject to more stringent Building Code requirements. In summary, these code provisions address roofing and siding materials, window glazing, exterior doors, the protection of openings and unenclosed underfloor areas, and accessory structures.

City of Malibu General Plan

The safety and health element of the City of Malibu General Plan includes goals and policies intended to minimize risks due to fire hazards. Safety Implementation Measure 4 is intended to "establish programs and guidelines for fire-safe landscaping including buffers comprised of fire resistant vegetation between residential areas and open space areas and encourage use of fire-safe landscaping principles which emphasize plant species with low fuel volumes." Other implementation measures include coordination between the City and LACFD and measures regarding emergency response.

City of Malibu Local Coastal Program Land Use Plan

General policies 4.45 through 4.54 of the City of Malibu Local Coastal Program (LCP) Land Use Plan are intended to minimize risks due to fire hazards. They include siting and design guidelines and requirements for developments adjacent to parkland. This also requires adequate access and water supply for fire protection personnel and specific brush clearance methods. The LCP Land Use Plan also requires a fuel modification plan for any project that requires fuel modification.

City of Malibu LCP Local Implementation Plan

Chapter 9 of the City of Malibu LCP Local Implementation Plan contains provisions intended to ensure that new development minimizes risks to life and property in areas of high geologic, flood, and fire hazard. Development standards, permit and application requirements, and other measures are provided to implement the LCP Land Use Plan.

5.7.2 Thresholds of Significance

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

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

The 2012 Initial Study, included as Appendix C, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds H-1, H-2, H-3, H-4, H -5, H-6, and H-7

These impacts will not be addressed in the following analysis.

5.7.3 Environmental Impacts

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

Impact 5.7-1:	The project site is within a designated fire hazard zone (VHFHSZ) and could expose structures and/or residences to fire danger. [Threshold H-8]

Impact Analysis: The proposed project would place homes and recreational uses in a setting that could be impacted by wildland fires. Malibu is at risk of severe fires due to highly flammable brushlands and variable weather conditions. The entire City is designated a VHFHSZ, and the majority of the City has experienced major brush fires in the past 30 years. The most recent include fires that started on January 8, 2007, in the vicinity of Malibu Bluffs Park; the Malibu Canyon Fire on October 21, 2007; and the Corral Canyon Fire of November 24, 2007. Fires reached the proposed project site and severely burned the northern, eastern, southern, and southwestern perimeters of the project site. Although the project site is near most of the recent fires, it cannot be concluded that the project site is at a greater risk

than other locations in the City. Preventive measures, as required by City ordinances and regulations, will be taken to offset the risk factors:

