City of Menifee

Seaflower ESS

Final Initial Study/Mitigated Negative Declaration

~~September~~ October 2026

Consultant:

Kimley-Horn and Associates, Inc.
3801 University Avenue, Suite 300
Riverside, CA 92501

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), this Initial Study (IS) was prepared by Kimley-Horn and Associates for the City of Menifee (City) to evaluate the potential environmental effects associated with the development of Seaflower Energy Storage System (ESS) Project (Project). Pursuant to Section 15367 of the State CEQA Guidelines, the City is the lead agency for the Project. The City, as the lead agency, has the principal responsibility for approving the Project.

As noted in State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0, Initial Checklist, of this IS/MND contains the Environmental Checklist Form that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist Form indicates that the Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Initial Study Public Review Process

The IS and a Notice of Intent to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other interested parties for a 30-day public review period. Written comments regarding this MND should be addressed to:

Ryan Fowler, Planning Manager
Community Development, Planning Division
29844 Haun Road
Menifee, CA 92586
rfowler@cityofmenifee.us

After the 30-day public review period, any comments submitted during the public review period will be considered and addressed prior to adoption of the MND by the City.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 **Introduction.** This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 **Project Description.** This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 **Initial Study Checklist.** The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 **Environmental Evaluation.** This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 **List of Preparers.** This section contains a list of the people, firms, and agencies that assisted in the preparation of the Initial Study.

Section 6.0 **References.** The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location, Setting, and Existing Conditions

Project Location

The Project site is located in the southwestern region of Riverside County and is regionally accessible via Interstate 215 (I-215) and State Route 74 (SR-74), which are located approximately 1.8 miles west and 0.5 miles north of the site, respectively; refer to **Figure 1: Regional Location Map**. Locally, the Project is located within the jurisdictional boundaries of the City of Menifee (City) and encompasses Assessor Parcel Numbers (APNs) 331-250-021 and 331-250-002. Local access to the site is provided by Menifee Road to the east, McLaughlin Road to the north, and Matthews Road to the southwest; refer to **Figure 2: Local Vicinity Map**.

Project Setting, Land Use, and Zoning Designation

The approximately ~~3.8-acre~~ 3.70-acre Project site is currently developed as an equipment and vehicle storage yard. Surrounding land uses of the Project site include equipment and vehicle storage to the east, and the Southern California Edison (SCE) Valley Substation and associated transmission line facilities to the north, and an additional storage yard and undeveloped land to the southwest. The Burlington Northern Santa Fe Railroad tracks are located along the western side of Matthews Road.

The Project site's existing general plan land use designation is "Business Park (BP)"; refer to **Figure 3: Existing General Plan Land Use Designations**. The Project site's existing zoning is "Business Park/Light Industrial"; refer to Figure **4: Existing Zoning**. According to the City Municipal Code (Menifee MC), battery energy storage facilities are permitted within the BP zone via a Conditional Use Permit.[1]

Table 1: Existing Land Uses and Zoning Designations, summarizes the on-site and surrounding areas land use and zoning designations congruent with the City of Menifee General Plan (Menifee GP) and Menifee MC.

[1] City of Menifee. 2024. *Menifee Development Code, Chapter 9.135 commercial and Industrial Zones*, page 9.135-4. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/20967/Article-3-Zones_8-15-24?bidId= (accessed September 2025).

Table 1: Existing Land Uses and Zoning Designations

Location	Existing General Plan Land Use[1]	Existing Zoning[2]
Project Site	Business Park (BP)	Business Park/Light Industrial (BP)
North	Public/Quasi Facilities (PF)	Public/Quasi Facilities (PF)
South	20.1-24 du/ac Residential (20.1-24 R)	High Density Residential (HDR)
West	20.1-24 du/ac Residential (20.1-24 R) Business Park (BP)	High Density Residential (HDR) Business Park (BP)
East	Business Park (BP)	Business Park (BP)

Source: (1) City of Menifee. (2023). *General Plan & Land Use Map.* Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023 (accessed September 2025). (2) City of Menifee. (2023). *Zoning Map.* Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023 (accessed September 2025).

2.2 Proposed Project Characteristics

The Project Applicant proposes a Plot Plan for a new up to 400 megawatt-hour (MWh) ~~100 megawatt (MW)/4 hour~~ outdoor utility scale energy storage system on a ~~3.8-acre~~ 3.70-acre site; refer to **Figures 5a-d: Conceptual Site Plan**. Project components in addition to the energy storage system facility include electrical facilities, telecommunication facilities, and a generation interconnection transmission (gen-tie) line.[2] No permanent onsite workers are expected, as the facility would be monitored remotely. However, once operational, the Project site would be visited periodically throughout the year for equipment inspections, monitoring and testing, and any required maintenance. As such, a small operations and maintenance area including employee parking would be constructed. Additionally, the Project would include a decorative perimeter façade along the southwestern perimeter along Matthews Road to provide security and to screen the Project. This perimeter façade would be a ~~14-foot-tall~~ concrete wall with 14-, 16-, and 18-foot-tall segments ~~that would include 16-foot and 18-foot-wide segments~~ and would resemble the exterior walls of a commercial or industrial building, utilizing a decorative cap, base molding, natural or synthetic stone cladding, decorative arched lintels, and tile roof (over a portion of the wall). Tile roofing would exist on the 18-foot-tall wall segments and extend above the 18-foot height of the wall segment. A 10-foot-tall security/screening fence would be installed around the remaining perimeter eastern boundary and northern boundary along McLaughlin Road. Landscaping would be provided along the entire perimeter of the site in front of both the security wall and fencing to shield public views; refer to **Figures 6a-b: Perimeter Façade and Fence Conceptual Rendering.**

The primary use of the energy storage facility is to move energy on and off the transmission power grid based on market and utility demand. Generally, the California Independent System Operator (CAISO) would dispatch the system to place energy onto the grid (discharge) during times of high load and to take energy off the grid (charge) in times of low load relative to generation. The energy would be stored in enclosed batteries and would connect to a new substation.

The Project would include up to 118 battery enclosures and up to 34 medium voltage transformers in an open yard. Each battery enclosure would include battery modules, insulation, a module cooling system, a

[2] Generation interconnection transmission line, or "gen-tie", is a transmission line that would transfer power that is released or captured by the Project to and from the existing Southern California Edison Valley Substation.

battery management system, fire detection equipment, inverters, and a medium voltage transformer. The specific technology is not known at this time; however, the Project Applicant would utilize a battery enclosure with a reference volume of no more than 72 dBA at one meter. Refer to **PDF-1**. In accordance with **PDF-1**, a reference volume of 72 dBA at one meter was modeled in SoundPLAN for the noise impact analysis; refer to **Section 4.13 Noise**.

Project Design Features

PDF-1 The Project will utilize an ESS enclosure with noise reference volume of 72 dBA at one meter or less.

Site Preparation and Construction Phasing

The Project site is relatively flat and has been previously developed. Site preparation would include demolition and removal of existing structures and associated equipment (i.e., shipping containers) with the current vehicle storage yard and removal of existing vegetation. The Project would require approximately 915 cubic yards (cy) of cut and 715 cy of fill, resulting in approximately 200 cy of soil export ~~import~~. Construction activities would last between 12 to 18 months. Consistent with Section 8.01.010 of the Menifee MC, construction would primarily occur during daylight hours, Monday through Saturday between 6:30 a.m. and 7:00 p.m..[3] The estimated Project construction schedule is shown in **Table 2: Estimated Construction Schedule**. Project construction activities would begin as early as the fourth quarter of 2027. It should be noted that the analyses contained within this report utilize a construction start date of second quarter of 2026. This provides for a more conservative estimate of construction exhaust emissions because the earlier modeled year applies emission factors associated with an earlier equipment and vehicle fleet and does not take credit for emission reductions expected from adopted regulatory requirements, fleet turnover, and technological advancement occurring independently of the Project. For purposes of the air quality and greenhouse gas analyses, CalEEMod conservatively assumed 510 cy of material import during grading, which exceeds the current grading plan's 200 cy of net export.

Table 2: Estimated Construction Schedule

Construction Activity	Duration
Site Preparation	4 Weeks
Collector Substation Site Preparation	4 Weeks
Grading	2 Months
Collector Substation Grading	4 Weeks
Battery Installation	4 Months
Collector Substation Installation	4 Weeks
Gen-Tie Line Foundation and Tower Erection (if installed above ground)	4 Weeks
Gen-Tie Line Stringing and Pulling (if installed above ground)	4 Weeks

[3] City of Menifee. 2025. *Menifee Code of Ordinances*. Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1784 (accessed September 2025).

Parking and Site Access

As shown in **Figures 5a-d**, vehicular ingress and egress would occur via two points of access that include two driveways along ~~Matthews~~ McLaughlin Road. An internal access road system would be constructed around ESS enclosures and associated infrastructure with the Project site. All roads would be constructed to a minimum of 24 feet in width in accordance with the City's Fire Code Section 8.20.100 (Fire Apparatus Access Roads). Additionally, two parking stalls would be located onsite in accordance with Menifee MC, which requires public utility facilities to have one space per two employees on-site.[4]

Other Site Improvements and Amenities

The Project would include landscaping along the frontage of the Project site on McLaughlin Road and Matthews Road; refer to **Figure 7a-b: Conceptual Landscape Plan**. Landscaping would provide screening from public rights-of-way, particularly from proposed Project structures and other on-site facilities. The Project would also provide security lighting and a combination of security fencing and a solid wall around the perimeter of the Project site for safety and in accordance with the Menifee MC. All light would be shielded and directed downward to minimize potential glare and spillover to adjacent properties.

Infrastructure, Utilities, and Public Services

On-site infrastructure would include associated ingress and egress and internal circulation, service utilities, and drainage facilities. Electrical equipment to be installed includes medium-voltage transformers, inverters, electronic switchboards, and a collector substation. Above or underground wires and cabling would run from the battery system to a concrete pad housing the inverters and medium voltage transformers. All electrical equipment would be housed in the enclosures and screened from view to the extent possible through landscaping and fencing/walls.

An open-air collector substation would be constructed on the northeast corner of the Project site nearest to the SCE Valley Substation. An overhead or underground gen-tie line would be constructed to transfer power between the Project site and the SCE Valley Substation, located approximately ~~0.4 miles~~ 0.04 miles to the north. If installed overhead, an appropriate number of 115 kilovolt (kV) transmission structures including insulator/hardware assemblies, and appropriate number of conductor spans between the last structure and the dead-end substation structure at the Valley Substation would be installed. The final alignment, pole heights, number of structures, structure types, conductor spans, and location of the gen-tie line will be finalized with detailed engineering design.

Telecommunication facilities would also be required for interconnecting and communicating with SCE and CAISO facilities and to support remote Project operations monitoring. Fiber-optic cables would be installed to facilitate the use of telecommunications and supervisory control and data acquisition (SCADA) systems for Project operations.

The Project would also include a fire protection system in accordance with California Fire Code (CFC) Section 1207, National Fire Protection Association (NFPA) Section 855, and the City of Menifee Fire Code.

[4] City of Menifee. 2024. *Menifee Development Code, Chapter 9.215*, page 9.215-1. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/20967/Article-3-Zones_8-15-24?bidId= (accessed September 2025).

The City of Menifee Fire Department would have review and approval rights for the facility fire access, protection, and suppression requirements.

Two on-site detention basins are proposed in the northwest and southeast corners of the Project site; refer to **Figures 8a-d: Conceptual Grading and Drainage Plan**. On-site stormwater collection and treatment would be designed and implemented in accordance with all applicable City and state requirements. Storm drain would be directionally bored underneath any potentially jurisdictional features to avoid any potential impacts to these features.

~~Recycled water would be required during Project operations for landscaping use and potable water would be required for fire suppression in case of emergency.~~ Water services would be provided by the Eastern Municipal Water District (EMWD). The Project site is currently outside of the existing EMWD recycled water service area.

Off-Site Improvements

The Project would be required to provide ~~half-width~~ roadway improvements to McLaughlin Road from the back of curb to the right-of-way fronting the Project site (e.g., landscaping, sidewalk, lighting, etc.). However, McLaughlin Road has been improved by others and included paving of Mclaughlin Road and driveway aprons, which ~~These improvements would~~ provide adequate site ingress and egress for Project operations and emergency access. ~~The City of Menifee may elect to improve other portions of McLaughlin Road to not create discontinuous roadway infrastructure within the City. As such, the Project may instead make fair-share contributions to the improvement of McLauglin Road. The final mechanism of these improvements will be determined as the conditions of approval are established.~~ Additionally, these improvements to McLaughlin Road ~~would be~~ were designed and constructed in accordance with the City Industrial Collector Roadway Standard~~, which includes bike lanes, sidewalks, and curb ramp for pedestrian use and access~~.[5]

Additionally, SCE identified a need for the proposed Project to contribute its fair-share payment toward utility grid system upgrades that are planned to be completed within SCE's service territory, as well as the interconnection facilities at the SCE Valley Substation needed to connect the Project. SCE would be responsible for constructing the upgraded infrastructure to support Project operations. The installations include electrical facilities that would support distribution of power from the Project site to the SCE Valley Substation. Furthermore, telecommunication upgrades associated equipment would be installed at the SCE Valley Substation for the interconnection of the gen-tie to the Project site. SCE would also upgrade power system controls through the installation of one Remote Terminal Unit (RTU) at the Project site to monitor typical generation elements and transmit the information received thereby to the distribution control center.

Permits and Approvals

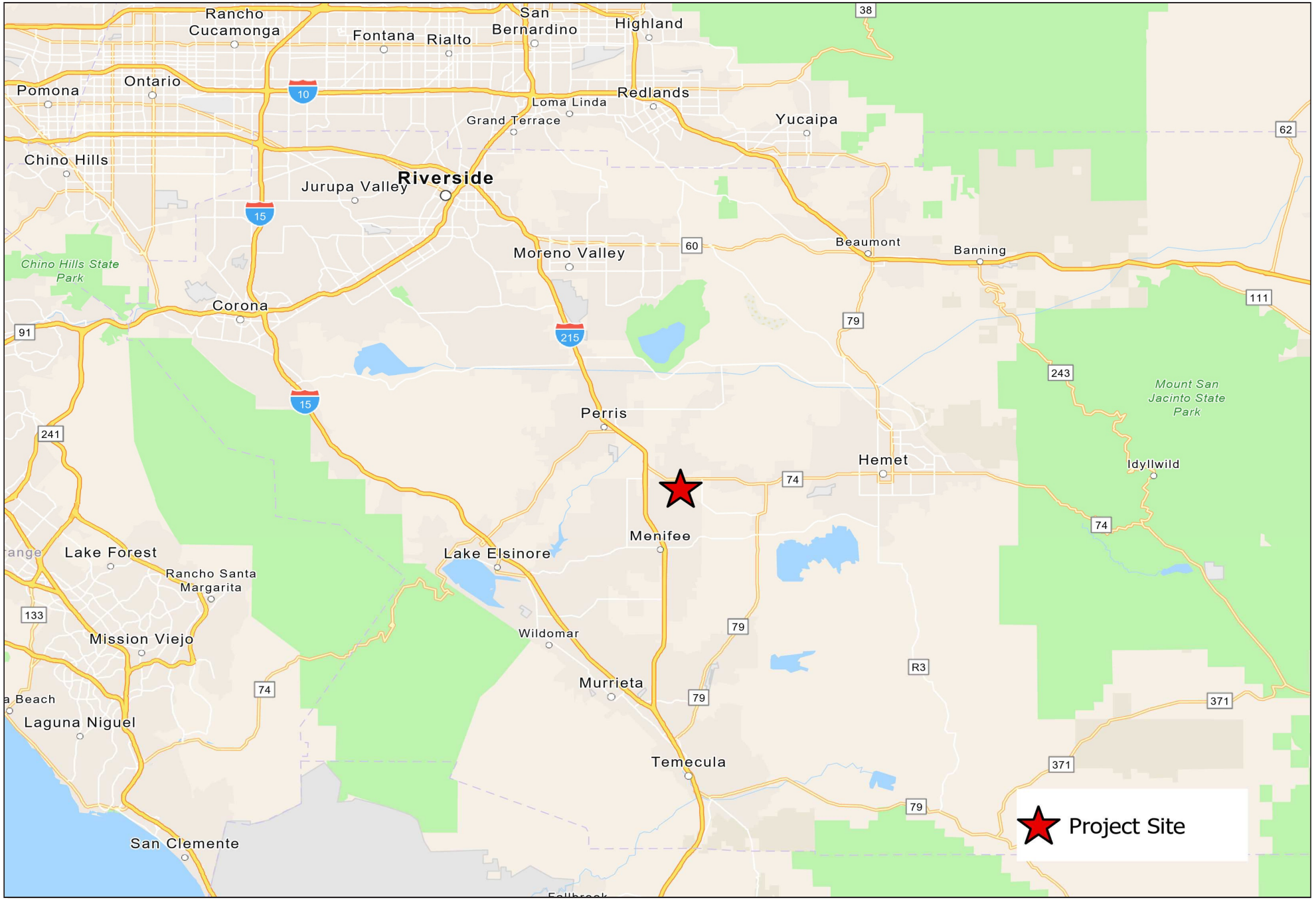
The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the IS/MND for the Project. It is expected that the City, at a minimum, would consider the data and

[5] City of Menifee. 2019. *Road Improvement Standards and Specifications*, page 21. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/23854/Street-Improvement-Standards-and-Specifications-2019---COMPLETE (accessed September 2025).

analyses contained in this IS/MND when making their permit determinations. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below:

- **Major Plot Plan Application No. PLN 25-0027**
- **Major Conditional Use Permit No. PLN 25-0019** for battery energy storage system use.

