4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Introduction

This section provides a discussion of known and potential hazards and hazardous materials conditions at the Project site and in the surrounding area, relates potentially significant adverse public health impacts anticipated as a result of the uses of the Specific Plan built on the Project site, addresses the proposed impacts with consideration of local, State, and federal regulations and policies, and provides recommended measures pursuant to the California Environmental Quality Act (CEQA). For the purposes of the analysis in this section of the Environmental Impact Report (EIR), hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and petroleum products that, if released, are harmful to human health and the environment. The hazards and hazardous materials analysis in this section is based on the project-specific technical analyses contained in the *Phase I Environmental Site Assessment, Menifee Valley, Northeast Corner of Menifee Road and Case Road* (Phase I ESA), prepared by Hillmann Consulting, LLC (Hillmann) in February 2021; the *Limited Phase II Subsurface Investigation Report, Menifee Road and Case Road* (Phase II ESA), prepared by Hillmann in September 2019; the off-site *Phase I Environmental Site Assessment, Menifee Valley, Menifee Road, Pinacate Road, Matthews Road, and Briggs Road*, prepared by Hillmann in November 2022; and the second off-site *Phase I Environmental Site Assessment, McCall Blvd., McLaughlin Ave., and Matthews Rd.*, prepared by Hillmann in July 2023. The findings of the Phase I and Phase II ESAs are summarized in this section, and the complete reports are contained in **Appendix H-1**[1]**, Appendix H-2**[2]**, Appendix H-3**[3]**, and Appendix H-4**[4], respectively.

4.9.2 Scoping Process

The City of Menifee (City) received ten comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-1** of this EIR. One comment pertaining to hazards or hazardous materials was received from the Riverside County Airport Land Use Commission (ALUC) during the NOP public review period. The ALUC required review of the project due to the site location within Zone E of the March Air Reserve Base's Airport Influence Area. ALUC review is also required when an applicable project includes certain legislative actions.[5] The ALUC approval letter dated November 16, 2022 can be found in **Appendix H-5.**[6]

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1 Hillmann Consulting, LLC. 2021. *Phase I Environmental Site Assessment, Menifee Valley, Northeast Corner of Menifee Road and Case Road, Menifee, California 92585.* February 10.

2 Hillmann Consulting, LLC. 2019. *Limited Phase II Subsurface Investigation Report, Menifee Road and Case Road.* September 12.

3 Hillmann Consulting, LLC. 2022. *Phase I Environmental Site Assessment, Menifee Valley, Menifee Road, Pinacate Road, Matthews Road, and Briggs Road, Menifee, California 92596.* November 8.

4 Hillmann Consulting, LLC. 2023. *Phase I Environmental Site Assessment, McCall Blvd., McLaughlin Ave., and Matthews Rd., Menifee, California 92596*. July 5.

5 General Plan Amendment (GPA), Specific Plan Amendment (SPA), and Change of Zone (CZ).

6 Riverside County Airport Land Use Commission. 2022. Airport Land Use Commission (ALUC) Development Review – Director's Determination. November 16.

4.9.3 Methodology

4.9.3.1 Phase 1 Environmental Site Assessment

To assess the impacts of the Project site with respect to hazardous materials and wastes, Leighton prepared a site-specific Phase I ESA, specifically for Assessor's Parcel Numbers (APNs) 331-260-005 through 331-260-009, 331-270-004, 331-280-005, 331-290-004, 331-300-002, 331-300-004, 331-300-005, 331-300-007, 331-300-009, 331-170-006, 331-170-011, and 331-170-012. The Phase I ESA was prepared in accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-13) to identify, to the extent feasible, the presence of recognized environmental conditions (RECs) with respect to the Project site as defined in ASTM E1527-13. ASTM defines an REC in the E1527-13 standard as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." The Phase I ESA used the following methodology:

Background Research and Data Review. A records review was performed for the Project site and surrounding properties to identify potential RECs in connection with the Project site and assess potential concerns associated with the migration of hazardous substances to the Project site from off-site sources. The records review included reasonably ascertainable historical data, which can be helpful in identifying the past uses of the Project site and surrounding areas, as they may relate to the environmental condition of the Project site.

The Phase I ESA historical review of the Project site and surrounding parcels revealed that the Project site has remained undeveloped agricultural land since 1938. In 1985, construction of the present-day Southern California Edison (SCE) San Jacinto Valley Service Center west of the Project site is present on aerial photographs. In 2005/2006, the present-day SCE San Jacinto Valley Service Center is observed, and grading is visible for the present-day Heritage High School and present-day residences to the east and south of the Project site. In 2009, the Heritage High School and residences to the east and south of the Project site are observed. The Project site has remained undeveloped for at least the last century and uses on the site appear to have been limited to a period of agricultural use; therefore, agricultural hazards, such as pesticides, may occur on the Project site. As such, a Phase II ESA was prepared to evaluate the soils for pesticides and metals on the Project site. **Section 4.9.3.2** below discusses the findings of the Phase II ESA.

A search of the California Office of Environmental Health Hazard Assessment database and Cleanup Sites Map indicated no active cleanup sites within the vicinity of the Project site. There are no active or historic cleanup sites located within the vicinity of the Project site. Therefore, the risk of existing contamination and the need for cleanup is considered low at the Project site.

Site Reconnaissance. On October 11, 2017, the Project site was visually assessed for potential RECs, including, but not limited to, potential underground storage tanks, aboveground storage tanks, polychlorinated biphenyl-containing equipment, hazardous materials storage or handling areas, containerized or bulk wastes, and visual indications of impacted soil.

The Project site is located approximately 10.33 miles southeast of the nearest airport, March Air Reserve Base (MARB). The Project study area is within Zone E of MARB's Airport Land Use Compatibility Plan (ALUCP). The Project site is oriented in the path of the northwest-southeast oriented runway and is occasionally subject to the flight paths of aircraft taking off from a landing at MARB.

The Project site is located in a wildlands urban interface (WUI), according to CalFire's Fire Hazard Severity Zone map.[7] The Project site is located within the Local Responsibility Area (LRA), in this case the City of Menifee. The Project site is not considered a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ to the Project site is approximately 0.7 mile east of the Project site along State Route 74 (SR-74). According to the City of Menifee's General Plan,[8] the Project site is not identified within any Fire Threat Zones.

As part of the ASTM E1527-13 process, an interview questionnaire was presented to Adrian Peters of Minor Ranch, LLC, the entity identified as the user of the Project site. The questionnaire was completed, and no potential soil and/or groundwater impacts were identified for the Project site. Mr. Peters had no knowledge of past chemical use, storage, spills, or releases on the Project site.

4.9.3.2 Phase II Environmental Site Assessment

A site-specific Phase II ESA was conducted to evaluate the soils on the Project site for pesticides and metals due to the site's history of agricultural operations. The following methodology was used in this evaluation.

On August 20 through August 23, 2019, Hillmann collected 160 shallow soil samples throughout the Project site. The 160 samples were composited into 80 discrete samples, 40 of which were submitted for laboratory analysis of organo-chlorine pesticides (OCP) by EPA Method 8081A and the remaining 40 were submitted for laboratory analysis of Title 22 Metals by EPA Method 6010B. Seven samples were collected in areas of former stockpiles and submitted for laboratory analysis of total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and Title 22 Metals. None of the samples from the Project site contained levels of OCP, VOCs, TPH, or Title 22 Metals that exceeding accepted screening levels for residential applications.