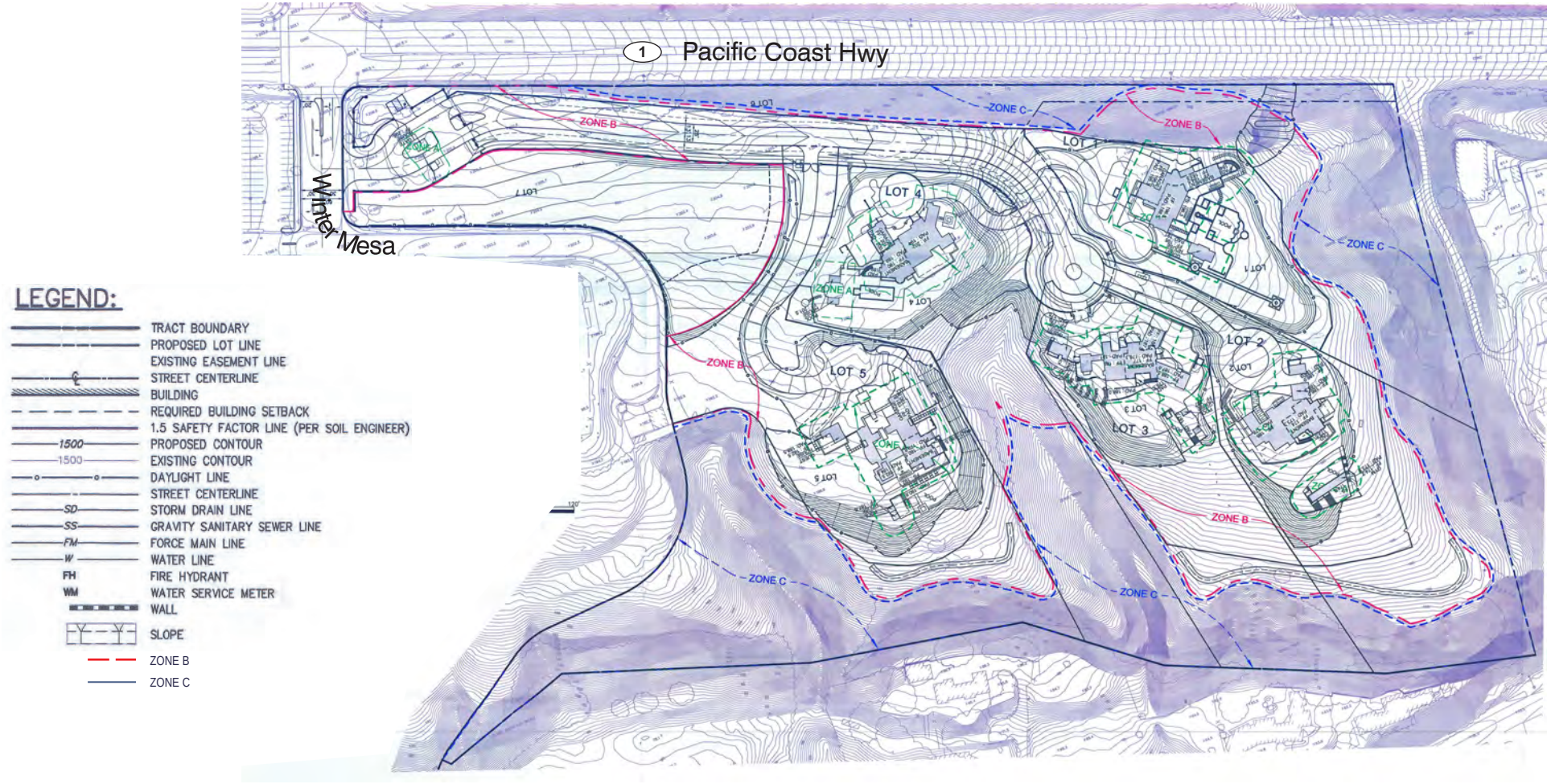
- Implementation of ignition-resistant construction methods and materials per the updated City of Malibu Fire Code, based on the 2010 California Fire and Building Codes.
- Establishment of dedicated fuel modification and defensible space around each residence.
- Fuel modification maintenance to be conducted annually and funded by the homeowners association (HOA) and included in covenants, conditions, and restrictions (CC&Rs).
- Improved water availability and fire flow capacity.
- Improved emergency vehicle access that complies with LACFD requirements.
- Installation of life safety interior fire sprinklers in all homes.

Because the project site, along with most of the City of Malibu, is a VHFHSZ, a fire protection plan—including a preliminary fuel modification plan—has been prepared and approved for the proposed project. The preliminary fuel modification plan was prepared in accordance with the County of Los Angeles Fire Department Fuel Modification Plan Guidelines and identifies specific zones within a property that are subject to fuel modification. A fuel modification zone is a strip of land where combustible native or ornamental vegetation has been modified, thinned, and/or partially or totally replaced with drought-tolerant, fire-resistant plants. Fuel modification reduces radiant and convective heat and provides fire suppression forces with defensible space.

The LACFD has reviewed and approved the preliminary fuel modification plan; the final fuel modification plan for the proposed project will need to be approved at the time of tentative map processing. The preliminary fuel modification plan is illustrated on Figure 5.7-1. Three zones have been identified on the plan.

- Zone A (Setback Zone) provides a defensible space for fire suppression forces and offers protection from intense flames and sparks or embers carried by strong winds. This zone provides a 20-foot buffer around any combustible structures, accessory structures, or appendages.
- Zone B (Irrigated Zone) augments irrigation and planting requirements. This zone extends from the outermost edge of Zone A to 100 feet from a structure. Landscaping and vegetation will consist primarily of green lawns, ground covers, and adequately spaced shrubs and trees, and will require either automatic or manual irrigation systems.
- Zone C (Native Brush Thinning Zone) is designed to slow the rate of spread and reduce flame lengths and intensities of the fire before it reaches the irrigated area. It extends from the outermost edge of Zone B to 200 feet from a structure. Irrigation systems are not required for this zone. Existing native vegetation will be modified by thinning and removal of species that constitute a high fire risk.