Other permits required for the Project may include, but are not limited to, the following: issuance of an incidental take permit by the California Department of Fish and Wildlife should take of protected species occur, issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.



Source: ESRI, 2025

FIGURE 1: Regional Location Map
Seaflower ESS Project, City of Menifee

Not to scale

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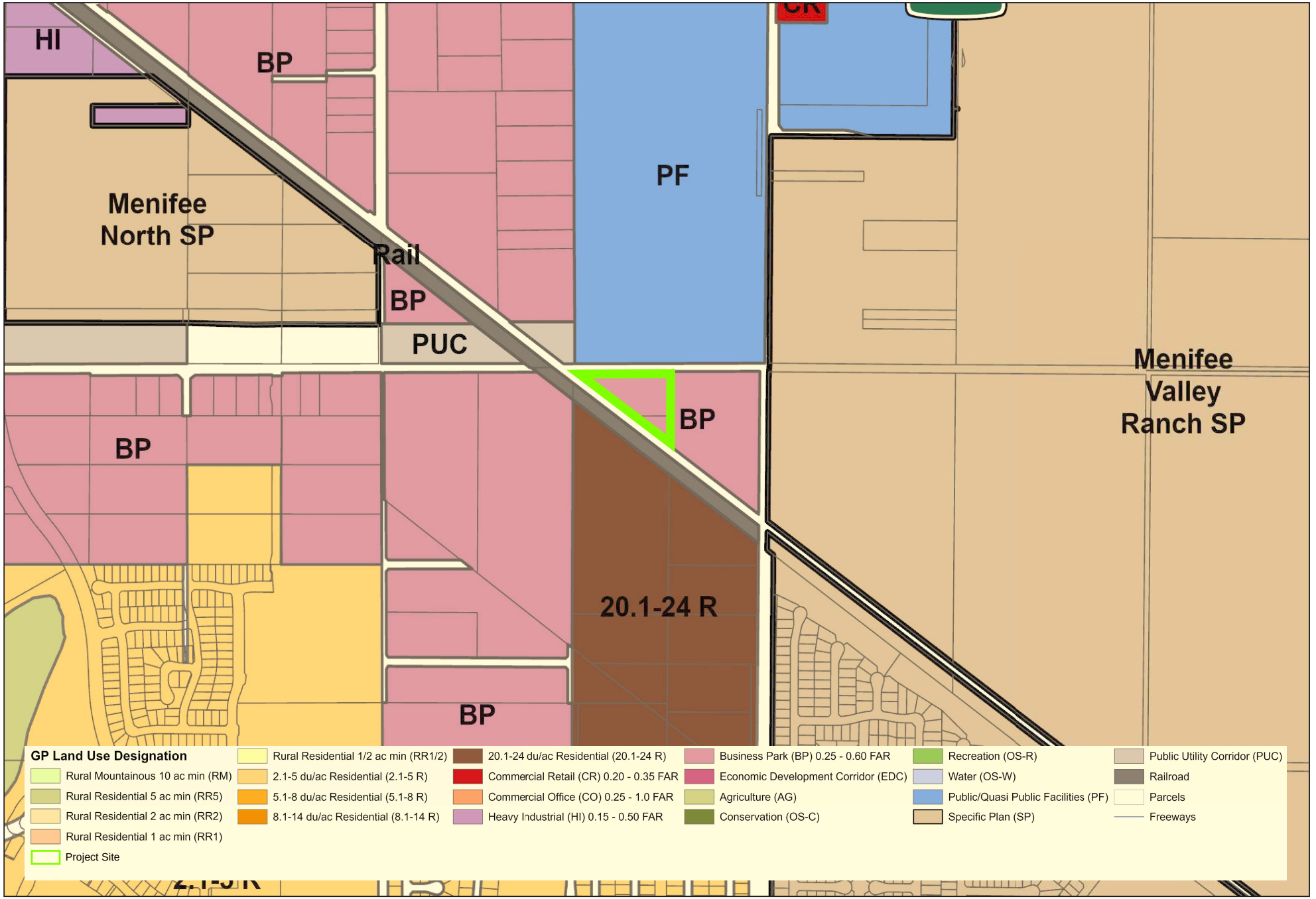


Source: ESRI, 2025

FIGURE 2: Local Vicinity Map
Seaflower ESS Project, City of Menifee

Not to scale

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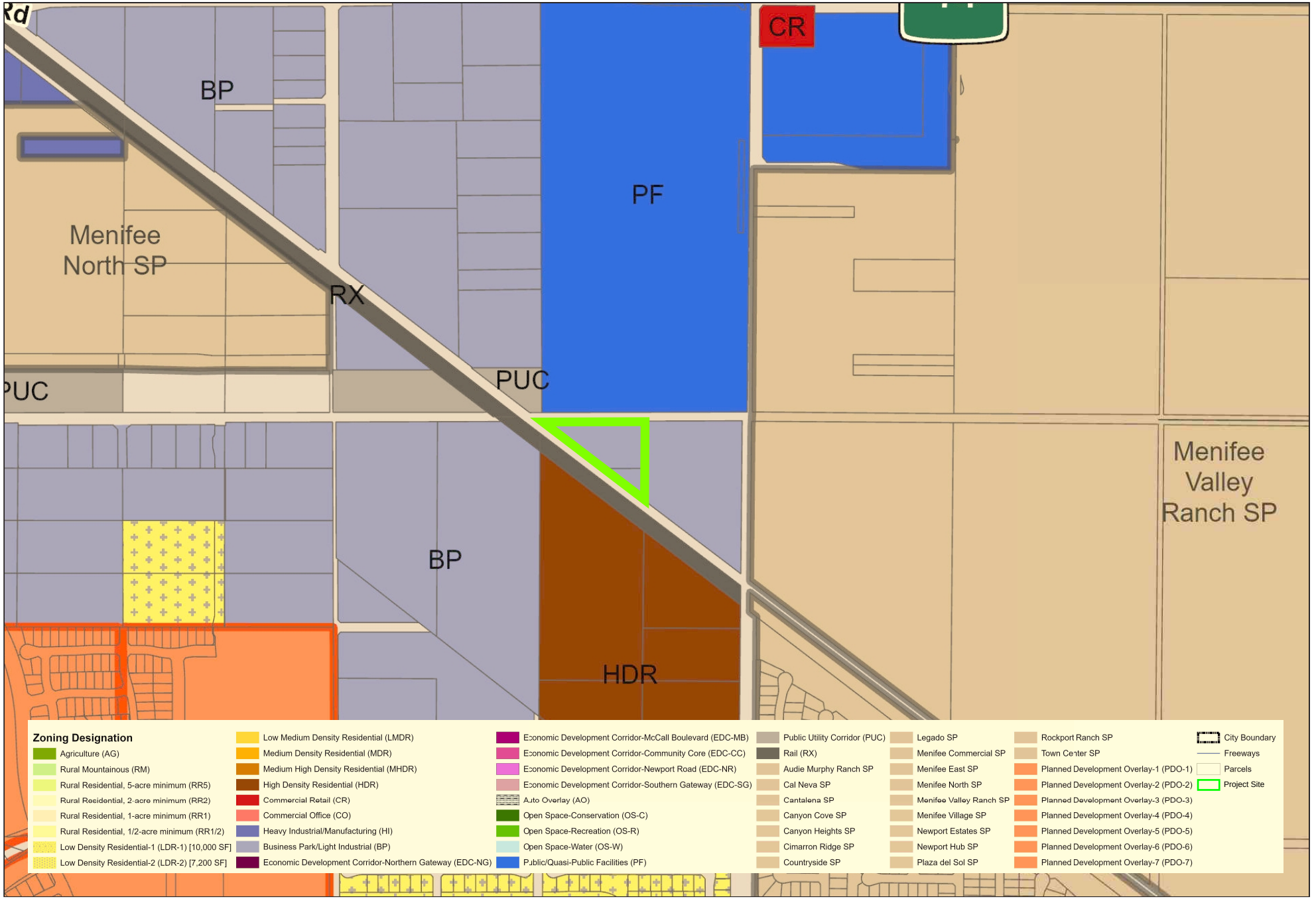


Source: City of Menifee General Plan Land Use Map, 2023.

FIGURE 3: Existing General Plan Land Use Designations
Seaflower ESS Project, City of Menifee

Not to scale

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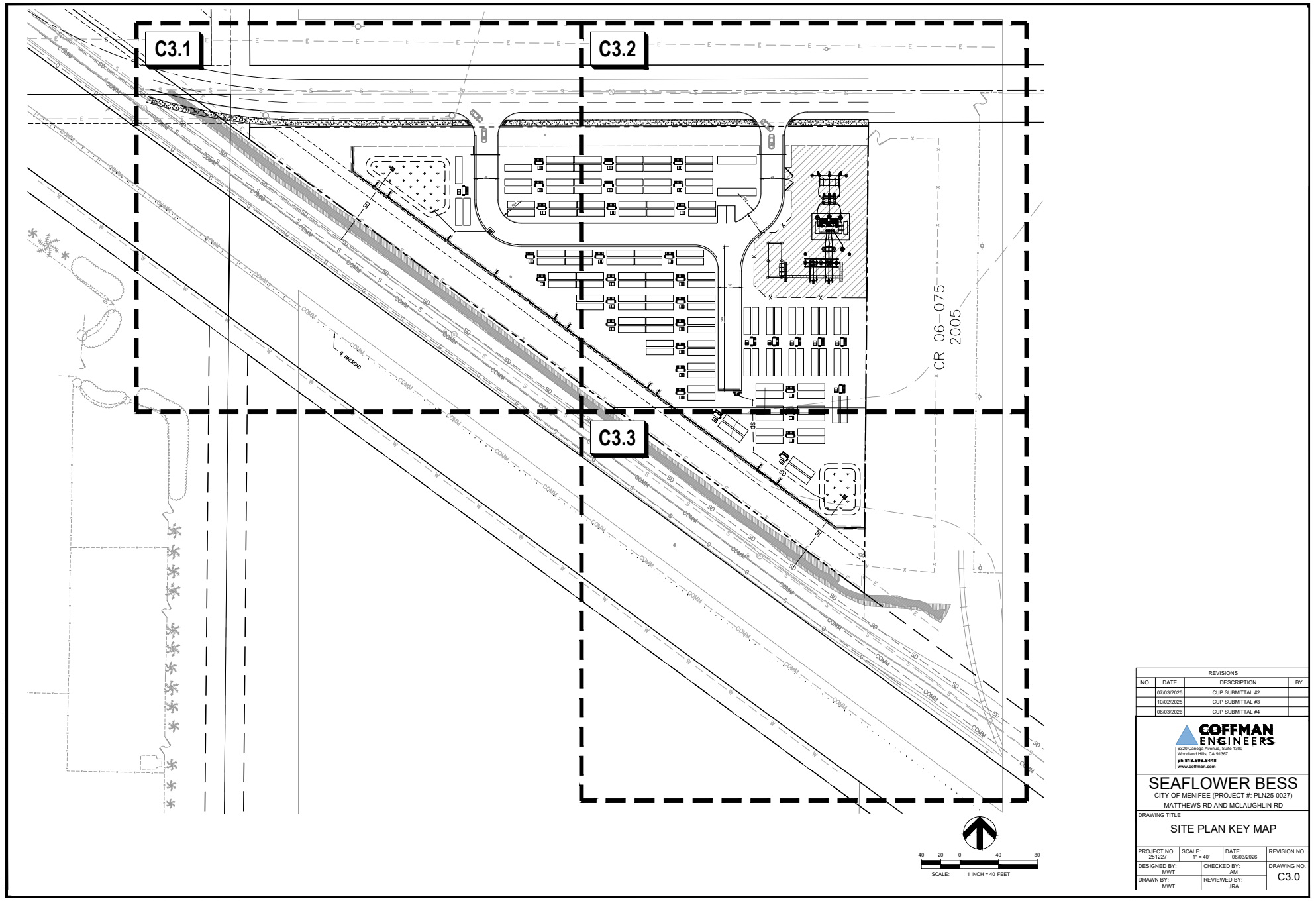


Source: City of Menifee Zoning Map, 2023.