Therefore, the risk of existing chemicals on-site due to historic agricultural use and the need for cleanup is considered low at the Project site.

4.9.3.3 Phase I Off-Site Environmental Assessment

A Phase I ESA was conducted to assess the impacts of the off-site improvement areas with respect to hazardous materials and wastes. The off-site areas of concern include Menifee Road, Pinacate

7 California Department of Forestry and Fire Protection (CalFire). 2022. Fire Hazard Severity Zone viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed July 27, 2022).

8 City of Menifee. 2013. Safety Element, Exhibit S-6. Website: https://www.cityofmenifee.us/DocumentCenter/View/14707/FINAL_Safety-Element-11222_complete (Accessed July 27, 2022).

Road, the current alignment of Matthews Road, and Briggs Road. The assessment followed the same methodology for the on-site Phase I ESA prepared by Leighton, described in **Section 4.9.3.1** above.

Based on background research, data review, and a site reconnaissance conducted on November 1, 2022, the assessment found no identifiable RECs, no controlled RECs, and no significant data gaps in connection with the off-site areas. Asbestos, lead paint, mold/microbial damage, and lead in drinking water were deemed not applicable due the absence of buildings and potable water service.

4.9.3.4 Phase I Off-Site Roadway Environmental Assessment

A Phase I ESA was conducted to assess the impacts of the off-site roadway improvement areas with respect to hazardous materials and wastes. The off-site areas of concern include Matthews/Case Road, McLaughlin Avenue, and McCall Boulevard. The assessment followed the same methodology for the on-site Phase I ESA prepared by Leighton, described in **Section 4.9.3.1** above.

Based on background research, data review, and a site reconnaissance conducted on July 5, 2023, the assessment found no identifiable RECs, no controlled RECs, and no significant data gaps in connection with the off-site areas. Asbestos, lead paint, mold/microbial damage, and lead in drinking water were deemed not applicable due the absence of buildings and potable water service.

4.9.4 Existing Environmental Setting

This section describes the environmental setting that exists in the greater vicinity of the Project site, including within Menifee, and in Riverside County as it relates to hazards and hazardous materials.

4.9.4.1 Riverside County and the City of Menifee

The Project site is located in Menifee, in Riverside County. Surrounding land uses include residential subdivisions, industrial, public/quasi-public facilities, and open space uses. SR-74 and dry farming land are located north of the Project site; Menifee Road and the SCE San Jacinto Valley Service Center to the west of the Project site; Matthews Road and an abandoned railroad and residences to the south of the Project site; and Heritage High School, Briggs Road, and fallow land and residences to the east of the Project site.

4.9.4.2 Project Site

The approximately 590.3-acre Project site is characterized by undeveloped fallow agricultural land, with several dry drainage channels transecting the northern portion of the Project site. Topographically, the Project site is approximately 1,480 feet above sea level (amsl) and is relatively flat, gently sloping to the southwest. Overhead powerlines transect the Project site in the central, northwestern, and southern areas. No structures or other improvements exist on the Project site. One pad-mounted transformer can be found in the northwest portion of the Project site.

The project includes physical disturbance to up to 59.0 acres for the installation of off-site improvements to support the operation and construction of the proposed Project. These improvements include roadway improvements and subsurface utility line installations and connections along Briggs Road, Menifee Road, and SR-74; the installation of subsurface utility lines in the alignment of Matthews Road along segments of the project site's southern boundary; and the

installation of a nonvehicular bridge across the railroad tracks at the southern boundary of the site to connect the project site with the Heritage Lake community to the south.

In addition, the project includes a set of off-site roadway improvements to address circulation issues. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road).

4.9.5 Regulatory Setting

Hazards and hazardous materials are subject to numerous federal, State, and local laws and regulations intended to protect health, safety, and the environment. The United States Environmental Protection Agency (EPA), California Environmental Protection Agency (Cal/EPA), the California Department of Toxic Substances Control (DTSC), the San Diego Regional Water Quality Control Board (SDRWQCB), and the County of Riverside are the primary agencies responsible for enforcing these regulations. Local regulatory agencies enforce many federal and State regulations through the Certified Unified Program Agency (CUPA) program.

4.9.5.1 Federal Regulations

The following federal regulations would be applicable to the proposed Project:

- **Occupational Safety and Health Administration (OSHA), Title 29 CFR:** OSHA is the federal agency responsible for ensuring worker safety. These regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling.

- **EPA, Title 40 CFR 700–799 (Toxic Substances Control Act):** The Toxic Substances Control Act regulates manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. It addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos-containing materials, and lead-based paint.

- **United States Department of Transportation (USDOT) Regulations, Title 49 CFR:** USDOT, in conjunction with the EPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to safe storage and transportation of hazardous materials. The Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

- **Federal Air Regulations, Part 77:** The Federal Aviation Administration (FAA) is responsible for the review of construction activities that occur in the vicinity of airports. Its role in reviewing these activities is to ensure that new structures do not result in a hazard to aviation. The regulations in the Federal Air Regulations (14 CFR, Part 77) are designed to ensure that no obstructions in navigable air space are allowed to exist that would endanger the public. Federal Air Regulations Part 77 identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage that needs to be evaluated for tall structure impacts can extend miles from an airport facility. In

addition, Federal Air Regulations Part 77 establishes standards for determining whether objects constructed near airports will be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

4.9.5.2 State Regulations

The following State regulations would be applicable to the proposed Project:

- **Assembly Bill 2948:** In response to the growing statewide concern of hazardous waste management, Assembly Bill (AB) 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

- **California State Hazard Mitigation Plan:** The purpose of the State Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and federal agencies as well as the private sector.

- **California Occupational Safety and Health Administration (Cal/OSHA) Regulations:** Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many entities to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead.

- **Cortese List Statute (California Government Code, §65962.5):** This regulation requires the DTSC to compile and maintain lists of potentially contaminated sites throughout the State and includes the Hazardous Waste and Substances Sites List. The overall list is called the "Cortese" List.

- **Safe Drinking Water and Toxic Enforcement Act (Proposition 65, California Health and Safety Code, §25249.5 et seq.):** The Safe Drinking Water and Toxic Enforcement Act is similar to the Federal Safe Drinking Water Act and Clean Water Act in that it regulates the discharge of contaminants to groundwater.

- **California Government Code 51178:** This government code requires the State Fire Marshal to identify areas in the State as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

- **California Senate Bill 12:** This regulation establishes new rules for construction of industrial, commercial, and residential projects to improve fire safety and prevention. These regulations apply to building materials that are more fire-resistant and defensible space incorporated into the design of projects.

4.9.5.3 Regional Regulations

The following regional regulations would be applicable to the proposed Project:

- **Riverside County General Plan:** The following policies from the Riverside County General Plan pertain to Hazards and Hazardous Materials and apply to the proposed Project.