Preliminary Fuel Modification Plan



Source: County of Los Angeles 2012

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The long-term maintenance of the fuel modification zones would be addressed in the proposed project's CC&Rs, and zones will be maintained by the HOA. The builder/developer would provide new property owners with recorded CC&Rs or disclosure statements identifying the responsibilities for maintaining the fuel modification zones within their property. The disclosure would include the maintenance criteria set forth in the final fuel modification plan and acknowledge responsibility for presenting proposed changes to the LACFD fuel modification unit. Further, the statement would acknowledge that LACFD has the right to enforce fuel modification zone conditions.

The LACFD does not require offsite fuel modification. This is mainly due to problems inherent with enforcement of regulations on adjacent property and the potential for confusion regarding responsibility for fuel modification areas outside legal ownership. The county has established a brush clearance program for developed and unimproved properties. For unimproved properties, the program is administered by the Weed Abatement Division of the County Department of Agricultural Commissioner. The Weed Abatement Division has the authority to clear all flammable vegetation and other combustible growth and to reduce the amount of fuel content for a distance greater than 30, but not to exceed 200 feet if a property owner does not. The defensible space required for structures on a site does not exceed the property line.

Although the LACFD approved the preliminary fuel modification plan, a Fire Protection Plan was also prepared. The fire protection plan evaluates the project's vulnerability to fires with regard to emergency access to the site, the adequacy of fire hydrants available to serve the site, and the design of the proposed structures. Given the climatic, vegetation, and topographic characteristics of the site as well as fire behavior modeling results (discussed in the fire protection plan), it is expected that a wildfire may start on, burn onto, or spot onto the project site. Under extreme weather conditions, fire can move rapidly through the project site's fuels. The most common type of fire anticipated in the vicinity of the project site is a fire fanned by offshore Santa Ana winds burning downhill and spotting across Pacific Coast Highway from the adjacent Santa Monica Mountains to the north. Worst-case modeled flame lengths near the proposed project site were calculated at 41.8 feet in coastal sage chaparral scrub vegetation types and up to 39.4 feet in mixed sage scrub cover types. Spread rates may exceed 7 mph under extreme weather and slope conditions. Therefore, it is necessary to provide fuel management areas to reduce the wildfire risk on the project site. The fire protection plan includes recommendations for the design of the road, gate, and driveways for the proposed project. These recommendations address the following planning and design elements:

- Fuel modification zones and permitted vegetation
- Roadway access, gates, and driveways
- Ignition-resistant structural requirements
- Interior and exterior fire protection systems

Compliance with these recommendations would facilitate the fire department's mission by providing improved access for emergency personnel and apparatus; reducing the likelihood of "flashover" in case of a structure fire by providing interior sprinklers; and providing improved fire water capacity. The fire protection plan also includes recommendations for construction of the homes that will meet the requirements of the Fire Code adopted by the City of Malibu. Because flying firebrands—wind-borne embers or other incendiary materials—pose the greatest risk to the proposed structures, many of the recommendations are intended to minimize the likelihood that embers penetrate the structures. The fire protection plan summarizes the ignition-resistant construction materials and methods and provides recommendations for the installation of interior fire sprinklers and fire alarm systems in the proposed homes and structures. The recommendations in the fire protection plan would create redundant systems of improved infrastructure and design, which would reduce the vulnerability of the homes.

Construction of the proposed structures would utilize appropriate building materials (i.e., ignition-resistant materials) and design features to complement the provided fuel modification. The design will also incorporate alternative fuel modification measures where fuel modification cannot be fully accommodated onsite—such as noncombustible firewalls and landscaping techniques that include irrigated, fire-resistant plant species.

Construction Phase Vegetation Management

Vegetation management requirements would be implemented at the beginning and throughout the construction phase. Vegetation management would be performed pursuant to LACFD requirements on all building locations prior to the start of work and prior to any import of combustible construction materials. Adequate fuel breaks would be created around all grading, site work, and other construction activities in areas where there is flammable vegetation.

5.7.4 Cumulative Impacts

For the proposed project, impacts related to risks of fire hazards are site specific. The proposed project would develop currently undeveloped land. Since undeveloped land is more vulnerable to wildfires, the proposed project would reduce the risk to other nearby structures.

Cumulative impacts from this type of project can cause a decline in fire response service and must be analyzed for each project. The proposed project represents a minimal increase in service demand due to the small number of new structures and people living in or using the area. Although the project is not anticipated to have a material impact on the response capability of LACFD fire stations, any new development would incrementally increase the demand for fire protection services. The incremental increase in demand would be slight, but it could be significant when considered cumulatively with other new developments in the area. This could put a strain on fire protection resources, which could increase the susceptibility of the project area to fire hazards.