FIGURE 4: Existing Zoning
Seaflower ESS Project, City of Menifee

Not to scale

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REVISIONS			
NO.	DATE	DESCRIPTION	BY
	07/03/2025	CUP SUBMITTAL #2	
	10/02/2025	CUP SUBMITTAL #3	
	06/03/2026	CUP SUBMITTAL #4	

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
SITE PLAN KEY MAP

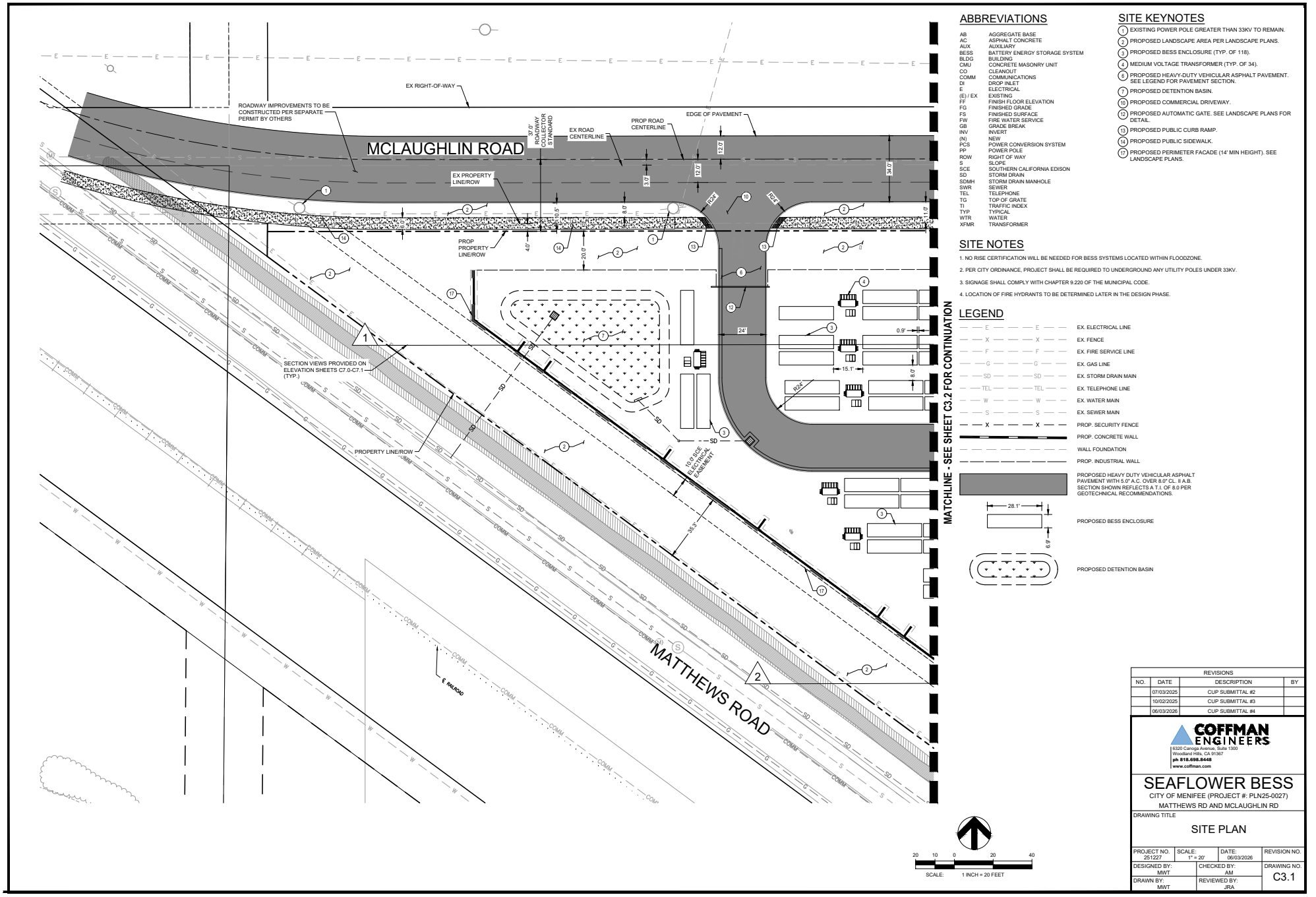
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DESIGNED BY: MWT	CHECKED BY: AM		DRAWING NO. C3.0
DRAWN BY: MWT	REVIEWED BY: JRA		

Source: Coffman Engineers, 2026.

FIGURE 5a: Conceptual Site Plan
Seaflower ESS Project, City of Menifee

Not to scale

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ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AUX	AUXILIARY
BESS	BATTERY ENERGY STORAGE SYSTEM
BLDG	BUILDING
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
COMM	COMMUNICATIONS
DI	DROP INLET
E	ELECTRICAL
(E) / EX	EXISTING
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FS	FINISHED SURFACE
FW	FIRE WATER SERVICE
GB	GRADE BREAK
INV	INVERT
(N)	NEW
PCS	POWER CONVERSION SYSTEM
PP	POWER POLE
ROW	RIGHT OF WAY
S	SLOPE
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SWR	SEWER
TEL	TELEPHONE
TG	TOP OF GRATE
TI	TRAFFIC INDEX
TYP	TYPICAL
WTR	WATER
XFMR	TRANSFORMER

SITE KEYNOTES

1. EXISTING POWER POLE GREATER THAN 33KV TO REMAIN.
2. PROPOSED LANDSCAPE AREA PER LANDSCAPE PLANS.
3. PROPOSED BESS ENCLOSURE (TYP. OF 118).
4. MEDIUM VOLTAGE TRANSFORMER (TYP. OF 34).
6. PROPOSED HEAVY-DUTY VEHICULAR ASPHALT PAVEMENT. SEE LEGEND FOR PAVEMENT SECTION.
7. PROPOSED DETENTION BASIN.
10. PROPOSED COMMERCIAL DRIVEWAY.
12. PROPOSED AUTOMATIC GATE. SEE LANDSCAPE PLANS FOR DETAIL.
13. PROPOSED PUBLIC CURB RAMP.
14. PROPOSED PUBLIC SIDEWALK.
17. PROPOSED PERIMETER FACADE (14' MIN HEIGHT). SEE LANDSCAPE PLANS.

SITE NOTES

1. NO RISE CERTIFICATION WILL BE NEEDED FOR BESS SYSTEMS LOCATED WITHIN FLOODZONE.
2. PER CITY ORDINANCE, PROJECT SHALL BE REQUIRED TO UNDERGROUND ANY UTILITY POLES UNDER 33KV.
3. SIGNAGE SHALL COMPLY WITH CHAPTER 9.220 OF THE MUNICIPAL CODE.
4. LOCATION OF FIRE HYDRANTS TO BE DETERMINED LATER IN THE DESIGN PHASE.

LEGEND

- EX. ELECTRICAL LINE
- EX. FENCE
- EX. FIRE SERVICE LINE
- EX. GAS LINE
- EX. STORM DRAIN MAIN
- EX. TELEPHONE LINE
- EX. WATER MAIN
- EX. SEWER MAIN
- PROP. SECURITY FENCE
- PROP. CONCRETE WALL
- WALL FOUNDATION
- PROP. INDUSTRIAL WALL
- PROPOSED HEAVY DUTY VEHICULAR ASPHALT PAVEMENT WITH 5.0" A.C. OVER 8.0" CL. II A.B. SECTION SHOWN REFLECTS A T.I. OF 8.0 PER GEOTECHNICAL RECOMMENDATIONS.
- PROPOSED BESS ENCLOSURE (28.1' × 6.0')
- PROPOSED DETENTION BASIN

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	07/03/2025	CUP SUBMITTAL #2	
	10/02/2025	CUP SUBMITTAL #3	
	06/03/2026	CUP SUBMITTAL #4	

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE: SITE PLAN

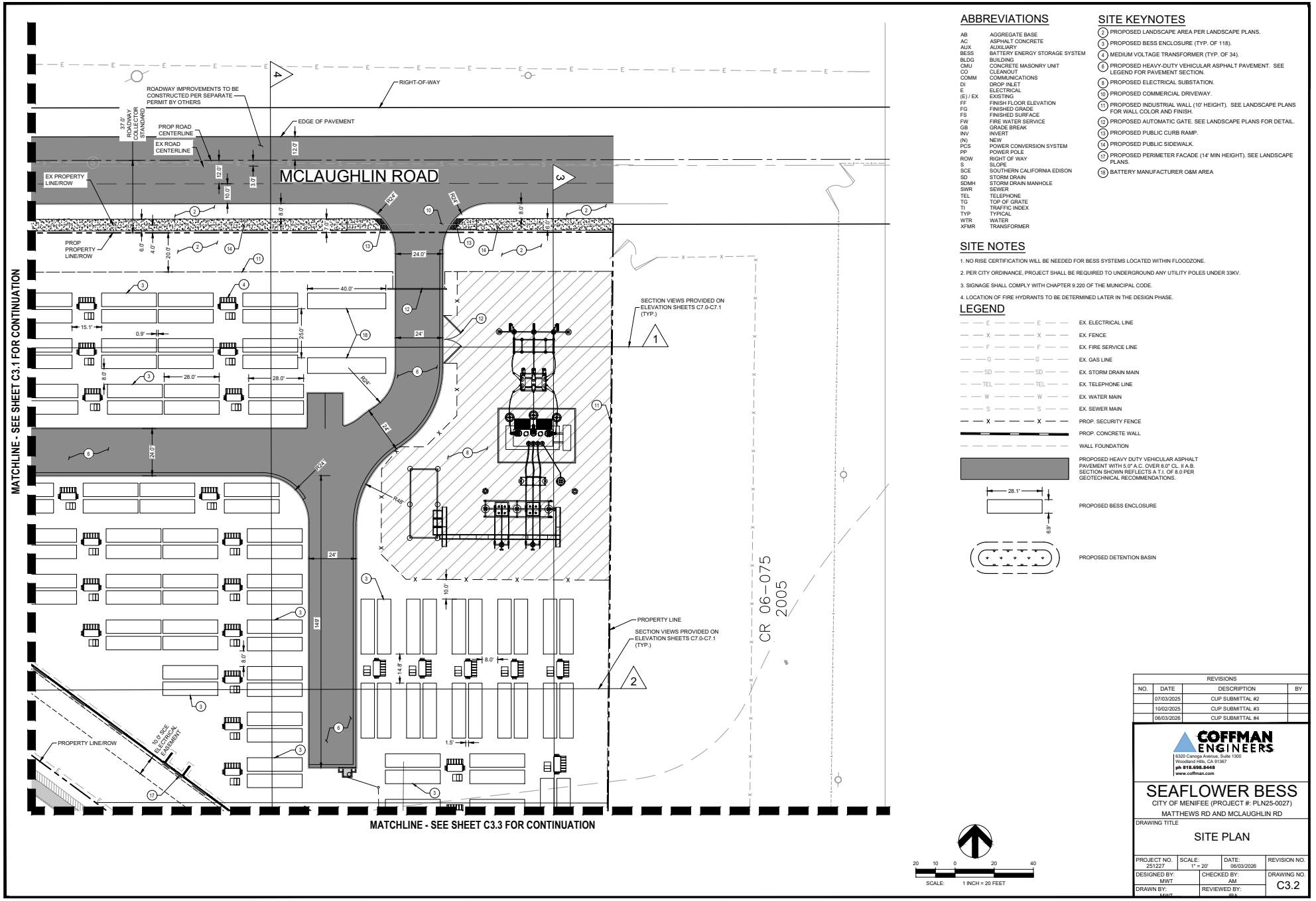
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DESIGNED BY: MWT	CHECKED BY: AM		DRAWING NO. C3.1
DRAWN BY: MWT	REVIEWED BY: JRA		

Source: Coffman Engineers, 2026.

FIGURE 5b: Conceptual Site Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AUX	AUXILIARY
BESS	BATTERY ENERGY STORAGE SYSTEM
BLDG	BUILDING
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
COMM	COMMUNICATIONS
DI	DROP INLET
E	ELECTRICAL
(E) / EX	EXISTING
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FS	FINISHED SURFACE
FW	FIRE WATER SERVICE
GB	GRADE BREAK
INV	INVERT
(N)	NEW
PCS	POWER CONVERSION SYSTEM
PP	POWER POLE
ROW	RIGHT OF WAY
S	SLOPE
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SWR	SEWER
TEL	TELEPHONE
TG	TOP OF GRATE
TI	TRAFFIC INDEX
TYP	TYPICAL
WTR	WATER
XFMR	TRANSFORMER

SITE KEYNOTES

2. PROPOSED LANDSCAPE AREA PER LANDSCAPE PLANS.
3. PROPOSED BESS ENCLOSURE (TYP. OF 118).
4. MEDIUM VOLTAGE TRANSFORMER (TYP. OF 34).
6. PROPOSED HEAVY-DUTY VEHICULAR ASPHALT PAVEMENT. SEE LEGEND FOR PAVEMENT SECTION.
8. PROPOSED ELECTRICAL SUBSTATION.
10. PROPOSED COMMERCIAL DRIVEWAY.
11. PROPOSED INDUSTRIAL WALL (10' HEIGHT). SEE LANDSCAPE PLANS FOR WALL COLOR AND FINISH.
12. PROPOSED AUTOMATIC GATE. SEE LANDSCAPE PLANS FOR DETAIL.
13. PROPOSED PUBLIC CURB RAMP.
14. PROPOSED PUBLIC SIDEWALK.
17. PROPOSED PERIMETER FACADE (14' MIN HEIGHT). SEE LANDSCAPE PLANS.
18. BATTERY MANUFACTURER O&M AREA

SITE NOTES

1. NO RISE CERTIFICATION WILL BE NEEDED FOR BESS SYSTEMS LOCATED WITHIN FLOODZONE.
2. PER CITY ORDINANCE, PROJECT SHALL BE REQUIRED TO UNDERGROUND ANY UTILITY POLES UNDER 33KV.
3. SIGNAGE SHALL COMPLY WITH CHAPTER 9.220 OF THE MUNICIPAL CODE.
4. LOCATION OF FIRE HYDRANTS TO BE DETERMINED LATER IN THE DESIGN PHASE.

LEGEND

- EX. ELECTRICAL LINE
- EX. FENCE
- EX. FIRE SERVICE LINE
- EX. GAS LINE
- EX. STORM DRAIN MAIN
- EX. TELEPHONE LINE
- EX. WATER MAIN
- EX. SEWER MAIN
- PROP. SECURITY FENCE
- PROP. CONCRETE WALL
- WALL FOUNDATION
- PROPOSED HEAVY DUTY VEHICULAR ASPHALT PAVEMENT WITH 5.0" A.C. OVER 8.0" CL. II A.B. SECTION SHOWN REFLECTS A T.I. OF 8.0 PER GEOTECHNICAL RECOMMENDATIONS.
- PROPOSED BESS ENCLOSURE
- PROPOSED DETENTION BASIN

SCALE: 1 INCH = 20 FEET

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	07/03/2025	CUP SUBMITTAL #2	
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	06/03/2026	CUP SUBMITTAL #4	

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
SITE PLAN

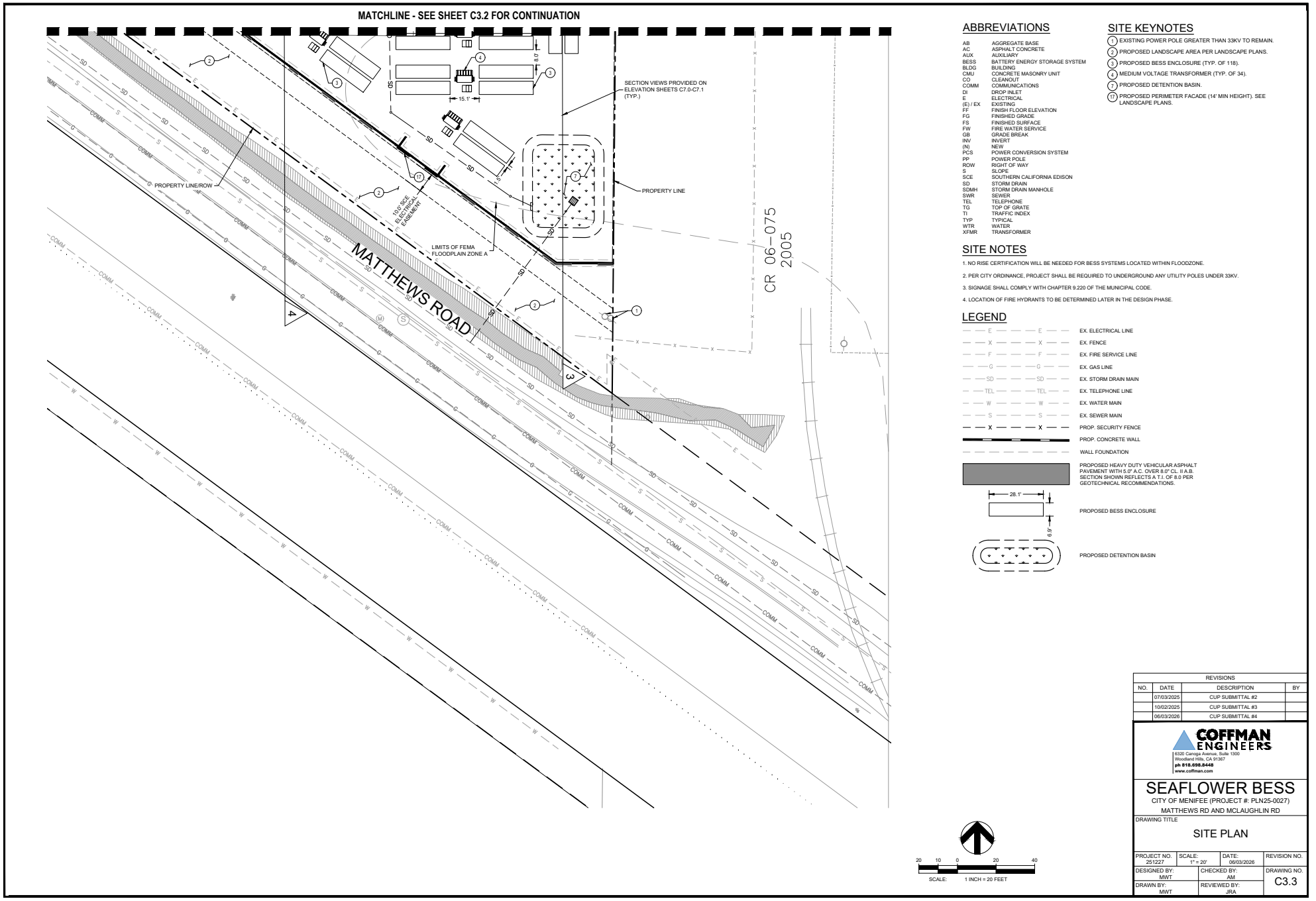
PROJECT NO.	SCALE:	DATE:	REVISION NO.
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DESIGNED BY: MWT		CHECKED BY: AM	DRAWING NO. C3.2
DRAWN BY: MWT		REVIEWED BY: IPA	

Source: Coffman Engineers, 2026.