    - **S 5.1:** Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County's Hazardous Waste Management Plan (CHWMP).

    - **S 5.2:** Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.

    - **S 5.3:** Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

    - **S 5.4:** Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.

    - **S 5.5:** Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.

    - **S 5.6:** Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.

    - **S 5.7:** Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.

    - **S 5.8:** Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.

- **S 5.9:** Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

Certified Unified Program Agency. Senate Bill (SB) 1082 provides for the designation of a Certified Unified Program Agency (CUPA) that would be responsible for the permitting process and collection of fees regarding hazardous materials. The CUPA would be responsible for implementing at the local level the Unified Program, which serves to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs:

- Hazardous Waste;
- Hazardous Materials Business Plan;
- California Accidental Release Prevention Program;
- Underground Hazardous Materials Storage Tanks;
- Aboveground Petroleum Storage Tanks/Spill Prevention Control & Countermeasure Plans; and
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment (tiered permitting) Programs.

The Riverside County Department of Environmental Health (DEH) Hazardous Materials Branch is designated as the CUPA responsible for implementing the above-listed program elements. The laws and regulations that established these programs require that businesses that use or store certain quantities of hazardous materials submit a Hazardous Materials Business Plan (HMBP) that describes the hazardous materials usage, storage, and disposal required by the CUPA.

As the CUPA, the DEH Hazardous Materials Branch coordinates the following seven programs regulating hazardous materials and hazardous wastes in Riverside County:

- Underground Storage Tanks (UST);
- Aboveground Storage Tanks (AST);
- CA Accidental Release Program;
- HMBP;
- Emergency Response Team;
- Waste Generator; and
- Waste Treatment (tiered).

4.9.5.4 Local Regulations

The following local regulations would be applicable to the proposed Project:

- **City of Menifee Emergency Operations Plan:** The EOP outlines the City of Menifee's planned deployment, mobilization, and tactual operations in response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting Menifee.

- **City of Menifee Local Hazard Mitigation Plan:** The LHMP identifies local hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to people and property from natural and man-made hazards.

- **City of Menifee Development Code Chapter 9.215.090 Hazardous Materials:** Prior to commencement of construction activities, the Applicant/Developer shall submit a Hazardous Materials Release Response Plan (HMRRP) to the Community Development Director of the City and the Riverside County Fire Department. The HMRRP shall at minimum include an inventory of hazardous materials used and stored on site, a site map, an emergency plan, and a training program for employees.

- **City of Menifee General Plan Safety Element:** The Safety Element of the City's General Plan describes existing hazardous and toxic materials within Menifee. Policies and programs serve as tools that the City can use to help maintain the safe management of hazardous and toxic materials in the community**.** The following policies in the Safety Element apply to the Specific Plan:

    - **Policy S-5.1:** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.

    - **Policy S-5.2:** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the city, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the city.

    - **Policy S-5.3:** Continue to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc.

    - **Policy S-5.4:** Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.

    - **Policy S-5.5:** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.

    - **Policy S-5.6:** Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California's five-minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

4.9.6 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *State CEQA Guidelines*. The proposed Project would result in a significant impact associated with hazards and hazardous materials if the Project or any Project-related component would:

Threshold 4.9-1: **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Threshold 4.9-2: **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.**

Threshold 4.9-3: **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.**

Threshold 4.9-4: **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.**

Threshold 4.9-5: **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 the project result in a safety hazard for people residing or working in the project area?**

Threshold 4.9-6: **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Threshold 4.9-7: **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.**

4.9.7 Project Impacts

4.9.7.1 Transport, Use, or Disposal of Hazardous Materials

Threshold 4.9-1: **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

On-Site Improvements.

Construction. Construction of the Specific Plan uses on the Project site areas identified in **Section 4.9.4** would temporarily increase the regional transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). These materials are commonly used at construction sites; however, due to the limited quantities of these materials to be used by the proposed Project, they are not considered hazardous to the public at large.

The temporary transport, use, or disposal of fuels, lubricants, paints, and other hazardous materials related to construction would not pose a significant hazard to the public or environment unless the materials were accidently spilled or released into the environment. The transport, use, and storage of hazardous materials during construction will be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR. The Phase II ESA concluded soils on the Project site did not exceed accepted screening levels of OCP, VOCs, TPH, or Title 22 Metals. Therefore, no remediation and/or export of potentially contaminated on-site soils would be required.

The Project would comply with applicable waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction pursuant to **RCMs WQ-1** through **WQ-4,** provided in **Section 4.10**. Adherence to applicable local, state, and federal regulations related to the transport, use, and storage of hazardous materials and **RCMs WQ-1** through **WQ-4**, impacts related to hazardous materials during construction would be ***less than significant.*** No mitigation is required.

Operation. AB 2286, effective January 1, 2013, requires all facilities with regulated hazardous materials to file required hazardous Materials Business Plans (HMBPs) in the statewide information management system, or CERS (California Environmental Reporting System). CERS is the only approved method for submitting required information to the Riverside County DEH and its participating agencies. HMBP information is made available to first responders in the county for emergency response activities. All handlers are required to disclose their inventory of hazardous materials in the form of a HMBP.

Although the future tenants that would occupy the Project are unknown at this time, commercial and industrial uses operated on the Project site may handle or store hazardous materials along with limited use of pesticide and herbicides for landscape maintenance. Vehicles and trucks accessing the uses on the Project site would contain oil and gasoline to power their engines, which could have the potential to result in minor releases of such substances through drips or leaks in parking areas. Transport truck traffic to and from the Project site may also contribute to minor releases of oil and gasoline in loading dock areas in addition to the parking areas. Businesses that may handle hazardous materials in reportable quantities as described by the Riverside County DEH[9] would be subject to the regulations within Chapter 9.210.090 (Hazardous Materials) of the City Development Code and would be required to prepare a HMBP via CERS as described below in **RCM HAZ-1**.

Hazardous waste generated from residential, school, and maintenance of recreational and landscaping uses would be similar to household cleaning chemicals and solvents already in wide use throughout the city and in the vicinity of the Project site. Therefore, due to the type and

[9] Greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, or 200 cubic feet of compressed gas. (Riverside County DEH)

nature of the uses that would operate on the Project site, the applicability of hazardous materials regulations for potential future businesses, and adherence to **RCM HAZ-1,** operation of the Project would result in ***less than significant*** impacts related to the routine transport, use, or disposal of hazardous materials. No mitigation is required.

Off-Site Improvements. The project includes physical disturbance to up to 59.0 acres for the installation of off-site improvements to support the operation and construction of the proposed Project. These improvements include roadway improvements and subsurface utility line installations and connections along Briggs Road, Menifee Road, and SR-74; the installation of subsurface utility lines in the current alignment of Matthews Road along segments of the project site's southern boundary; and the installation of a nonvehicular bridge across Matthews Road and railroad tracks southwest of and parallel to Matthews Road to connect the project site with the Heritage Lake community to the south.

Construction. The impacts for construction of the off-site areas would be the same as potential on-site construction impacts. Construction in these off-site areas would temporarily increase the regional transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). With adherence to applicable local, state, and federal regulations related to the transport, use, or disposal of hazardous materials and **RCMs WQ-1** through **WQ-**4, impacts related to hazardous materials during construction of off-site improvement areas would be ***less than significant***. No mitigation is required.