5.7.5 Existing Regulations and Standard Conditions

- California Fire and Resources Assessment Program
- Los Angeles County Code
- City of Malibu Fire Code
- Ordinance No. 299 of the City of Malibu
- City of Malibu General Plan
- City of Malibu Local Coastal Program Land Use Plan
- City of Malibu LCP Local Implementation Plan

5.7.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.7-1 The topography and vegetation of the project site and surrounding area place the project site at a high risk of fires, and the proposed project would expose the proposed residences and future recreational uses to risk of fires.

- Cumulative Impacts Although the project's incremental increase in demand would be slight, it could be significant when considered cumulatively with other new developments in the area.

5.7.7 Mitigation Measures

Impact 5.7-1

7-1 In addition to compliance with existing requirements and standards of the Los Angeles County Fire Department (LACFD), the proposed project must comply with all requirements detailed in letters dated March 16, 2012, from the LACFD, included in Appendix M of the Draft EIR. Where the two letters differ, the more conservative approach shall be taken. The letters include the following requirements, among others:

- For Lot 1 and 5 the circular turnaround shall remain clear and unobstructed. No plantings, fountains, or other features shall be allowed;
- For Lot 2 the circular turnaround drive aisle shall be maintained at a minimum 20 feet in width with 32 feet on centerline turning radius. If landscaping or other features are to be located in the center, they must not encroach into the drive aisle.
- Provide evidence from a certified civil engineer that the "bridge" feature on Lot 5 shall support the minimum weight capacity of 75,000 pounds to accommodate fire apparatus. Once the "bridge" is installed, provide recertification prior to occupancy from a certified civil engineer that the "bridge" will support a minimum of 75,000 pounds. The width of 15 feet shall be maintained clear and unobstructed for the "bridge" portion of the fire department access.
- Emergency access for firefighter pedestrian use shall be extended to all exterior walls of all proposed structures within the subdivision. Additional walking access shall be reviewed and approved by Fire Prevention Engineering prior to building permit issuance.
- Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Access shall comply with Section 503 of the Fire Code, which requires all-weather access. All-weather access may require paving.
- Where driveways extend farther than 150 feet and are of single-access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed, and maintained to ensure their integrity for fire department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- Private driveways shall be indicated on the final map as "Private Driveway and Fire Lane," with the widths clearly depicted, and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested, and accepted prior to construction.

- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.
- Prior to occupancy, provide street signs and building access numbers as approved by the Fire Department or City.
- Provide water mains, fire hydrants, and fire flows as required by the County of Los Angeles Fire Department for all land shown on map which shall be recorded.
- The required fire flow for public fire hydrants at this location is 1,375 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- Three private fire hydrants shall be installed onsite. The required fire flow for private onsite hydrants is 1,375 gallons per minute at 20 psi.
- The required fire hydrants shall be installed, tested, and accepted or bonded for prior to Final Map approval.
- Vehicular access must be provided and maintained serviceable throughout construction;
- Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.
- Per the County of Los Angeles Water Works 29, the Fire Flow Availability form dated March 30, 2012, indicates adequate flow from the existing public fire hydrant on Winter Mesa Drive. All required fire hydrants shall measure 6 inches x 4 inches x 2-1/2 inches, brass or bronze, conforming to current AWWA standard C503 or approved equal and meet the required fire flow requirements (1,375 gallons per minute at 20 psi).

7-2 The proposed project shall comply with all recommendations contained in the fire protection plan and in the fuel modification plan prepared for the proposed project. Compliance with the fire protection plan and fuel modification plan would reduce the vulnerability of the proposed structures and the project site to wildland fires. The recommendations would minimize the likelihood of ember (firebrand) penetration or direct flame impingement, ensure that fire sprinklers and fire alarms are installed in the proposed residences, that the infrastructure of the site and surrounding area allow emergency personnel and vehicles to access the proposed project, and that the project site is landscaped in such a way that the proposed residences are not immediately adjacent to significant amounts of vegetation that could fuel wildfires.

7-3 The covenants, conditions, and restrictions for the proposed residences shall require the regular maintenance of the vegetation on the project site to ensure compliance with the fuel modification plan.

7-4 The applicant shall participate in an appropriate financing mechanism, such as a developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities that are required by residential development in an amount proportional to the demand created by this

project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures may be required.

5.7.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with fire hazards to less than significant. Therefore, no significant unavoidable adverse impacts relating hazards have been identified.

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