FIGURE 5c: Conceptual Site Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



Source: Coffman Engineers, 2026.

FIGURE 5d: Conceptual Site Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn





A.1 MCLAUGHLIN RD SUBSTATION ENTRANCE CONCEPTUAL ELEVATION & STREET-LEVEL PERSPECTIVE WITH VEGETATION
SCALE: NOT TO SCALE





A.2 INDUSTRIAL WALL / FENCE EXAMPLE (MWF SOLUTIONS)
SCALE: NOT TO SCALE



A.3 VEHICLE GATE EXAMPLE (AMERISTAR TRANSPORT TRAVERSE)
SCALE: NOT TO SCALE

SHEET NOTES

1. RENDERINGS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.
2. PLANT MATERIAL IN RENDERINGS IS LIMITED TO TREES AND LARGER SHRUBS. SMALLER SHRUBS, PERENNIALS, AND GROUNDCOVER PLANTINGS ARE OMITTED FOR CLARITY.
3. PLANT MATERIAL IS SHOWN AT APPROXIMATELY 80% MATURE SIZE IN RENDERINGS.
4. RENDERINGS ARE BASED ON THE CONCEPT LANDSCAPE PLAN (L1.1).
5. FACADE ALIGNMENT / FOOTPRINT IS CONCEPTUAL AND PENDING REVIEW BY ENGINEERING TEAMS. FINAL FOOTPRINT OF FACADE DESIGN MAY VARY BASED ON ENGINEERING AND EQUIPMENT CLEARANCE REQUIREMENTS ON INSIDE OF FACADE.
6. SUBSTATION COMPONENTS ARE NOT SHOWN IN RENDERINGS. THE FINAL LAYOUT AND SIZE OF THE SUBSTATION COMPONENTS ARE TO BE DETERMINED, PENDING FURTHER INPUT FROM DESIGN TEAM.

REVISIONS			
NO.	DATE	DESCRIPTION	BY
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	06/03/2026	CUP SUBMITTAL #4	

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
MCLAUGHLIN ROAD
CONCEPTUAL RENDERINGS

PROJECT NO.	SCALE:	DATE:	REVISION NO.
251227	AS NOTED	06/03/2026	
DESIGNED BY: ERL		CHECKED BY: ERL	DRAWING NO. L2.1
DRAWN BY: KK		REVIEWED BY: ERL	

Source: Coffman Engineers, 2026.

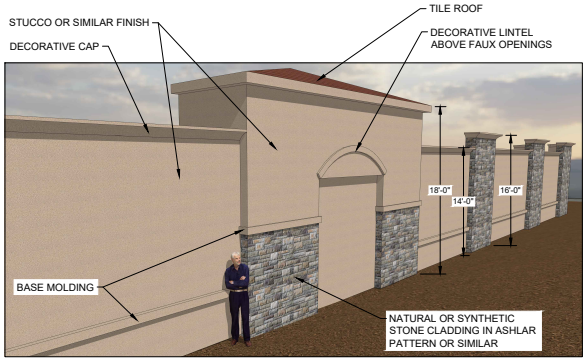
FIGURE 6a: Perimeter Facade and Fence Conceptual Rendering
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



B.1 MATTHEWS RD FRONTAGE CONCEPTUAL FACADE ELEVATION WITH VEGETATION
SCALE: NOT TO SCALE



B.2 MATTHEWS RD FACADE CONCEPTUAL PERSPECTIVE
SCALE: NOT TO SCALE

SHEET NOTES

1. RENDERINGS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.
2. PLANT MATERIAL IN RENDERINGS IS LIMITED TO TREES AND LARGER SHRUBS. SMALLER SHRUBS, PERENNIALS, AND GROUNDCOVER PLANTINGS ARE OMITTED FOR CLARITY.
3. PLANT MATERIAL IS SHOWN AT APPROXIMATELY 80% MATURE SIZE IN RENDERINGS.
4. RENDERINGS ARE BASED ON THE CONCEPT LANDSCAPE PLAN (L1.1).
5. FACADE ALIGNMENT / FOOTPRINT IS CONCEPTUAL AND PENDING REVIEW BY ENGINEERING TEAMS. FINAL FOOTPRINT OF FACADE DESIGN MAY VARY BASED ON ENGINEERING AND EQUIPMENT CLEARANCE REQUIREMENTS ON INSIDE OF FACADE.
6. SUBSTATION COMPONENTS ARE NOT SHOWN IN RENDERINGS. THE FINAL LAYOUT AND SIZE OF THE SUBSTATION COMPONENTS ARE TO BE DETERMINED, PENDING FURTHER INPUT FROM DESIGN TEAM.
7. PERIMETER FACADE SECTIONS ARE SHOWN AT 14' HEIGHT, 16' HEIGHT, AND 18' HEIGHT, AS INDICATED IN RENDERING B.2, THIS SHEET.
8. FACADE FACING MATTHEWS RD SHALL INCLUDE SECTIONS THAT EXTEND HORIZONTALLY OUT FROM THE FACE OF THE STRUCTURE, CREATING TEXTURE AND VISUAL APPEAL.
   - 8.1. 14' HEIGHT SECTIONS OF THE FACADE SHALL INCLUDE DECORATIVE CAPS, HORIZONTAL MOLDING AT WAINSCOT HEIGHT, AND A STUCCO OR SIMILAR FINISH.
   - 8.2. 16' HEIGHT SECTIONS OF FACADE SHALL INCLUDE DECORATIVE CAPS.
     - 8.2.1. ONE 16' HEIGHT SECTION OF THE FACADE (SHOWN ON THE LEFT SIDE OF RENDERING B.1, THIS SHEET) SHALL INCLUDE A DECORATIVE CAP, HORIZONTAL MOLDING, AND A FAUX DOOR OPENING WITH A DECORATIVE ARCHED LINTEL ABOVE.
     - 8.2.2. ALL OTHER 16' HEIGHT SECTIONS OF THE FACADE SHALL HAVE NATURAL OR SNYTHETIC STONE CLADDING.
   - 8.3. 18' HEIGHT SECTIONS OF FACADE SHALL INCLUDE TILE ROOF (WHICH WILL EXTEND ABOVE THE 18' HEIGHT), FAUX OPENINGS TO INDICATE DOORWAYS, DECORATIVE ARCHED LINTELS ABOVE FAUX OPENINGS, BASE MOLDING AT AN ELEVATED HEIGHT, STUCCO OR SIMILAR FINISH ABOVE BASE MOLDING, AND NATURAL OR SYNTHETIC STONE CLADDING BELOW BASE MOLDING.

REVISIONS			
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	07/03/2025	CUP SUBMITTAL #2	
	10/02/2025	CUP SUBMITTAL #3	
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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
MATTHEWS ROAD CONCEPTUAL RENDERINGS

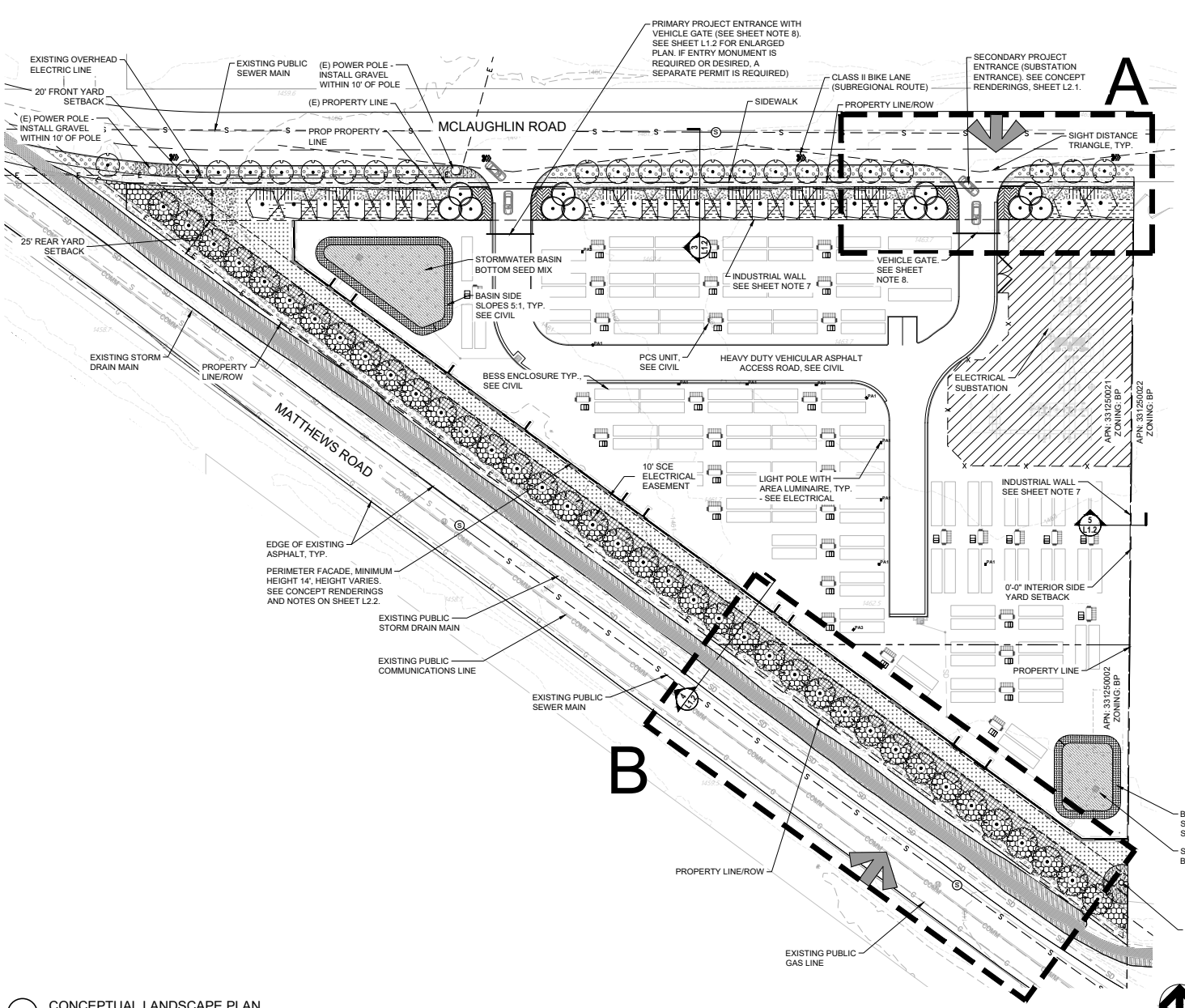
PROJECT NO.	SCALE:	DATE:	REVISION NO.
251227	AS NOTED	06/03/2026	
DESIGNED BY: ERL	CHECKED BY: ERL		DRAWING NO. L2.2
DRAWN BY: KK	REVIEWED BY:: ERL		

Source: Coffman Engineers, 2026.

FIGURE 6b: Perimeter Facade and Fence Conceptual Rendering
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



1 CONCEPTUAL LANDSCAPE PLAN
SCALE: 1" = 30'-0"

SHEET NOTES

1. ALL PLANT MATERIAL SHALL CONFORM TO ANSI Z60.1, LATEST EDITION.
2. ALL PLANTING BEDS SHALL RECEIVE 3" BARK MULCH AND BE SEPARATED FROM TURF AND GRAVEL BY LANDSCAPE EDGING.
3. MINIMUM NURSERY CONTAINER SIZES FOR TREES SHALL BE 24–INCH BOX, ACCENT TREES / 36–INCH BOX, SHRUBS / 5 GALLON, AND GROUNDCOVERS / GRASSES/PERENNIALS / 1 GALLON. A MINIMUM OF 10% OF TOTAL TREE QUANTITY SHALL BE SPECIMEN SIZE (36" BOX SIZE OR LARGER).
4. PLANTINGS SHOWN ON THIS CONCEPT LANDSCAPE PLAN ARE SUBJECT TO APPROVAL BY THE AHJ. PLANTINGS SHOWN WITHIN AND ADJACENT-TO SCE EASEMENTS ARE SUBJECT TO APPROVAL BY SCE.
5. FACADE ALIGNMENT / FOOTPRINT IS CONCEPTUAL AND PENDING REVIEW BY ENGINEERING TEAMS. FINAL FOOTPRINT OF FACADE DESIGN MAY VARY BASED ON ENGINEERING AND EQUIPMENT CLEARANCE REQUIREMENTS ON INSIDE OF FACADE.
6. REFER TO L2.1 AND L2.2 FOR CONCEPTUAL ELEVATION RENDERINGS OF AREAS "A" AND "B" AND ADDITIONAL INFORMATION REGARDING INDUSTRIAL WALL AND VEHICLE GATES.
7. INDUSTRIAL WALL SHALL BE 10'-TALL METAL WALL/FENCE. BASIS OF DESIGN: MWF SOLUTIONS INDUSTRIAL WALL WITH VERTICAL PICKETS. FINAL COLOR TBD, BUT SHALL COMPLIMENT FACADE ALONG MATTHEWS RD. REFER TO A.2 ON SHEET L2.1.
8. VEHICLE GATES SHALL BE 8'-TALL INDUSTRIAL GRADE BLACK STEEL CANTILEVER SLIDING GATES. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE, 3-RAIL, TRIDENT STYLE (OR APPROVED EQUAL). REFER TO A.3, ON SHEET L2.1.