Operation. Roadway and utility connection improvements would be maintained by the City, responsible agencies, and private companies as part of routine maintenance throughout the City. Off-site utility improvements would be undergrounded and would not have potential impacts related to hazardous materials during project operations. The nonvehicular pedestrian bridge across the railroad tracks would not involve the transport of hazardous materials due to the absence of vehicle access. An HMBP is not required per DEH regulations due to the absence of hazardous materials being stored or handled in the off-site improvement areas. Therefore, implementation of the off-site improvements would result in ***less than significant impacts*** related to the routine transport, use, or disposal of hazardous materials. No mitigation is required.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

The Certified 2013 EIR found that upon implementation of current federal and State regulations, General Plan policies, and adherence to the City's Municipal Code, implementation of the General

Plan, which includes the off-site roadway improvements, would not result in substantial impacts associated with the risk of transporting, storing, treating, and disposing of hazardous materials and wastes.

Construction. The impacts for construction of the off-site areas would be the same as potential on-site construction impacts. Construction in these off-site areas would temporarily increase the regional transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). With adherence to applicable local, State, and federal regulations related to the transport, use, or disposal of hazardous materials and **RCMs WQ-1 through WQ-4**, impacts related to hazardous materials during construction of off-site improvement areas would be ***less than significant***. No mitigation is required.

Operation. Roadway and utility connection improvements would be maintained by the City, responsible agencies, and private companies as part of routine maintenance throughout the City. Off-site utility improvements would be undergrounded and would not have potential impacts related to hazardous materials during project operations. An HMBP is not required per DEH regulations due to the absence of hazardous materials being stored or handled in the off-site improvement areas. Therefore, implementation of the off-site roadway improvements would result in ***less than significant impacts*** related to the routine transport, use, or disposal of hazardous materials. No mitigation is required.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: The RCMs identified below are required by local, state, or federal law as part of the project; therefore, they are not considered mitigation measures. **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4** provided in **Section 4.10** and **RCM HAZ-1** shall apply.

Level of Significance After Mitigation: Less Than Significant Impact.

RCM WQ-1 **Construction General Permit.** Prior to commencement of construction activities, the Applicant shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit),* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the proposed Project from the SMARTS and provided to the City Engineer/Public Works Director, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements

specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the proposed Project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the Project site, a Notice of Termination shall be submitted via SMARTS.

RCM WQ-2 In compliance with City of Menifee Ordinance 2019-287 Grading Regulations, Section 8.26.060, the Project Applicant shall submit an Erosion Control Plan to the City Engineer/Public Works Director or designee, for review and approval concurrent with the grading permit application or with submittal of the grading plans for each individual development that would occur within the Specific Plan area. An approved erosion control plan from the previous year shall be updated and submitted for approval, if necessary, prior to the start of the rainy season each year, as determined by the City Engineer/Public Works Director.

RCM WQ-3 At least 45 days prior to groundwater dewatering activities, the City of Menifee shall submit an NOI to the Santa Ana RWQCB to obtain coverage under the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. The construction contractor shall comply with the requirements of Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, an NOI shall be submitted to the Santa Ana RWQCB.

RCM WQ-4 Prior to issuance of a grading permit, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City Engineer/Public Works Director or designee for review and approval. The Final WQMP shall specify the BMPs to be incorporated into the proposed Project design to target pollutants of concern in runoff from the Project Site. The Final WQMP shall also incorporate the results of the Final Hydrology and Hydraulic Analyses to demonstrate that the bioretention facilities meet the hydromodification requirements of the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region MS4 Permit. The City Engineer/Public Works Director, or designee, shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design.

RCM HAZ-1 **Hazardous Materials Business Plan.** Prior to certificate of occupancy, businesses and other commercial uses within the Specific Plan area that would handle hazardous materials and substances in reportable quantities as defined by the

Riverside County Department of Environmental Health (DEH) shall submit proof to the City of Menifee Community Development Department that they have submitted a Hazardous Materials Business Plan (HMBP) via the California Environmental Reporting System. At minimum, the HMBP would require facility information, a hazardous material inventory (including site map/plan), and emergency response and training plans. Facilities that would include underground storage tanks in the HMBP are subject to additional approvals from the Riverside County DEH.

4.9.7.2 Accidental Release of Hazardous Materials

Threshold 4.9-2: 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.

On-Site Improvements.

Construction. Construction of the Specific Plan uses on the Project site would involve use of hazardous materials and could result in accidental releases of hazardous materials. As discussed in **Section 4.9.7.1** above, it is possible that future commercial and industrial uses may handle or store hazardous materials in reportable amounts. **RCMs WQ-1, WQ-2**, **WQ-3**, and **WQ-4**, provided in **Section 4.10** of this EIR, would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers in such containment and cleanup. In the event of an accidental hazardous materials release of toxicity and/or quantity that on-site workers would be unable to safely contain and clean up, the construction contractor would notify the Riverside County DEH of the release immediately. With compliance with **RCMs WQ-1, WQ-2**, **WQ-3**, and **WQ-4**, the use, storage, transport, and disposal of hazardous materials during construction would not cause significant hazards to the public or the environment through accidental releases of hazardous materials. Construction impacts would be ***less than significant***.

Operation. Commercial and warehouse uses built and operating on the Project site may include the usage of hazardous materials. Commercial land uses utilizing hazardous materials in reportable amounts would be required to prepare and submit an HMBP as described by **RCM HAZ-1**. As described prior, an HMBP includes an inventory of hazardous materials used and stored on site, a site map, an emergency plan, and a training program for employees. As mentioned in **Section 4.9.7.1**, the residential, recreation, open space, and school uses on the Project site would also use hazardous materials for cleaning and maintenance, but the amounts would be less than the amount generated by commercial and industrial uses. The types and amounts of hazardous materials utilized by these land uses are typical of residential development and would not represent a significant risk related to the accidental release of hazardous materials into the environment. With compliance with RCM HAZ-1, the use, storage, transport, and disposal of hazardous materials for these uses would not cause significant hazards to the public or the environment through accidental releases of hazardous materials. On-site operational impacts would be ***less than significant***.**Off-Site Improvements**

Construction. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to

the widening of SR-74, Menifee Road, and Briggs Road. Construction of the off-site improvements would involve use of hazardous materials typical of construction activities and could result in accidental releases of hazardous materials. **RCMs WQ-1, WQ-2**, **WQ-3**, and **WQ-4**, provided in **Section 4.10** of this EIR, would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers in such containment and cleanup. In the event of an accidental hazardous materials release of toxicity and/or quantity that on-site workers would be unable to safely contain and clean up, the construction contractor would notify the DEH of the release immediately. With compliance with **RCMs WQ-1, WQ-2**, **WQ-3**, and **WQ-4,** the use, storage, transport, and disposal of hazardous materials during construction would not cause significant hazards to the public or the environment through accidental releases of hazardous materials. Construction impacts would be ***less than significant***.

Operation. The types and amounts of hazardous materials used and generated for maintenance of off-site improvements would not represent a significant risk related to the accidental release of hazardous materials, as they are used commonplace throughout the city's residential and roadway land uses. Off-site operation impacts would be ***less than significant***. No mitigation is required.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

The Certified 2013 EIR found that upon implementation of current federal and State regulations, General Plan policies, and adherence to the City's Municipal Code, implementation of the General Plan, which includes the off-site roadway improvements, would not result in substantial impacts associated with the risk of accidental release of hazardous materials and wastes.

Construction. Construction of the off-site roadway improvements would involve use of hazardous materials typical of construction activities and could result in accidental releases of hazardous materials. **RCMs WQ-1, WQ-2**, **WQ-3**, **and WQ-4**, provided in **Section 4.10** of this EIR, would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers in such containment and cleanup. In the event of an accidental hazardous materials release of toxicity and/or quantity that on-site workers would be unable to safely contain and clean up, the construction contractor would notify the DEH of the release immediately. With compliance with **RCMs WQ-1, WQ-2**, **WQ-3, and WQ-4,** the use, storage, transport, and disposal of hazardous materials during construction would not cause significant hazards to the public or the environment through accidental releases of hazardous materials. Construction impacts would be ***less than significant***.

Operation. The types and amounts of hazardous materials used and generated for maintenance of off-site improvements would not represent a significant risk related to the accidental release of hazardous materials, as they are used commonplace throughout the city's residential and roadway land uses. Off-site operation impacts would be ***less than significant***. No mitigation is required.

Level of Significance Prior to Mitigation: Less than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: Implementation of **RCM HAZ-1, RCMs WQ-1, WQ-2**, **WQ-3**, and **WQ-4.**

Level of Significance After Mitigation: Less Than Significant Impact.

4.9.7.3 Emit Hazardous Emissions Near a School

Threshold 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

On-Site Improvements.

Construction. Heritage High School abuts the northeastern boundary of the Project site, which includes Planning Area 5 (residential), Planning Area 12 (Commercial-Business Park), and Planning Area 13 (Commercial). Planning Area 6 within the Project site is identified as a potential site for a new elementary school. Planning Area 12 could potentially include uses that may emit or produce hazardous materials.

A Health Risk Assessment (HRA) was performed and included in **Section 4.3** and **Appendix D** of this EIR. The HRA analysis concluded (**Table 4.3.L**) that the maximum cancer risk, chronic inhalation hazard index, and acute inhalation hazard index for maximally exposed individuals (MEI) at the school receptor MEI (maximally exposed individual) would be below the SCAQMD significance thresholds. Although construction of the proposed on-site improvements would not result in a significant construction health risk impact to schools, implementation of **MM AIR-1** (CARB diesel-engine requirements) would reduce substantial pollutant concentrations during project construction. With implementation of MM AIR-1, as shown in **Table 4.3.M**, the maximum cancer risk, chronic inhalation hazard index, and acute inhalation hazard index at the school receptor MEI would be lower than unmitigated health risks and still remain below SCAQMD significance thresholds.

Construction activities for Specific Plan land uses that utilize hazardous materials would be required to prepare and submit an HMRRP to the DEH, as described by **RCM HAZ-1**. **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4**, provided in **Section 4.10** of this EIR, would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers to deal with containment and cleanup. Compliance with these measures would ensure that construction activities do not create impacts to any school within 0.25 mile of the project site. With adherence to the regulatory standards included in **RCMs WQ-1, WQ-2, WQ-3, WQ-4** and **HAZ-1**, and implementation of **MM AIR-1**, potential impacts to schools within

0.25 mile of the project site during construction would be ***less than significant with mitigation incorporated***.

Operation. As discussed in **Section 4.9.7.1** above, some of these proposed activities would include commercial and industrial uses that may utilize trucks to and from the Project site during operation. The commercial industrial operations may also utilize large scale refrigeration on site for perishable materials. Additionally, emissions from vehicles driven by employees, customers, and transport trucks delivering goods and materials to and from the Project site will occur.

A Health Risk Assessment (HRA) was performed and included in **Section 4.3** and **Appendix D** of this EIR. Results of the HRA indicated that despite the maximum cancer risk, chronic inhalation hazard index, and acute inhalation hazard index at the school receptor MEIs being lower than the SCAQMD significance thresholds, the total sum of the three indexes when including other MEI receptors would exceed the SCAQMD significance thresholds, particularly for maximum cancer risk (**Table 4.3.N**). **MM AIR-2** and **MM AIR-3** are prescribed to reduce substantial pollutant concentrations during project operation to reduce hazardous emissions to a level sufficient to achieve compliance with SCAQMD health risk thresholds (**Table 4.3.O**).

Residential, recreation, and landscape uses on the Project site may also generate hazardous waste through chemical products that are similar to those used in residential development throughout the city and would not represent a significant risk related to the emission and handling of hazardous materials within proximity to schools.

Any Specific Plan use utilizing hazardous materials in reportable quantities within the Project site would be required to comply with **RCM HAZ-1**. With implementation of **RCM HAZ-1,** the operation of future businesses that may handle reportable quantities of hazardous materials on the Project site within 0.25 mile of the Heritage High School campus and the proposed elementary school site would not pose substantial hazards to those campuses.

Impacts to schools from emissions and handling of hazardous materials within a quarter mile of the Project site would be ***less than significant with mitigation incorporated.***

Off-Site Improvements.

Construction. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to the widening of SR-74, Menifee Road, and Briggs Road. The proposed elementary school and the existing Heritage High School are located within a quarter mile of the off-site improvement areas along SR-74 and Briggs Road. Construction of off-site improvements along SR-74 and Briggs Road may involve emissions and handling of hazardous materials, substances, and waste typical of construction activities. **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4** would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers in such containment and cleanup. In the event of an accidental hazardous materials release of toxicity and/or quantity that on-site workers would be unable to

safely contain and clean up, the construction contractor would notify the DEH of the release immediately. Construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD Rule 403 dust control measures. In addition, construction emissions associated with the off-site improvements would be below the SCAQMD significance thresholds. With adherence to the regulatory standards included in **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4,** impacts related to the routine transport, use, or disposal of hazardous materials within ¼ mile of a school would be ***less than significant***.

Operation. Implementation of the roadway expansions, utility undergrounding, and installation of the pedestrian bridge would not emit hazardous emissions within a quarter mile of the Heritage High School campus and the proposed elementary school site. Construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD Rule 403 dust control measures. In addition, construction emissions associated with the off-site improvements would be below the SCAQMD significance thresholds. Once the off-site improvements are constructed, the proposed off-site improvements would not be a significant source of long-term operational emissions. Impacts would be ***less than significant.*** No mitigation is required.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

The Certified 2013 EIR found that upon implementation of current federal and state regulations, General Plan policies and adherence to the City's Municipal Code, implementation of the General Plan, which includes the off-site roadway improvements, would not result in substantial impacts associated with the risk of accidental release of hazardous materials and wastes within 0.25 miles of an existing or proposed school.