PLANT SCHEDULE ON-SITE LANDSCAPING

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	WUCOLS	SPACING
TREES						
	AA	18	ARBUTUS ANDRACHNE / EASTERN STRAWBERRY TREE	24" BOX	L	
	CO	12	CERCIS OCCIDENTALIS / WESTERN REDBUD	36" BOX	L	
	GP	38	GELJERA PARVIFLORA / AUSTRALIAN WILLOW	24" BOX	M	
SHRUB AREAS						
	AD	46	ARCTOSTAPHYLOS DENSIFLORA / VINE HILL MANZANITA	5 GAL	L	72" o.c.
	CG	167	CAESALPINIA GILLIESII / YELLOW BIRD OF PARADISE	5 GAL	L	84" o.c.
	CH	115	CEANOTHUS X 'RAY HARTMAN' / RAY HARTMAN WILD LILAC	5 GAL	L	60" o.c.
	CU	100	CHAMELAUCIUM UNCINATUM / GERALDTON WAXFLOWER	5 GAL	L	96" o.c.
	JM	518	JUNIPERUS X PFITZERIANA 'MONSAN' / SEA OF GOLD® PFITZER JUNIPER	5 GAL	L	48" o.c.
	LA3	89	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER	5 GAL	L	36" o.c.
	SP2	82	SALVIA LEUCOPHYLLA / PURPLE SAGE	5 GAL	L	60" o.c.
GROUND COVERS						
	DR	817	DIANELLA REVOLUTA / SPREADING FLAX LILY	1 GAL	L	30" o.c.
	HS	424	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	1 GAL	M	30" o.c.
STORMWATER BASIN BOTTOM SEED MIX						
		3,965 SF	CALTRANS PERENNIAL GRASSLAND MIX - INCLUDING INDIAN RICEGRASS (STIPA HYMENOIDES) 33%; DESERT NEEDLEGRASS (STIPA SPECIOSA) 33%; AND PURPLE THREE-AWN (ARISTIDA PURPUREA) 34%			

PLANT SCHEDULE CFD-ROW LANDSCAPING

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	WUCOLS	SPACING
TREES						
	CC	23	CALLISTEMON CITRINUS / LEMON BOTTLEBRUSH MULTI-TRUNK	24"BOX	L	
GROUND COVERS						
	DR	1,357	DIANELLA REVOLUTA / SPREADING FLAX LILY	1 GAL	L	30" o.c.

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	06/03/2026	CUP SUBMITTAL #4	

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
CONCEPTUAL LANDSCAPE SITE PLAN

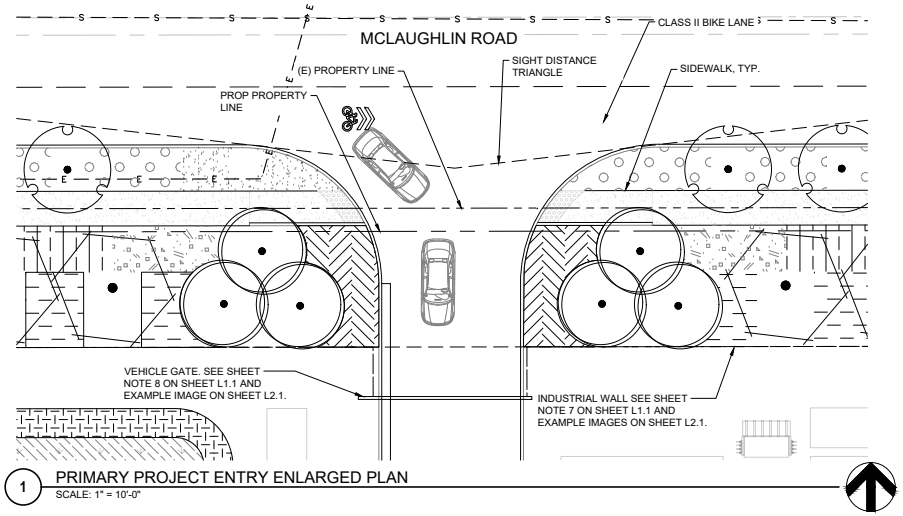
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251227	AS NOTED	06/03/2026	
DESIGNED BY: ERL	CHECKED BY: ERL		DRAWING NO. L1.1
DRAWN BY: KK	REVIEWED BY: ERL		

Source: Coffman Engineers, 2026.

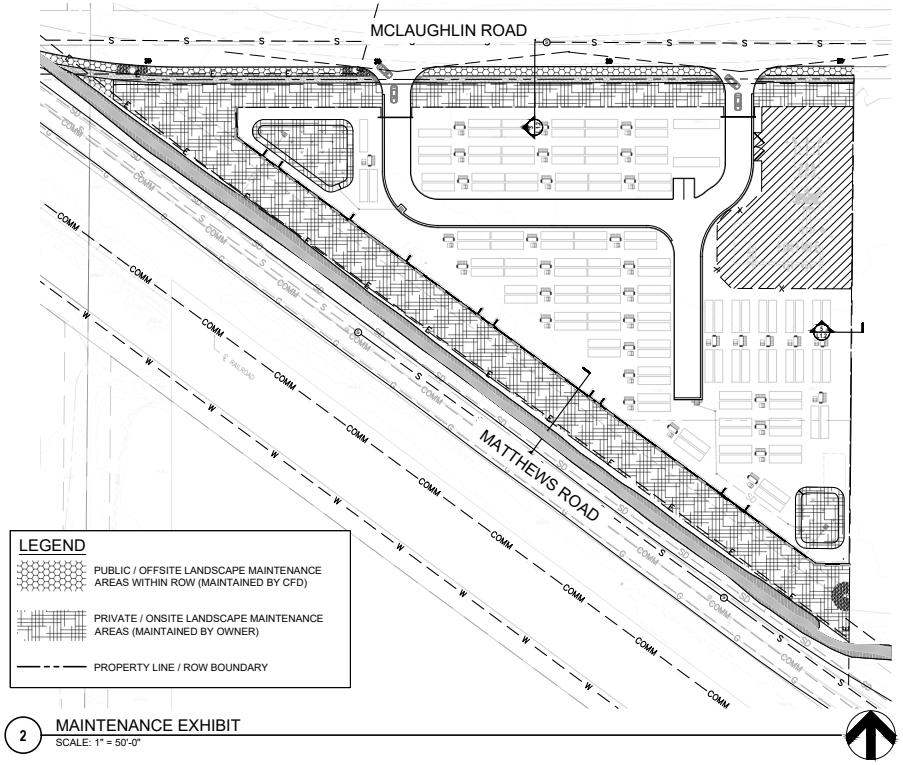
FIGURE 7a: Conceptual Landscape Plan
Seaflower ESS Project, City of Menifee

Not to scale

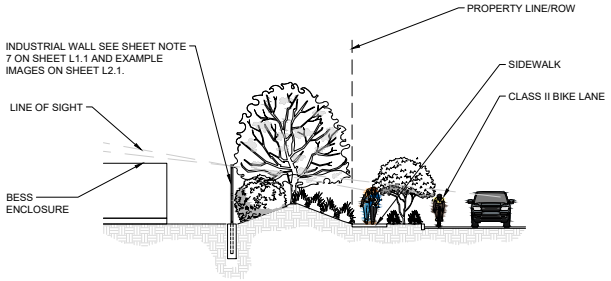
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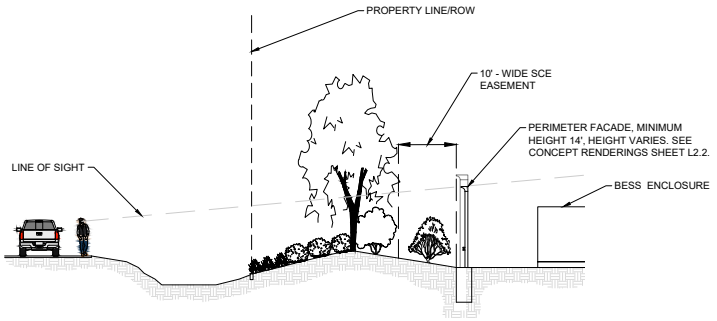
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SCALE: 1" = 10'-0"



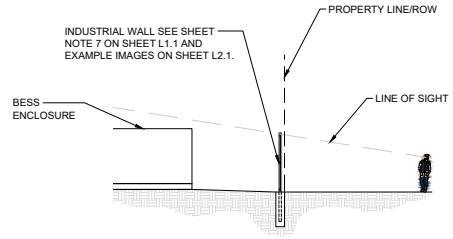
2 MAINTENANCE EXHIBIT
SCALE: 1" = 50'-0"



3 MCLAUGHLIN RD FRONTAGE CONCEPTUAL LANDSCAPE SECTION
SCALE: 1" = 10'-0"



4 MATTHEWS RD FRONTAGE CONCEPTUAL LANDSCAPE SECTION
SCALE: 1" = 10'-0"



5 EAST PROPERTY LINE CONCEPTUAL SECTION
SCALE: 1" = 10'-0"

REVISIONS			
NO.	DATE	DESCRIPTION	BY
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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
LANDSCAPE EXHIBITS AND SECTIONS

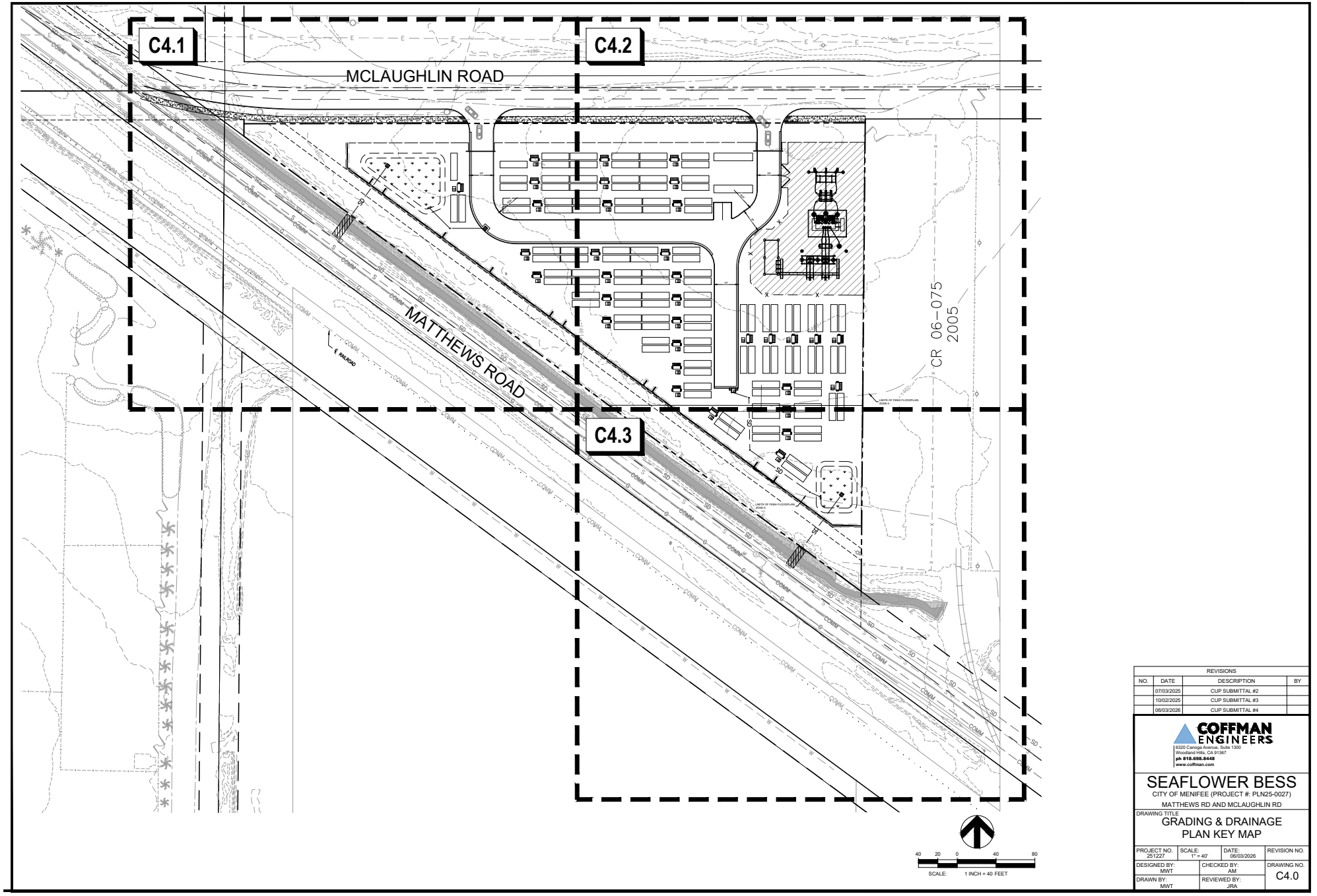
PROJECT NO.	SCALE:	DATE:	REVISION NO.
251227	AS NOTED	06/03/2026	
DESIGNED BY: ERL	CHECKED BY: ERL		DRAWING NO. L1.2
DRAWN BY: KK	REVIEWED BY: ERL		

Source: Coffman Engineers, 2026.

FIGURE 7b: Conceptual Landscape Plan
Seaflower ESS Project, City of Menifee

Not to scale

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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE:
GRADING & DRAINAGE PLAN KEY MAP

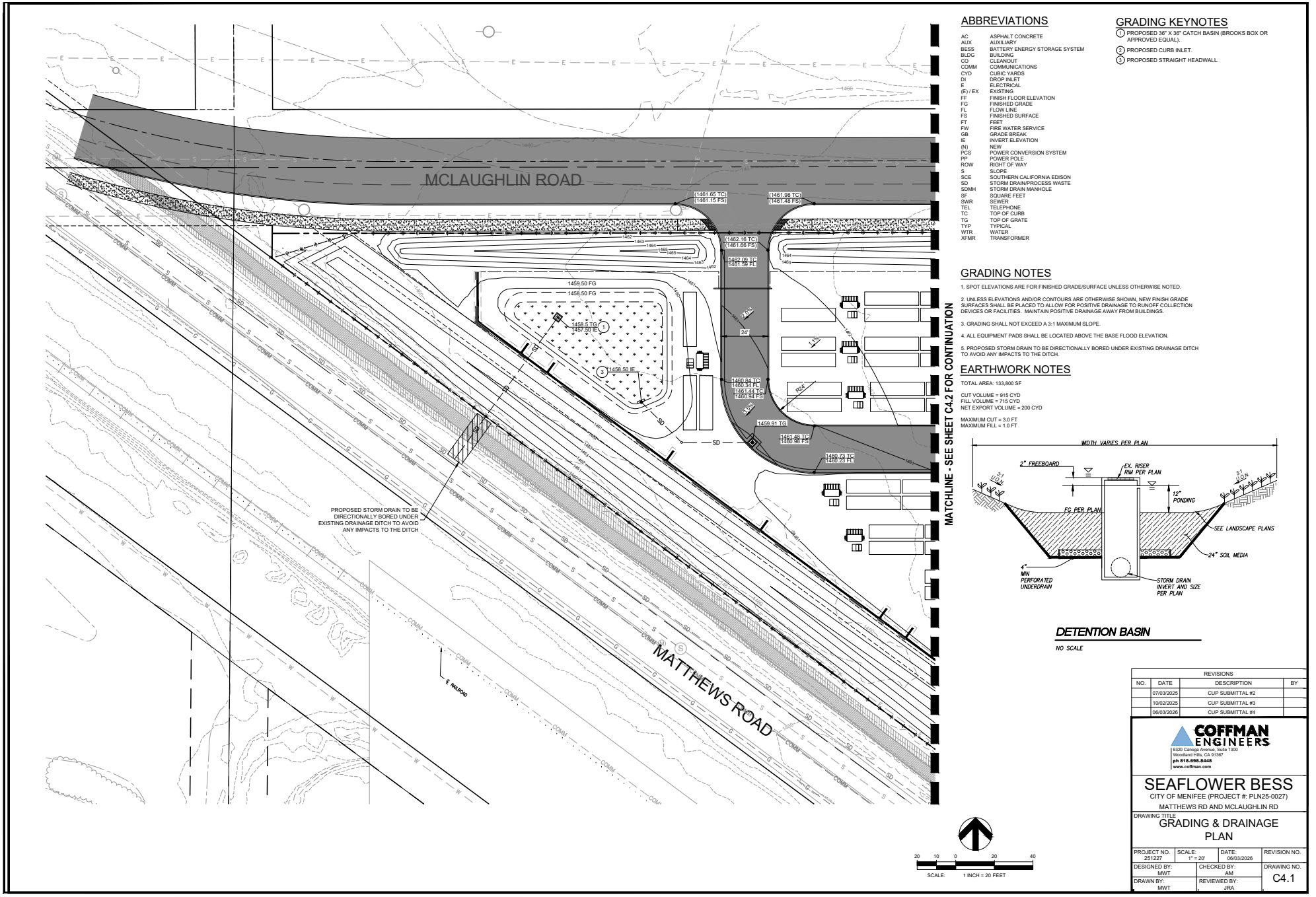
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DESIGNED BY: MWT	CHECKED BY: AM		DRAWING NO. C4.0
DRAWN BY: MWT	REVIEWED BY: JRA		

Source: Coffman Engineers, 2026.