Construction. Construction of off-site roadways improvements may involve emissions and handling of hazardous materials, substances, and waste typical of construction activities. **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4** would require compliance with the waste discharge permit requirements to ensure construction contractors maintain equipment and supplies on site for containing and cleaning up hazardous materials spills and would train workers in such containment and cleanup. In the event of an accidental hazardous materials release of toxicity and/or quantity that on-site workers would be unable to safely contain and clean up, the construction contractor would notify the DEH of the release immediately. Construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD Rule 403 dust control measures. In addition, construction emissions associated with the off-site improvements would be below the SCAQMD significance thresholds. With adherence to the regulatory standards included in **RCMs WQ-1, WQ-2, WQ-3,** and **WQ-4,**

impacts related to the routine transport, use, or disposal of hazardous materials within ¼ mile of a school would be ***less than significant***.

Operation. Implementation of the roadway expansions, utility undergrounding, and installation of the pedestrian bridge would not emit hazardous emissions within a quarter mile of the Heritage High School campus and the proposed elementary school site. Construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD Rule 403 dust control measures. In addition, construction emissions associated with the off-site improvements would be below the SCAQMD significance thresholds. Once the off-site improvements are constructed, the proposed off-site improvements would not be a significant source of long-term operational emissions. Impacts would be ***less than significant.*** No mitigation is required.

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: Implementation of **MM AIR-1**, **MM AIR-2, MM AIR-3**, and **RCMs WQ-1, WQ-2, WQ-3, WQ-4, and HAZ-1** identified above.

Level of Significance After Mitigation: Less Than Significant Impact.

4.9.7.4 Located on a Site Listed under Government Code Section 65962.5

Threshold 4.9-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

On-Site Improvements. The government records database search, completed as part of the Phase I ESA, determined that the Project site is not included on any queried database compiled pursuant to Government Code Section 65962.5 that could create a significant hazard to the public or the environment. The Phase I ESA identified several listings for off-site adjacent or nearby properties on databases potentially indicative of a contamination concern. However, the Phase I ESA concluded that none of the environmental records are considered "recognized environmental conditions" for the Project site.[10] Therefore, the proposed Project would not create a significant hazard to the public or the environment as it is not located on any hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be ***less than significant***.

Off-Site Improvements. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to the widening of SR-74, Menifee Road, and Briggs Road. The government records database search, completed as part of the offsite Phase I ESA determined that the off-site improvement areas are not included on any queried database compiled pursuant to Government Code Section 65962.5 that could create a significant hazard to the public or the environment. The Phase I ESA identified several listings for adjacent or nearby properties on databases potentially indicative of a contamination

[10] A recognized environmental condition is the presence or likely presence of hazardous materials or petroleum products under conditions indicating an existing or past release or a material threat of a release into structures or soil or groundwater or surface water, even under conditions in compliance with laws.

concern. However, the offsite Phase I ESA concluded that none of the environmental records are considered "recognized environmental conditions" for the off-site improvement areas. Therefore, construction and implementation of the off-site improvements would not create a significant hazard to the public or the environment as it is not located on any hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be ***less than significant***.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

The Certified 2013 EIR found that compliance with the CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination associated with implementation of the General Plan, which includes the off-site roadway improvements. All environmental investigations, sampling, and/or remediation for projects within the City would be conducted under the oversight of a regulatory agency that has jurisdiction.

In addition, the government records database search, completed as part of the off-site Phase I ESA prepared for these off-site roadway improvement areas, determined that the off-site improvement areas are not included on any queried database compiled pursuant to Government Code Section 65962.5 that could create a significant hazard to the public or the environment. The Phase I ESA identified several listings for adjacent or nearby properties on databases potentially indicative of a contamination concern. One listing, the Arco Station 1212 located at 27181 McCall Boulevard approximately 20 feet south of the off-site improvement area along McCall Boulevard, was determined to represent a REC in connection with the off-site roadway improvement area. In order to reduce potential impacts associated with this REC, the Phase I ESA recommended a Soil Management Plan (SMP) be developed in order to properly dispose of any contaminated soil uncovered during earthwork operations. The off-site Phase I ESA concluded that all the other environmental records are in the vicinity of the off-site roadway improvement areas considered *de minimis* environmental conditions and do not represent a REC associated with the off-site improvement areas. Therefore, construction and implementation of the off-site improvements would not create a significant hazard to the public or the environment as it is not located on any hazardous materials sites compiled pursuant to Government Code Section 65962.5. With implementation of **Mitigation Measure HAZ-1**, which requires implementation of an SMP, impacts would be ***less than significant with incorporation of mitigation***.

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Regulatory Compliance Measures are required. **MM HAZ-1,** identified below, would apply.

MM HAZ-1 **Soil Management Plan.** The Applicant shall develop and implement a Soil Management Plan (SMP) to the satisfaction of the Director of Public Works, or designee, prior to the commencement of any ground disturbing or earthwork activities associated with the construction of off-site roadway improvements along McCall Boulevard.

Level of Significance After Mitigation: Less Than Significant Impact.

4.9.7.5 Safety Hazard to an Airport Land Use Plan

Threshold 4.9-5: **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 the project result in a safety hazard for people residing or working in the project area?**

On-Site Improvements. The Project site is located approximately 10.3 miles southeast of March Air Reserve Base (MARB) and approximately 3.8 miles southeast of the Perris Valley Airport. MARB includes two runways and associated taxiways and facilities. The Project site is within Zone E of MARB's *Airport Land Use Compatibility Plan* (ALUCP). The MARB ALUCP describes Zone E to have low noise impacts[11] and low risk level.[12] The ALUCP describes Zone E compatibility criterions with no limit on residential density,[13] no restrictions on other uses (people/acre),[14] no required open land,

[11] Beyond the 55-CNEL contour.

[12] Within outer or occasionally used portions of flight corridors.

[13] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed-use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3d. All existing residential development, regardless of densities, is not subject to ALUC authority.

[14] Usage intensity calculations shall include all people who may be on the property at a single point in time, whether indoors or outside. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.

prohibits hazards to flights,[15] and requires disclosure.[16] The proposed Specific Plan land uses in the Project site would include single-family and multifamily residential units, green space and greenbelt, a potential elementary school, recreational areas, public and civic uses, a public utility corridor, and a business park and commercial business park.

Project review by the Riverside County Airport Land Use Commission (ALUC) is required when a local jurisdiction processes certain legislative actions, such as a General Plan Amendment, Specific Plan Amendment, or Zone Change. Pursuant to the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC staff reviewed the proposed project and associated legislative actions, which include a General Plan Amendment (PLN 21-0336), a Specific Plan Amendment (PLN 21-0221), a Specific Plan (PLN 21-0217), a Change of Zone (PLN 21-0335), and a Tentative Parcel Map (PLN 21-0337).

Although the project is located within the MARB ALUCP, the actual nearest runway is Runway 15-33 at the Perris Valley Airport, whose southerly runway terminus is located 20,729 feet from the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), review by the Federal Aviation Administration (FAA) would be required for any structure with top of roof exceeding 1,616 AMSL. The project site elevation is 1,475 AMSL, and the proposed maximum building height is 60 feet, resulting in a top point elevation of 1,535 feet AMSL. Therefore, FAA review for height/elevation was not required.

The Riverside County ALUC provided an approval letter dated November 16, 2022,[17] which found the proposed project consistent with the 2014 MARB ALUP, subject to conditions as described in **MM HAZ-2**. The final designs and intensities of the proposed Project would be subject to review by the ALUC; therefore, with compliance with **MM HAZ-2,** the proposed Project would have a ***less than significant impact*** on an airport land use plan or result in a safety hazard for people residing or working in the project area.

Off-Site Improvements. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to the widening of SR-74, Menifee Road, and Briggs Road. The off-site improvement areas are located within Zone E of MARB's ALUCP. The off-site improvements do not include habitable or occupied structures. The affected roads are part of the Menifee circulation system, which is connected to the regional roadway network that occurs in various ALUCP areas. Therefore, implementation of off-site improvements would result in a ***less than significant impact*** on an airport land use plan and would not result in a safety hazard for people residing or working in the project area.

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15 Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds.

16 As part of certain real estate transactions involving residential property within any compatibility zone, information regarding airport proximity and the existence of aircraft overflights must be disclosed, per State law. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except Zone A, avigation easements are to be dedicated to the March Inland Port Airport Authority.

17 Riverside County Airport Land Use Commission. November 16, 2022. *RE: Airport Land Use Commission (ALUC) Development Review-Director's Determination*.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

The Certified 2013 EIR found that General Plan buildout, including the off-site roadway improvements, would not alter or interfere with land use compatibility review procedures of the RCALUC and the FAA. The RCALUC and FAA would review development plans and other land use plans considered for approval by the City of Menifee. The off-site improvements do not include habitable or occupied structures. The affected roads are part of the Menifee circulation system, which is connected to the regional roadway network that occurs in various ALUCP areas. Therefore, implementation of off-site improvements would result in a ***less than significant impact*** on an airport land use plan and would not result in a safety hazard for people residing or working in the project area.

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: Mitigation Measure **MM HAZ-2** is applicable to the proposed Project.

Level of Significance After Mitigation: Less Than Significant Impact.

MM HAZ-2 **Riverside County ALUC Condition of Approval.** Prior to commencement of any construction activities, the project applicant shall provide proof to the City of Menifee Community Development Director, or designee, of compliance with the following ALUC conditions as included in their approval letter dated November 16, 2022:[18]

- **Outdoor Lighting.** Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. Installation of future rooftop solar panels will require solar glare studies and ALUC review.
- **Prohibition of Certain Uses/Activities:**
    - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in initial takeoff or final landing procedure other than an FAA-approved navigational signal light or visual approach slope indicator;

[18] Ibid.

- Any use which would cause sunlight to be reflected towards an aircraft engaged in initial takeoff or final landing procedure towards an airport;
- Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area;
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation;
- Highly noise-sensitive outdoor nonresidential uses; and
- Any use which results in a hazard to flight, including physical (tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

- **"Notice of Airport in Vicinity":** A "Notice of Airport in Vicinity" (attached to the ALUC approval letter, **Appendix H-4**) shall be provided to all prospective purchasers and occupants of the property.

- **Stormwater Basins:** Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basins shall not include trees or shrubs that produce seeds, fruits, or berries.

  Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "Landscaping Near Airports" brochure, and the "Airports, Wildlife, and Stormwater Management" brochure available at RCALUC.org, which list acceptable plants from the Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

  A notice sign (attached to the ALUC approval letter, **Appendix H-4**) shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes." The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

4.9.7.6 Emergency Response Plan or Emergency Evacuation Plan Interference

Threshold 4.9-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

According to the City's General Plan Safety Element, the City has established evacuation routes for major emergencies such as wildfires. SR-74 and Menifee Road are the two closest evacuation routes and are located adjacent to the Project site boundaries. The City's Emergency Operations Plan (EOP) outlines the operations of the City of Menifee Emergency Operations Center, which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities.

On-Site Improvements.

Construction. Site preparation, grading, and construction of the proposed Project may require temporary lane closures/road closures on SR-74, Menifee Road, and Briggs Road to allow for utility connections and improvements to the surrounding circulation system. These temporary lane closures/road closures would be implemented through a Construction Traffic Management Plan (CTMP), pursuant to **RCM TRA-1** (refer to **Section 4.17**). The CTMP would be consistent with the *California Temporary Traffic Control Handbook*, which, among other things, recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained. In this manner, officials can plan and respond appropriately to direct the public away from SR-74, Menifee Road, and Briggs Road, as appropriate, in the event of an emergency requiring evacuation. Access would be maintained to allow emergency response teams to quickly enter and exit the site unimpeded. Therefore, through implementation of a CTMP in accordance with **RCM TRA-1**, construction activities would not substantially impair an adopted emergency response plan or emergency evacuation plan. Construction impacts would be ***less than significant*****,** and no mitigation is required.

Operation. The project's traffic study (**Appendix K-1**) notes that the project would be conditioned to preclude substantial degradation of roadway operations through proposed roadway improvements and other improvements to address roadway deficiencies to the extent possible, if any. However, implementation of the proposed Project and the proposed roadway improvements would not alter any facility or propose a physical change that would interfere with the City's EOP. Therefore, implementation of the Project would not interfere with the adopted emergency response plan and/or the emergency evacuation plan, and a ***less than significant impact*** would occur. No mitigation is required.

Off-Site Improvements.

Construction. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to the widening of SR-74, Menifee Road, and Briggs Road. The off-site improvements may potentially require partial lane/road closures that may temporarily affect access to surrounding properties or surrounding neighborhoods. These temporary lane closures/road closures would be addressed through implementation of the CTMP (**RCM TRA-1**) as described above. In this manner, officials can plan and respond appropriately to direct the public away from SR-74,

Menifee Road, and Briggs Road, as appropriate, in the event of an emergency requiring evacuation. Construction impacts would be ***less than significant*****,** and no mitigation is required.

Operation. Similar to the on-site improvements, the off-site improvements would not alter any facility or propose a physical change that would interfere with the City's EOP. Operational impacts would be ***less than significant*****,** and no mitigation is required.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). The Certified 2013 EIR found that implementation of the proposed General Plan, which includes the off-site roadway improvements, would not block emergency evacuation routes and would not interfere with the operations of emergency response agencies.

Construction. The off-site roadway improvements may potentially require partial lane/road closures that may temporarily affect access to surrounding properties or surrounding neighborhoods. These temporary lane closures/road closures would be addressed through implementation of the CTMP (**RCM TRA-1**) as described above. In this manner, officials can plan and respond appropriately to direct the public away from Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road, as appropriate, in the event of an emergency requiring evacuation. Construction impacts would be ***less than significant*****,** and no mitigation is required.

Operation. Similar to the on-site improvements, the off-site improvements would not alter any facility or propose a physical change that would interfere with the City's EOP. Operational impacts would be ***less than significant*****,** and no mitigation is required.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: The following Regulatory Compliance Measure identified below is required under applicable local, state, and federal law for all planned construction, maintenance, and encroachment permit activities; therefore, it is not considered a mitigation measure. **RCM TRA-1** shall apply.

Level of Significance After Mitigation: Less Than Significant Impact.