FIGURE 8a: Conceptual Grading and Drainage Plan
Seaflower ESS Project, City of Menifee

Not to scale

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ABBREVIATIONS

AC	ASPHALT CONCRETE
AUX	AUXILIARY
BESS	BATTERY ENERGY STORAGE SYSTEM
BLDG	BUILDING
CO	CLEANOUT
COMM	COMMUNICATIONS
CYD	CUBIC YARDS
DI	DROP INLET
E	ELECTRICAL
(E) / EX	EXISTING
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FT	FEET
FW	FIRE WATER SERVICE
GB	GRADE BREAK
IE	INVERT ELEVATION
(N)	NEW
PCS	POWER CONVERSION SYSTEM
PP	POWER POLE
ROW	RIGHT OF WAY
S	SLOPE
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN/PROCESS WASTE
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SWR	SEWER
TEL	TELEPHONE
TC	TOP OF CURB
TG	TOP OF GRATE
TYP	TYPICAL
WTR	WATER
XFMR	TRANSFORMER

GRADING KEYNOTES

1. PROPOSED 36" X 36" CATCH BASIN (BROOKS BOX OR APPROVED EQUAL).
2. PROPOSED CURB INLET.
3. PROPOSED STRAIGHT HEADWALL.

GRADING NOTES

1. SPOT ELEVATIONS ARE FOR FINISHED GRADE/SURFACE UNLESS OTHERWISE NOTED.
2. UNLESS ELEVATIONS AND/OR CONTOURS ARE OTHERWISE SHOWN, NEW FINISH GRADE SURFACES SHALL BE PLACED TO ALLOW FOR POSITIVE DRAINAGE TO RUNOFF COLLECTION DEVICES OR FACILITIES. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDINGS.
3. GRADING SHALL NOT EXCEED A 3:1 MAXIMUM SLOPE.
4. ALL EQUIPMENT PADS SHALL BE LOCATED ABOVE THE BASE FLOOD ELEVATION.
5. PROPOSED STORM DRAIN TO BE DIRECTIONALLY BORED UNDER EXISTING DRAINAGE DITCH TO AVOID ANY IMPACTS TO THE DITCH.

EARTHWORK NOTES

TOTAL AREA: 133,800 SF

CUT VOLUME = 915 CYD
FILL VOLUME = 715 CYD
NET EXPORT VOLUME = 200 CYD

MAXIMUM CUT = 3.0 FT
MAXIMUM FILL = 1.0 FT

DETENTION BASIN

NO SCALE

REVISIONS			
NO.	DATE	DESCRIPTION	BY
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SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
GRADING & DRAINAGE PLAN

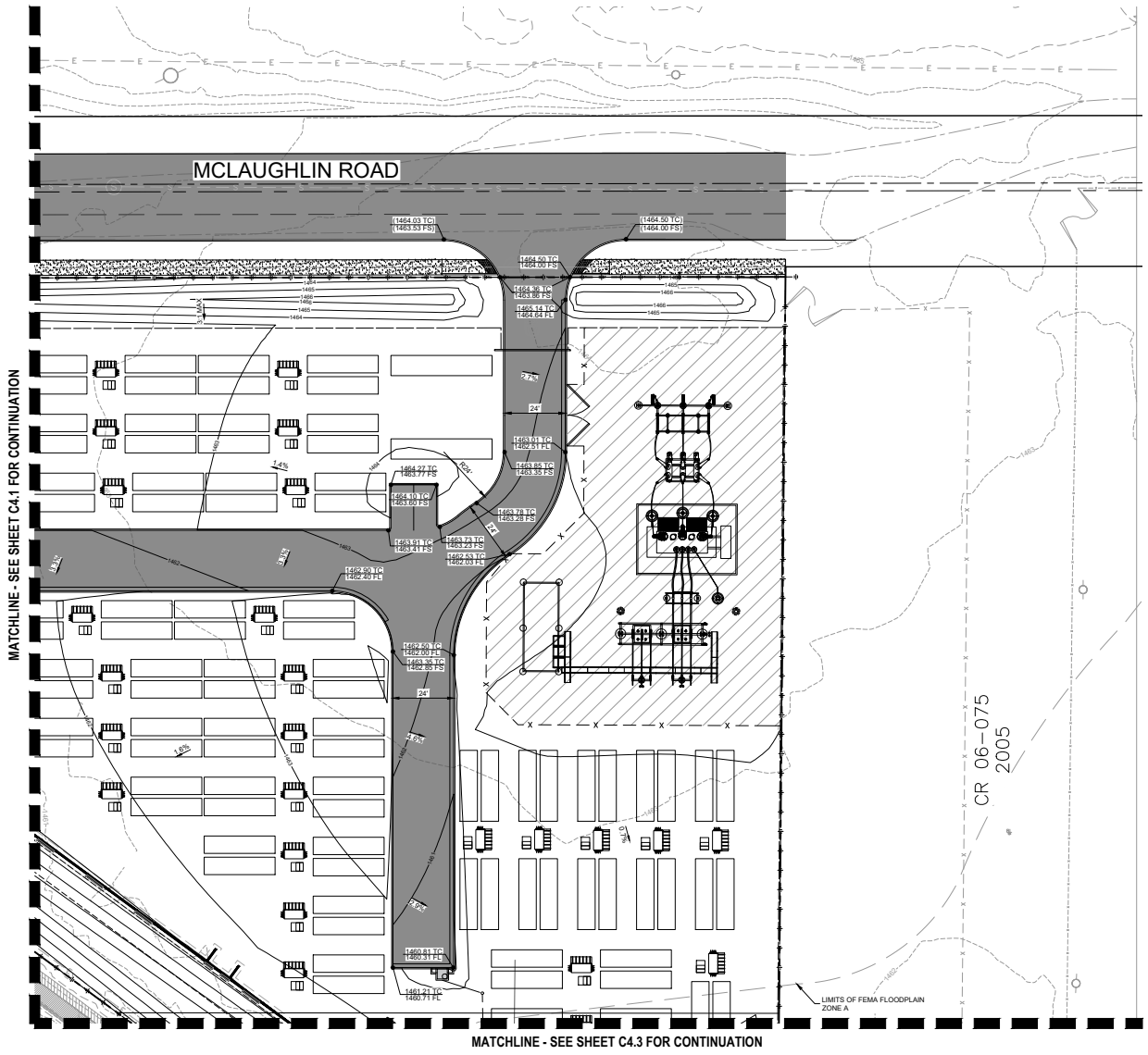
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DESIGNED BY: MWT	CHECKED BY: AM		DRAWING NO. C4.1
DRAWN BY: MWT	REVIEWED BY: JRA		

Source: Coffman Engineers, 2026.

FIGURE 8b: Conceptual Grading and Drainage Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



ABBREVIATIONS

AC	ASPHALT CONCRETE
AUX	AUXILIARY
BESS	BATTERY ENERGY STORAGE SYSTEM
BLDG	BUILDING
CO	CLEANOUT
COMM	COMMUNICATIONS
CYD	CUBIC YARDS
DI	DROP INLET
E	ELECTRICAL
(E) / EX	EXISTING
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FT	FEET
FW	FIRE WATER SERVICE
GB	GRADE BREAK
IE	INVERT ELEVATION
(N)	NEW
PCS	POWER CONVERSION SYSTEM
PP	POWER POLE
ROW	RIGHT OF WAY
S	SLOPE
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN/PROCESS WASTE
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SWR	SEWER
TEL	TELEPHONE
TC	TOP OF CURB
TG	TOP OF GRATE
TYP	TYPICAL
WTR	WATER
XFMR	TRANSFORMER

GRADING KEYNOTES

1. PROPOSED 36" X 36" CATCH BASIN (BROOKS BOX OR APPROVED EQUAL).
2. PROPOSED CURB INLET.
3. PROPOSED STRAIGHT HEADWALL.

GRADING NOTES

1. SPOT ELEVATIONS ARE FOR FINISHED GRADE/SURFACE UNLESS OTHERWISE NOTED.
2. UNLESS ELEVATIONS AND/OR CONTOURS ARE OTHERWISE SHOWN, NEW FINISH GRADE SURFACES SHALL BE PLACED TO ALLOW FOR POSITIVE DRAINAGE TO RUNOFF COLLECTION DEVICES OR FACILITIES. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDINGS.
3. GRADING SHALL NOT EXCEED A 3:1 MAXIMUM SLOPE.
4. PROPOSED STORM DRAIN TO BE DIRECTIONALLY BORED UNDER EXISTING DRAINAGE DITCH TO AVOID ANY IMPACTS TO THE DITCH.

EARTHWORK NOTES

TOTAL AREA: 133,800 SF

CUT VOLUME = 915 CYD
FILL VOLUME = 715 CYD
NET EXPORT VOLUME = 200 CYD

MAXIMUM CUT = 3.0 FT
MAXIMUM FILL = 1.0 FT

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	07/03/2025	CUP SUBMITTAL #2	
	10/02/2025	CUP SUBMITTAL #3	
	06/03/2026	CUP SUBMITTAL #4	

COFFMAN ENGINEERS
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Woodland Hills, CA 91367
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www.coffman.com

SEAFLOWER BESS
CITY OF MENIFEE (PROJECT #: PLN25-0027)
MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
GRADING & DRAINAGE PLAN

PROJECT NO. 251227	SCALE: 1" = 20'	DATE: 06/03/2026	REVISION NO.
DESIGNED BY: MWT		CHECKED BY: AM	DRAWING NO. C4.2
DRAWN BY: MWT		REVIEWED BY: JRA	

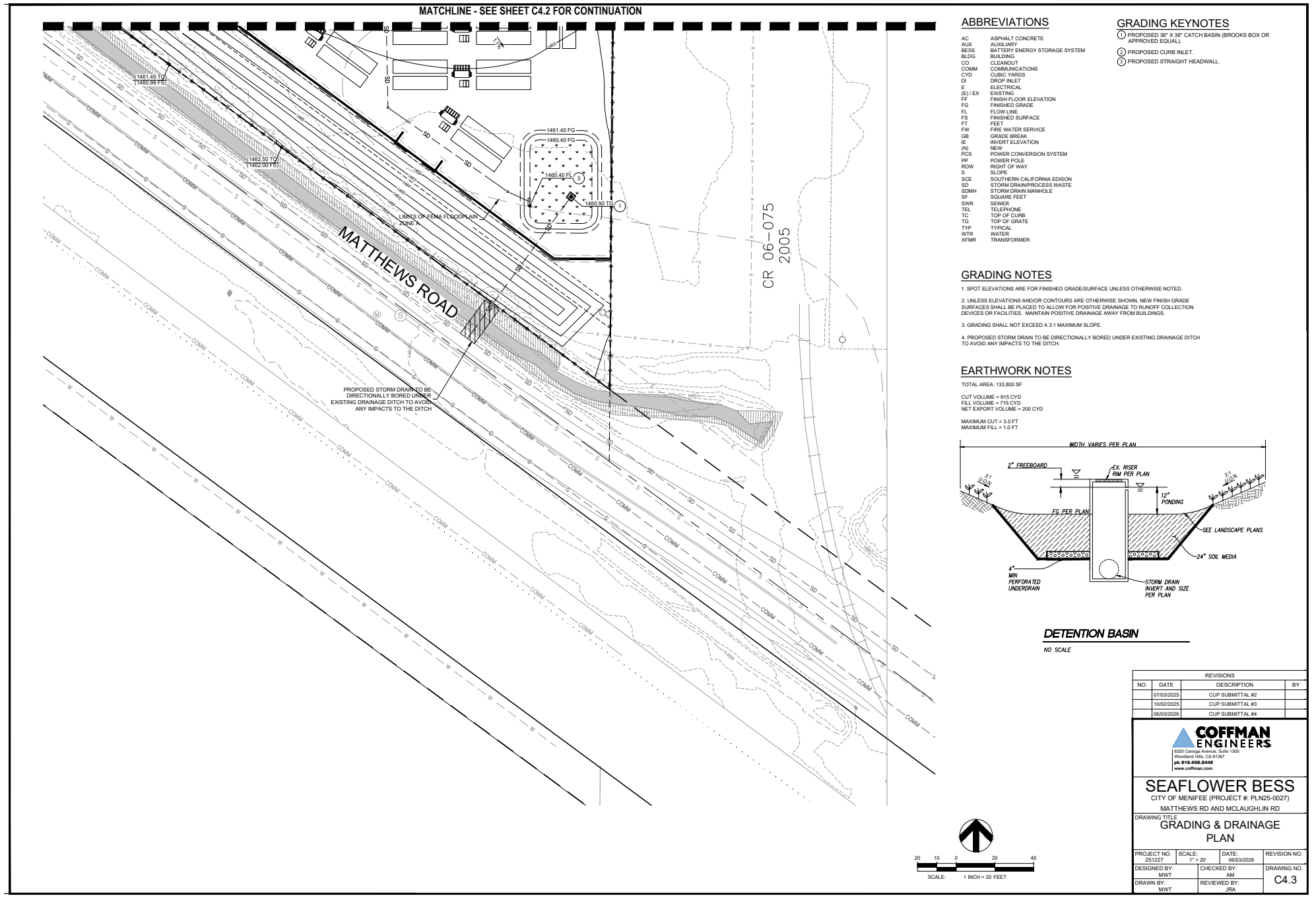
20 10 0 20 40
SCALE: 1 INCH = 20 FEET

Source: Coffman Engineers, 2026.

FIGURE 8c: Conceptual Grading and Drainage Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



ABBREVIATIONS

AC	ASPHALT CONCRETE
AUX	AUXILIARY
BESS	BATTERY ENERGY STORAGE SYSTEM
BLDG	BUILDING
CO	CLEANOUT
COMM	COMMUNICATIONS
CYD	CUBIC YARDS
DI	DROP INLET
E	ELECTRICAL
(E) / EX	EXISTING
FF	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FT	FEET
FW	FIRE WATER SERVICE
GB	GRADE BREAK
IE	INVERT ELEVATION
(N)	NEW
PCS	POWER CONVERSION SYSTEM
PP	POWER POLE
ROW	RIGHT OF WAY
S	SLOPE
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN/PROCESS WASTE
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SWR	SEWER
TEL	TELEPHONE
TC	TOP OF CURB
TG	TOP OF GRATE
TYP	TYPICAL
WTR	WATER
XFMR	TRANSFORMER

GRADING KEYNOTES

1. PROPOSED 36" X 36" CATCH BASIN (BROOKS BOX OR APPROVED EQUAL).
2. PROPOSED CURB INLET.
3. PROPOSED STRAIGHT HEADWALL.

GRADING NOTES

1. SPOT ELEVATIONS ARE FOR FINISHED GRADE/SURFACE UNLESS OTHERWISE NOTED.
2. UNLESS ELEVATIONS AND/OR CONTOURS ARE OTHERWISE SHOWN, NEW FINISH GRADE SURFACES SHALL BE PLACED TO ALLOW FOR POSITIVE DRAINAGE TO RUNOFF COLLECTION DEVICES OR FACILITIES. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDINGS.
3. GRADING SHALL NOT EXCEED A 3:1 MAXIMUM SLOPE.
4. PROPOSED STORM DRAIN TO BE DIRECTIONALLY BORED UNDER EXISTING DRAINAGE DITCH TO AVOID ANY IMPACTS TO THE DITCH.