RCM TRA-1 **Construction Traffic Management Plan.** Prior to commencement of grading activities, the construction contractor shall prepare a CTMP to the satisfaction of the City of Menifee and shall ensure that the plan is implemented during construction with the goal of maintaining safety and adequate traffic operations to roadways affected by construction traffic. The CTMP shall be consistent with the *California Temporary Traffic Control Handbook* (CATTCH) (previously known as the California Joint Utility Traffic Control Manual). At a minimum, the CTMP shall include, but not be limited to, the following:

- Provisions for temporary traffic control to improve traffic flow on public roadways and ensure the safe access into and out of the site (e.g., warning signs, lights and devices, and flag personnel);
- Prohibiting construction-related vehicles from parking on public streets;
- Providing safety precautions for pedestrians, equestrians, and bicyclists through such measures as alternate routing and protection barriers;
- Obtaining the required permits for truck haul routes from the City of Menifee and/or the California Department of Transportation (Caltrans);
- Maintaining unobstructed emergency access to the project site and adjacent areas during all phases of construction. Flag personnel shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.

4.9.7.7 Impacts from Wildfires

Threshold 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

On-Site Improvements. As described in **Section 4.9.3**, the Project site is located within the Local Responsibility Area (LRA), in this case the City of Menifee. The Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) and not identified within any Fire Threat Zones. The closest VHFHSZ is approximately 0.7 mile east of the Project site along SR-74. In the absence of a VHFHSZ on the Project site, a Site-specific Fire Protection Plan is not required (per the City's Safety Element policies).

As described in **Section 4.20.3.4** of this EIR, fire history for the Project site and surrounding area was determined by referencing the Fire and Resources Assessment Program (FRAP) database. The FRAP database summarizes fire perimeter data dating to the late 1800s, but it is incomplete due to the fact that it only includes fires over 10 acres and has incomplete perimeter data, especially for the first half of the 20th century.[19] However, the database does provide a summary of recorded fires and can be used to show whether large fires have occurred in the Project site vicinity, which indicates whether they may be possible in the future. CAL FIRE has recorded seven fires since 1900 that have burned within 1 mile of the Project site in its FRAP database.[20] Since 1900, there have been no recorded fires that have burned onto a portion of Project site. It is unlikely that a wildfire would threaten the Project site except for on an infrequent basis if extreme weather conditions, such as high winds blowing a wildfire toward the Project site, were to coincide.

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19 CAL FIRE. 2022. Fire and Resources Assessment Program (FRAP) Projects, Fire Perimeters through 2021. Website: https://frap.fire.ca.gov/mapping/gis-data/ (accessed July 26, 2022).

20 CAL FIRE. 2022. Fire and Resources Assessment Program (FRAP) Projects, Fire Perimeters through 2021. Website: https://calfire-forestry.maps.arcgis.com/apps/mapviewer/index.html?layers=e3802d2abf8741a187e73a9db49d68fe (accessed July 26, 2022).

The most common type of wildfire anticipated in the vicinity of the Project is a wind-driven fire via prevailing winds or Santa Ana winds moving through the low-lying agricultural vegetation surrounding the Project site. The Project, once operational, would not facilitate wildfire spread and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscaped areas. Similarly, fires starting on site would be buffered by maintained landscapes, would be spotty and difficult to spread, and not likely to spread into wildland fuels. The Project would also be subject to the regulations of the most recently adopted Riverside County Fire Department Fire Code, California Fire Code (CFC), and the California Building Code (CBC) to avoid potential impacts from the Project's potential to exacerbate wildfire risks. Therefore, with adherence to the mentioned regulations, anticipated maintenance of the Project site landscaping, and the absence of a VHFHSZ on the Project site, impacts related to the Project exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires would be ***less than significant***.

Off-Site Improvements. Implementation of the Project will result in off-site physical disturbances to up to 59.0 acres of off-site land to install utility and road improvements including but not limited to the widening of SR-74, Menifee Road, and Briggs Road. Similar to the on-site improvements, the off-site improvements are located within the Menifee LRA and not within a VHFHSZ or within any Fire Threat Zones. The closest VHFHSZ is approximately 0.38 mile east of the off-site improvements along SR-74. In the absence of a VHFHSZ on these areas, a Site-specific Fire Protection Plan is not required (per the City's Safety Element policies). Further, there are no habitable structures that are proposed within the off-site improvement areas. Therefore, impacts related to the Project exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires would be ***less than significant***.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). The Certified 2013 EIR found that because the State of California, County of Riverside, and the City of Menifee require adherence to building codes and review by the fire department to reduce wildland fires, fire hazard impacts would be less than significant. Further, there are no habitable structures that are proposed within the off-site roadway improvement areas. Therefore, impacts related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires would be ***less than significant***.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Regulatory Compliance Measures or Mitigation Measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

4.9.8 Cumulative Impacts

Cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hazards and hazardous materials. The cumulative area for this analysis is the area immediately adjacent to the Project site and the city of Menifee. Implementation of the proposed Project in conjunction with the related projects could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; accidental release of hazardous materials; emission of hazardous emissions near a school; development on a site listed under Government Code Section 65962.5; creating a safety hazard to an Airport Land Use Plan; or threats by wildfires; therefore, cumulative development could result in potentially significant impacts regarding hazards and hazardous materials.

Related projects may have potential impacts associated with hazardous materials; however, the environmental concerns associated with hazardous materials are site specific. All approved and potential projects would require compliance with existing safety regulations of the City, the County, and agencies including the EPA, USDOT, OSHA, Cal/OSHA, and Riverside County DEH.

Projects that could potentially emit hazardous materials within ¼ mile of a school would be required to mitigate site specific impacts. For the proposed Project, **MM AIR-1, MM AIR-2, and MM AIR-3**, which require Tier 4 Final engines or the equivalent for construction equipment, emission reduction measures during operations, and HVAC systems with a reduction efficiency of minimum 89 percent, are required to reduce potential impacts on nearby schools.

The Phase I report identified one site, approximately 20 feet south of the off-site improvement area along McCall Boulevard, was determined to represent a REC in connection with the off-site roadway improvement area. An SMP will be developed in order to properly dispose of any contaminated soil uncovered during earthwork operations, as required by **MM HAZ-1**. With implementation of **MM HAZ-1**, impacts would be ***less than significant***. Projects that are located within an Airport Land Use Plan (ALUP) would require discretionary review by the Airport Land Use Commission. For the proposed Project, impacts related to the ALUP would be less than significant with implementation of **MM HAZ-2**: ALUC Conditions of Approval. Therefore, cumulatively significant hazardous materials impacts would be ***less than significant***.

Future projects within Menifee could include the development on lands within fire hazard severity zones. Development of such projects could subject people and structures to wildfire hazards. However, all projects approved and developed within fire hazard severity zones would be required to comply with California Fire Code Chapter 49, “Requirements for Wildland-Urban Interface Fire Area,” and California Building Code Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure.” All projects in the City’s VHFHSZ would be required to prepare a Site-specific Fire Protection Plan per the City’s Safety Element policies. Upon compliance with existing regulations, potential impacts would be ***less than cumulatively significant,*** and the proposed Project impacts would not be cumulatively considerable.