EARTHWORK NOTES

TOTAL AREA: 133,800 SF

CUT VOLUME = 915 CYD
FILL VOLUME = 715 CYD
NET EXPORT VOLUME = 200 CYD

MAXIMUM CUT = 3.0 FT
MAXIMUM FILL = 1.0 FT

DETENTION BASIN

NO SCALE

20 10 0 20 40
SCALE: 1 INCH = 20 FEET

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	07/03/2025	CUP SUBMITTAL #2	
	10/02/2025	CUP SUBMITTAL #3	
	06/03/2026	CUP SUBMITTAL #4	

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MATTHEWS RD AND MCLAUGHLIN RD

DRAWING TITLE
GRADING & DRAINAGE PLAN

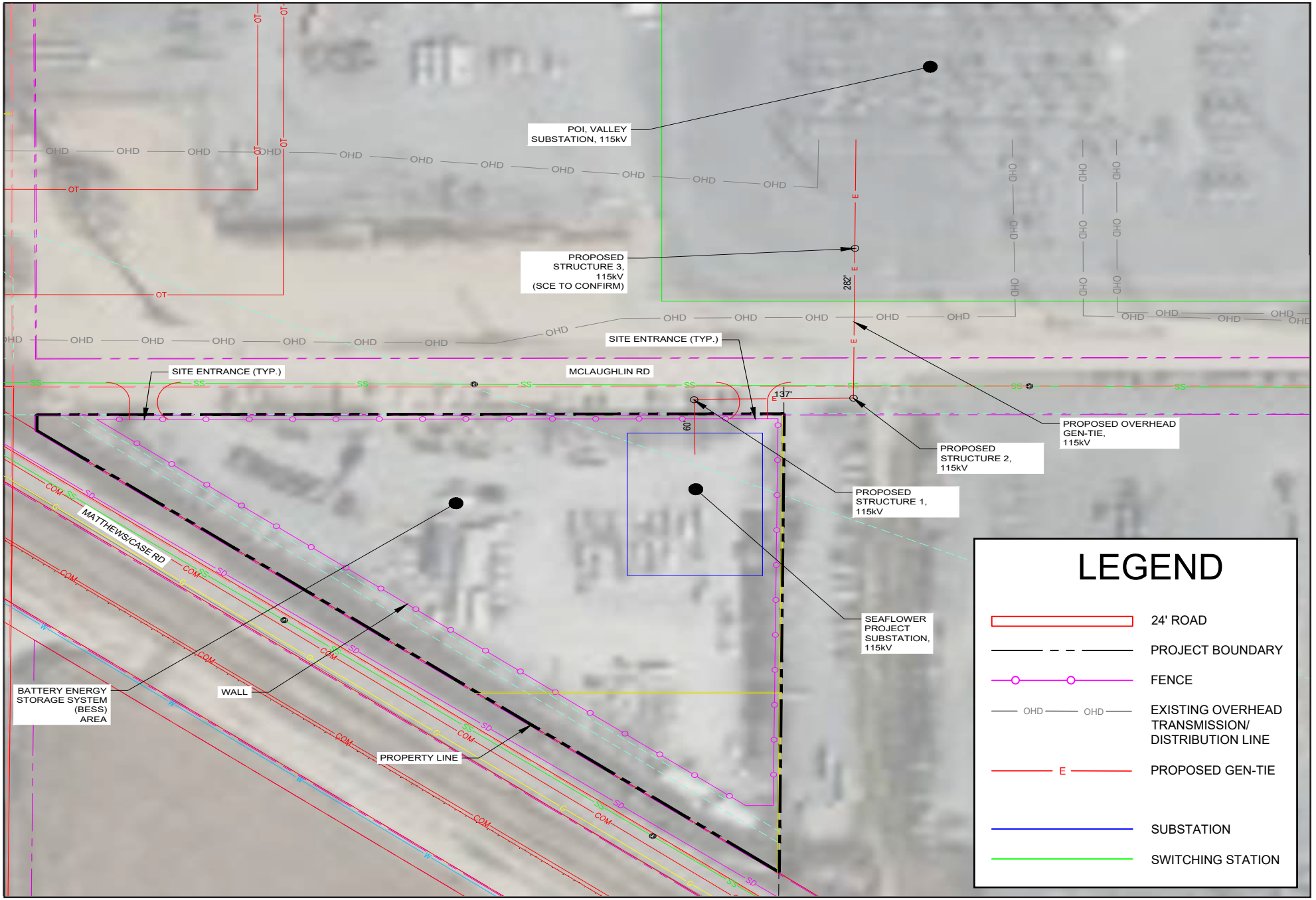
PROJECT NO.	SCALE:	DATE:	REVISION NO.
251227	1" = 20'	06/03/2026	
DESIGNED BY: MWT		CHECKED BY: AM	DRAWING NO. C4.3
DRAWN BY: MWT		REVIEWED BY: JRA	

Source: Coffman Engineers, 2026.

FIGURE 8d: Conceptual Grading and Drainage Plan
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn



Source: Samsung, 2025.

FIGURE 9: Conceptual Gen-Tie Line Configuration
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Seaflower ESS

2. **Lead agency name and address:**

   City of Menifee
   29844 Haun Road
   Menifee, CA 92586

3. **Contact person and phone number:**

   Ryan Fowler, Planning Manager
   (951) 723-3740

4. **Project location:**

   28636 Matthews Road
   Menifee, CA 92584

5. **Project sponsor's name and address:**

   Seaflower Energy LLC
   5521-5523
   La Jolla, CA 92037

6. **General plan designation:**

   Business Park (BP)

7. **Zoning:**

   Business Park/Light Industrial (BP)

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The Project consists of a ground-up new construction outdoor energy storage system (ESS) installation comprised of 118 battery enclosures, fed by 34 medium voltage transformers, all connected to a new substation yard through underground duct banks. The scope of work also captures civil engineered site grading/drainage, landscape design, and fire access roads to comply with Menifee MC and ordinances.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The surrounding land uses of the Project include Business Park to the east and west, Public Facilities and Public Corridor to the north, and residential to the south. Further to the east of the Project site across Menifee Road is the Specific Plan area. The approximately ~~3.84-acre~~ 3.70-acre Project site is currently developed as an equipment and vehicle storage yard. Surrounding land uses of the Project site include equipment and vehicle storage to the east, and the SCE Valley Substation and associated transmission line facilities to the north, and an additional storage yard and undeveloped land to the southwest.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

At a minimum, the Project would require Major Plot Plan Application No. PLN 25-0027 and Major Conditional Use Permit No. PLN 25-0019 for battery energy storage system use. Other permits required for the Project may include, but are not limited to, the following: issuance of encroachment permits for driveways, sidewalks, and utilities; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City completed AB 52 tribal consultation of the Project. Based on the City's prior experience and with written requests, the City initiated AB 52 tribal consultation with the following potentially interested Tribes: Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians. Refer to **Section 4.18, Tribal Cultural Resources**.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agricultural and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Signature Date

4.0 ENVIRONMENTAL ANALYSIS

Aesthetics

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?			X	
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Menifee's natural mountainous setting is critical to its overall visual character and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Scenic vistas provide views of these features from public spaces. Many scenic resources are outside the City limits and beyond the boundary of the Project site. Scenic views from various locations within the City, including public roads surrounding the Project Site such as Matthews Road and Menifee Road include: the San Jacinto Mountains to the northeast and east, the San Bernardino Mountains to the north, the San Gabriel Mountains to the northwest, and the Santa Ana Mountains to the west and southwest.

The Project site has been previously disturbed and is currently used for equipment and vehicle storage. The Project would re-develop the Project site for battery energy storage uses. Additionally, the Project would include a decorative perimeter façade along the southwestern

perimeter along Matthews Road to provide security and to screen the Project. This perimeter façade would be a ~~14-foot-tall concrete wall that would include 16-foot and 18-foot wide segments~~ concrete wall with 14-, 16-, and 18-foot-tall segments and would resemble the exterior walls of a commercial or industrial building, utilizing a decorative cap, base molding, natural or synthetic stone cladding, decorative arched lintels, and tile roof (over a portion of the wall). Tile roofing would exist on the 18-foot-tall wall segments and extend above the 18-foot height of the wall segment to provide additional screening and architectural variation. Along the remainder of the perimeter, a 10-foot-tall industrial wall would be installed along the northern and eastern boundary. The Project would be required to adhere to the specific development standards for energy storage facilities and outlined in Menifee MC Chapter 9.297 Energy Storage Facilities, which requires.[6] As such, the proposed fencing and wall would be compliant with the Menifee MC for Business Park. Due to the lower height of the Project elements, the Project would not alter or block views of scenic vistas of mountains and foothills available from publicly accessible locations. Further, the Project is consistent with the zoning, general plan designation, and specific plan designation. As such, the Project would not have a substantial adverse effect on a scenic vista, and a less than significant impact would occur.

Off-site Improvements

~~Off-site improvements also include paving of~~ Roadway improvements to McLaughlin Road have already been completed by others and included the paving of the roadway and provision of driveway aprons, which ~~to~~ provide adequate site ingress and egress for Project operations and emergency access. McLaughlin Road would also provide connections to Matthews Road to the southwest. ~~Additionally, a bike lane would be included on McLaughlin Road as well as a sidewalk and curb ramp for pedestrian use and access.~~ The roadway improvements on McLaughlin Road ~~would be~~ were designed and constructed in accordance with the City Industrial Collector Roadway Standard.

Other off-site improvements would include electrical facilities that would support distribution of power from the Project site to the SCE Valley Substation. Taller elements of the Project's off-site improvements would include the installation of utility poles to serve the proposed gen-tie line required to transfer energy between the Project's ESS facility and the SCE Valley Substation. The proposed utility poles would be installed in front of the Project site on McLaughlin Road; refer to **Figure 9: Conceptual Gen-Tie Line Configuration**.

The existing surrounding area is already heavily disrupted by similar infrastructure, and the infrastructure improvements would be similar to those already existing in the surrounding area. Furthermore, taller new elements such as the slender utility poles would not block views of scenic vistas of mountains and foothills available from publicly accessible locations**.** Other off-site improvements such as the new roadway paving, bike lane and RTU unit and utility tie-ins would be low in profile and would not block views of scenic vistas. As such, the installation of off-site

[6] City of Menifee. 2024. *Menifee Development Code, Chapter 9.297 Energy Storage Facilities*, page 9.297-2. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/20968/Article-5-Special-Use-Standards_8-15-24?bidId= (accessed September 2025).

improvements would not significantly impact scenic vistas and a less than significant impact would occur with respect to off-site improvements.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no officially designated state scenic highways within the City.[7] Accordingly, there are no officially designated State scenic highways withing or near the Project site. A segment of SR-74 is designated eligible and is located approximately 0.58 miles north of the Project site.[8] The Project site is within an urbanized area of the City surrounded by similar industrial and business park uses, and surface streets. The Project site does not contain trees, rock outcroppings, or historical buildings. Since the Project is not located within an officially designated state scenic highway, the Project would not substantially damage scenic resources within a state scenic highway, and a less than significant impact would occur.

Off-site Improvements

Off-site improvements are not proposed to be installed within a state scenic highway. As such, the installation of the utility poles, new roadway paving and extensions, bike lane, and utility tie-ins would not significantly impact scenic resources within a state scenic highway and a less than significant impact would occur with respect to off-site improvements.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact.

Public Resources Code Section 21071 defines an urbanized area as:

a) An incorporated city that meets either of the following criteria:

   1) Has a population of at least 100,000 persons.

   2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance, the City's population as of January 2025 was estimated to be 115,316;[9] therefore, criterion a-1 is met and this discussion will analyze if the Project would conflict with applicable zoning and other regulations governing scenic quality.

[7] City of Menifee. 2013. *Menifee General Plan Draft Environmental Impact Report, Section 5.1 Aesthetics*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId= (accessed October 2025).

[8] California Department of Transportation (Caltrans). 2018. *Statewide Scenic Highway Map*. Retrieved from: https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774 (accessed October 2024).

[9] Department of Finance. 2025. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025 with 2020 Benchmark*. Retrieved from: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/ (accessed October 2025).

The Project would include a new up to 400 MWh ~~100 megawatt (MW)/4-hour~~ outdoor utility scale energy storage system. Project components in addition to the energy storage system facility include electrical facilities, telecommunication facilities, and a gen-tie line. In addition, a small operations and maintenance area, with employee parking, would be constructed. Additionally, the Project would include a concrete wall along the southwestern perimeter along Matthews Road to provide security and to shield from public views. A 10-foot-tall security/screening fence would be installed around the remaining perimeter eastern boundary and northern boundary along McLaughlin Road. Landscaping would be provided along the entire perimeter of the site.

As previously discussed, the Project site has a Business Park land use designation and is zoned for Business Park, per the Menifee MC. The Project and surrounding land uses allow for industrial and business park development related uses, of which with the Project's proposed energy storage use is consistent. All Project elements would comply with all applicable development and design standards and guidelines as outlined in Menifee MC. Standards and guidelines specific to scenic quality include the general standards for maximum heights of buildings and structures (i.e., fences, walls and screening), landscaping standards, and lighting standards. The Project would also comply with the Menifee GP goals and policies pertaining to aesthetics and scenic quality.

The Project would not conflict with applicable zoning as the Project site and surrounding parcels are zoned for industrial and business park uses. The Project's construction-related activities would result in short-term impacts on the area's visual character and quality. However, impacts would be temporary and would not result in permanent visual impacts. Through adherence to the Menifee GP goals and policies pertaining to aesthetics and scenic quality, and the Menifee MC development standards, the Project would not conflict with applicable zoning or regulations governing scenic quality, and a less than significant impact would occur.

Off-site Improvements

The Project's off-site improvements such as installation of the utility poles, new roadway paving and extension, bike lane, and various utility tie-ins would not conflict with applicable zoning as the Project site and surrounding parcels are zoned for industrial and business park uses. The Project's off-site construction-related activities would result in short-term impacts on the area's visual character and quality. However, impacts would be temporary and would not result in permanent visual impacts. Therefore, a less than significant impact would occur with respect to off-site improvements.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused by unshielded or misdirected lighting sources as well as reflective surfaces. The Project would include security lighting and entry lighting that would comply with Menifee MC Chapter 9.205 Lighting

Standards.[10] Consistent with Menifee MC Chapter 9.205, all lighting shall be shielded and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed straight down and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the site.

Additionally, the Menifee GP Community Design Element includes goals and policies that encourage attractive landscaping, lighting, and signage that conveys the community's positive image (Goal CD-6) and that limit light leakage and spillage that may interfere with the Mt. Palomar Observatory operations (Goal CD-6.5). The Project would not interfere with Mt. Palomar Observatory nighttime use, as the Observatory is located approximately 31 miles southwest from the Project site.

Through compliance with the Menifee MC lighting standards and Menifee GP Community Design Element goals and policies relating to lighting, the Project would not create new sources of light that generate substantial light or glare that could adversely affect day or nighttime views and a less than significant impact would occur.

Off-site Improvements

The Project's off-site improvements could generate new sources of light related to limited safety and security lighting. The small amount of new off-site lighting would not interfere with Mt. Palomar Observatory nighttime use, as the Observatory is located approximately 31 miles southwest and new sources of lighting would comply with Menifee MC standards to be hooded and shielded to prevent light spillover effects. Similar to the Project, off-site improvements would comply with the Menifee MC lighting standards and Menifee GP Community Design Element goals and policies relating to lighting, the Project would not create new sources of light that generate substantial light or glare that could adversely affect day or nighttime views and a less than significant impact would occur.

Cumulative Impacts

Aesthetic impacts related to scenic views, scenic quality, and light and glare are generally site-specific. As concluded in the analyses above, the Project's potential impacts on aesthetic resources would be less than significant. The Project would be consistent with the type and intensity of the existing surrounding industrial uses. Consistent with the Project, each cumulative development would be subject to compliance with applicable State and local development standards and guidelines to minimize aesthetic-related impacts. Therefore, the Project's impact on aesthetic resources is not anticipated to be cumulatively considerable and would be less than significant.

[10] City of Menifee. 2025. *Menifee Development Code Article: 4 Site Development Regulations and Performance Standards*, page 9.205-1. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/20971/Article-4-Site-Development-Regulations-and-Performance-Standards_8-15-24?bidId= (accessed October 2025).

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code

section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project site is not zoned for agricultural use or forestland and would not conflict with existing zoning for agricultural use of forestland. The Project site has been previously developed and is zoned for Business Park and Industrial Uses. The Menifee GP and the California Department of Conservation's (DOC) California Important Farmland Finder designates the Project site as Urban and Built-Up Land.[11] Additionally, the Project site is not under a Williamson Act Contract.

Surrounding zoning includes the Menifee Valley Ranch Specific Plan ~~Murrieta North Specific Plan~~ area and business park to the east; public facilities to the north; residential uses to the south, and business park to the west. The surrounding land uses are light industrial to the north; high density residential to the south; Menifee Valley Ranch ~~North~~ Specific Plan area to the east, and business park to the west. Forest lands are not present in the area surrounding the Project site. According to the Menifee GP and aerial imagery, the Project site and surrounding land are not currently used for agricultural uses. The Project would not divide any agricultural parcels or impede access to any agricultural parcels. Therefore, the Project would not cause direct or indirect conversion of farmland to non-agricultural or non-forest use, and no impact would occur.

Off-site Improvements

As noted in the analysis above, the surrounding area, including the area designated for off-site improvements, is not zoned or used for agricultural or forest land. Additionally, areas for off-site improvements are not under a Williamson Act Contract. As such, off-site improvements would not significantly impact agricultural and forestry resources and no impact would occur.

Cumulative Impacts

As noted above, the Project would have no impact on agricultural and forestry resources since the Project would be consistent with existing on-site and surrounding uses. Therefore, the Project would not contribute to a cumulatively considerable impact.

[11] California Department of Conservation. 2016. *California Important Farmland Finder*. Retrieved from: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed October 2025).

Air Quality

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.	**AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The United States Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the National Ambient Air Quality Standards (NAAQS). The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the NAAQS and California Ambient Air Quality Standards (CAAQS). Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District's (SCAQMD) jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP) and 2022 AQMP (AQMPs).[12] The AQMPs establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving NAAQS and CAAQS. The AQMPs are a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMPs pollutant control strategies are based on the latest scientific and technical information and

[12] The 2016 AQMP (adopted in March 2017) was developed to address attainment of multiple ozone (O3) and fine particulate matter (PM2.5) standards. The 2022 AQMP (adopted in December 2022), was developed to address attainment of the 2015 8-hour O3 standard.

planning assumptions, including SCAG's Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No**. **2**: The Project would not exceed the AQMP's assumptions or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.[13]

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As discussed in Threshold b below, the Project would not exceed SCAQMD's short-term construction or long-term operational thresholds of significance and would therefore not violate any air quality standards. As such, the Project would not result in an increase in frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs. Therefore, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts included in the RTP/SCS. SCAG's population and employment growth forecasts are made in consultation with local governments and with reference to their local general plans. The Project would develop an ESS facility, which would be permitted with a Conditional Use Permit and consistent with the existing Menifee GP land use designation (Business Park). The ESS facility would be managed remotely, and employees would periodically conduct on-site equipment inspections, monitoring, testing, and maintenance. It is anticipated that Project operations would require limited employees and would not cause or contribute to local population growth or housing development. As the Project would be consistent with the Menifee GP land use designation and would not result in local population growth or housing development, the Project would be consistent with the SCAG forecasts included in the AQMPs. Therefore, the Project would be consistent with second criterion.

Based on the foregoing, the Project would not conflict with or obstruct the implementation of the AQMPs or any applicable air quality plan. A less than significant impact would occur.

[13] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook.

Off-site Improvements

Off-site improvements include paving McLaughlin Road, as well as the installation of electrical facilities to support distribution of power from the Project site to the SCE Valley Substation. As with the Project, construction of the off-site improvements would generate short-term emissions, but construction emissions would not exceed the SCAQMD maximum daily emissions thresholds. Further, considering the nature of the off-site improvements, the improvements would not generate emissions that would exceed maximum daily emissions during Project operations. As such, of off-site improvements would not violate air quality standards and specified in the AQMP and would thus be consistent with Criterion No. 1 as noted above. The off-site improvements would be consistent with the surrounding development and would be constructed to serve Project operations. As the Project was evaluated to be consistent with Criterion No. 2, the off-site improvements would also be consistent with Criterion No. 2. Therefore, off-site improvements would have a similar impact to the Project, and a less than significant impact would occur.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact.

Regional Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants, such as ozone (O_3)-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_X]), carbon monoxide (CO), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Construction emissions would be generated from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Project construction activities would begin as early as the fourth quarter of 2027 ~~second quarter of 2026~~. It should be noted that the analyses contained within this report utilize a construction start date of second quarter of 2026. This provides for a more conservative estimate of construction exhaust emissions because the earlier modeled year applies emission factors associated with an earlier equipment and vehicle fleet and does not take credit for emission reductions expected from adopted regulatory requirements, fleet turnover, and technological advancement occurring independently of the Project. Project construction would consist of on-site development and off-site improvements (i.e., construction of McLaughlin Road and gen-tie line). Project construction would result in the temporary generation of criteria pollutant emissions from all phases of construction, including demolition, site preparation, grading, paving (on-site and off-

site), architectural coating (on-site and off-site) battery installation, collector substation installation, gen-tie line foundation and tower erection[14], and gen-tie stringing.

Construction-generated emissions associated with the Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod), which is designed to model emissions for land use development projects, based on typical construction requirements. For purposes of this analysis, it was assumed vendor trucks would transport water from an off-site source to minimize fugitive dust during site preparation and grading. It was additionally assumed vendor trucks would transport the battery, collector substation, and gen-tie line equipment from the nearest port (Port of Long Beach) to the Project site (a roundtrip distance of approximately 166 miles).

Fugitive dust emissions from construction may temporarily become a nuisance and potential health hazard to those living and working nearby. Project construction would comply with SCAQMD rules and regulations, including SCAQMD Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings). SCAQMD Rule 402 (Nuisance) prohibits the discharge of air contaminants or other material that cause a nuisance. SCAQMD Rule 403 (Fugitive Dust) requires fugitive dust control measures. SCAQMD Rule 1113 (Architectural Coatings) provides specifications on painting practices and regulates the VOC content of paint. Project construction would additionally comply with CARB's anti-idling regulations, which prohibits heavy-duty diesel vehicle idling for more than five minutes. Rule 403 was applied in CalEEMod to reduce fugitive dust emissions. See **Appendix A: Air Quality and Greenhouse Gas Emissions Modeling Data** for more information regarding the construction assumptions.

Short-term construction emissions attributable to the Project are summarized in are summarized in **Table 3: Project Construction Maximum Daily Emissions in Pounds per Day**.

Table 3: Project Construction Maximum Daily Emissions in Pounds per Day

Construction Year	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2026	3.22	29.23	30.06	0.05	6.58	3.82
2027	3.84	49.85	37.00	0.34	14.04	4.72
2028	0.58	5.44	7.68	0.03	2.30	0.69
Maximum Emissions	*3.84*	*49.85*	*37.00*	*0.34*	*14.04*	*4.72*
SCAQMD Threshold	75	100	550	150	55	150
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases; NOX = nitrogen oxides; CO = carbon monoxide; SO2 = sulfur dioxide; PM10 = coarse particulate matter; PM2.5 = fine particulate matter; SCAQMD = South Coast Air Quality Management District

1. As recommended by the SCAQMD, emissions were calculated using CalEEMod version 2022.1 and the worst-case seasonal maximum daily emissions are reported.

2. SCAQMD Rule 403 Fugitive Dust was applied. SCAQMD Rule 403 reduction/credits include: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Source: CalEEMod version 2022.1. Refer to Appendix A for the model outputs.

[14] At the time of this analysis, the gen-tie line design had not been finalized. Therefore, this analysis conservatively assumes the Project would construct and install gen-tie line foundations and towers.

Table 3 shows the Project construction-related emissions would not exceed the applicable SCAQMD thresholds without assuming compliance with SCAQMD Rules 402 (Nuisance) and 1113 (Architectural Coatings) and CARB's anti-idling regulations. Therefore, the Project construction emissions would be even lower than reported in **Table 3**. A less than significant impact would occur with respect to regional Project construction emissions.

Regional Operational Emissions

Project operational emissions would be associated with area sources (consumer products and architectural coating), energy sources, mobile sources (motor vehicles from Project-generated vehicle trips), and an emergency generator. The operational emission sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to consumer products and architectural coatings. Consumer products are various solvents, such as parking surface degreasers, that emit volatile organic compounds (VOCs or ROG) during product use. Architectural coatings generate VOC emissions based on the annual reapplication rate, VOC coating content, and surface area. Area source emissions were calculated in CalEEMod using default Statewide rates and are therefore conservative.
- **Energy Source Emissions.** The Project would include electrically powered ESS equipment, lighting, and a security system. As the Project would not utilize natural gas, the Project would not generate energy source emissions.
- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project operations would generate periodic vehicle trips to the Project site for required maintenance activities. The Trip Generation Memorandum prepared by Kimley-Horn and Associates, Inc. (included as **Appendix I**) conservatively assumed the Project would generate nine daily weekday trips. As recommended by SCAQMD, mobile source emissions were calculated in CalEEMod based on the Project trip generation.
- **Emergency Generator**. The Project would include a backup generator, which would supply power to the ESS facility and fire protection system in the event of an emergency. As such, the emergency generator would not be part of the Project's normal daily operations. This analysis assumes the emergency generator would operate for 50 hours per year consistent with applicable regulatory limits. The emergency generator emissions were calculated separately from CalEEMod using CalEEMod default emission rates and assuming one operational hour for testing and maintenance in a single day. The Applicant would be required to obtain a SCAQMD operational permit prior to installation. Furthermore, emergency generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-

Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions if and when a backup generator is in use.

Long-term operational emissions attributable to the Project are summarized in **Table 4: Project Operational Emissions Daily Emissions in Pounds per Day**.

Table 4: Project Operational Maximum Daily Emissions in Pounds per Day

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	0.03	0.03	0.26	<0.01	0.06	0.02
Area	0.03	<0.01	<0.01	<0.01	<0.01	<0.01
Emergency Generator[2]	0.25	0.27	0.64	0.70	<0.01	0.04
Total[3]	0.32	0.67	0.95	0.00	0.10	0.05
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases; NO_2 = nitrogen dioxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; SCAQMD = South Coast Air Management District

1. As recommended by the SCAQMD, emissions were calculated using CalEEMod version 2022.1 and the worst-case daily seasonal emissions are reported.
2. Emissions were calculated using CalEEMod default emission rates and assuming 1 operational hour for testing and maintenance in any single day.
3. Totals may not add up exactly due to rounding in the modeling calculations.

Source: CalEEMod version 2022.1. Refer to Appendix A for the model outputs.

As shown in **Table 4**, the Project operational-related emissions would not exceed the applicable SCAQMD thresholds. A less than significant impact would occur with respect to regional Project operational emissions.

Decommissioning

At the end of the Project's operational term (anticipated to be 35 years), the Applicant may determine that the Project site should be decommissioned and deconstructed, or it may seek an extension of its Conditional Use Permit. The Applicant would work with the City to ensure decommissioning of the Project after its productive lifetime complies with all applicable local, State, and Federal requirements. Equipment would be de-energized, placed in the appropriate containers, and transported to a licensed recycling or disposal facility. Underground cables may be excavated and removed or left three feet underground. Site infrastructure would be removed, including the fences and the foundational concrete pads, and recycled to the extent feasible. The Project site would be thoroughly cleaned and restored to pre-construction conditions. Project roads would be disked for decompaction purposes or remain in place depending on the landowner's anticipated reuse. If the transmission interconnection facilities would not be further utilized by a public or private utility or power generator, the Applicant would coordinate with SCE to decommission the gen-tie line. Foundations would be removed, and the underlying soil would be excavated to a depth of at least three feet. All materials would be recycled to the maximum extent possible.

Decommissioning is expected to occur over a 12- to 18-month period after the Project is terminated and may be extended for one additional 12-month period. Decommissioning would

involve less construction equipment and daily workers than Project construction. Furthermore, it is anticipated that decommissioning activities would utilize cleaner and more fuel-efficient construction equipment consistent with existing regulations. For purposes of this analysis, it is conservatively assumed as a worst-case scenario that Project decommissioning would generate the same emissions as Project construction. As shown in **Table 4** and **Table 7: Localized Project Construction Emissions**, Project construction emissions would not exceed the SCAQMD's regional or local significance thresholds. A less than significant impact would occur.

Off-site Improvements

As discussed in Threshold a above, the off-site improvements would not exceed the SCAQMD's maximum daily emissions thresholds for construction and operations. As such, impacts associated with off-site improvements would be similar to the Project, and a less than significant impact would occur.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Localized Construction Emissions

To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs), which were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance.[15] The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions. LSTs represent the maximum emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ generated at a project site that are not expected to cause or contribute to an exceedance of the CAAQS or NAAQS (the more stringent of the two).[16] The construction LSTs are based on the ambient concentrations of that pollutant for each source receptor area (SRA), distance to the nearest sensitive receptor, and daily acres disturbed. The Project site is located in SRA 24 (Perris Valley). The nearest sensitive receptors to the Project site would be future residential uses located approximately 165 feet (50 meters) to the south.[17] Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. According to the City of Menifee land development projects map, a residential development is proposed on the site across Matthews Road between Junipero Road and Menifee Road. It is conservatively assumed the proposed residential uses could be constructed and operational prior to Project construction. As such, the proposed residential development is considered a sensitive receptor for exposure to Project emissions.

[15] South Coast Air Quality Management District. n.d. *Localized Significance Thresholds.* Retrieved from: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds (accessed November 2025).

[16] Ibid.

[17] City of Menifee. n.d. *Menifee Land Development Projects.* Retrieved from: https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=55fc56d4eee94e588a28a958cebac908 (accessed November 2025).

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 6: Equipment-Specific Grading Rates** was used to determine the maximum daily disturbed acreage for the construction LST analysis.[18]

Table 6: Equipment-Specific Grading Rates

Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grader	1	0.5	8	0.5
Dozer	1	0.5	8	0.5

1. Total acres graded each day is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, not the total acreage of the project site.
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.

Based on the daily construction equipment assumed for the Project and shown in **Table 6**, Project construction is anticipated to disturb a maximum of 1 acre in a single day. The LST guidance provides thresholds for projects disturbing 1, 2, and 5 acres in size and distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As stated above, the nearest sensitive receptor is located approximately 165 feet (50 meters) from the Project site. Therefore, the LSTs for 1 acre at 50 meters in SRA 24 were utilized for the LST construction analysis, consistent with the SCAQMD's LST guidance and methodology.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only the emissions included in the CalEEMod "on-site" emissions outputs were considered for the LST analysis. The localized emissions during each individual and overlapping construction phase are summarized in **Table 7: Localized Project Construction Emissions**.

[18] South Coast Air Quality Management District. 2005. *Sample Construction Scenarios for Projects Less than Five Acres in Size.* Retrieved from: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf?sfvrsn=2 (accessed November 2025).

Table 7: Localized Project Construction Emissions

Construction Phase	Maximum Daily Emissions (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Individual Construction Phase				
Demolition (2026)	20.65	19.01	1.15	0.82
Site Preparation (2026)	29.16	28.81	6.35	3.77
Grading (2026)	14.97	17.44	2.49	1.48
Grading (2027)	14.23	17.27	2.44	1.44
Paving (2027)	6.94	9.95	0.30	0.27
Architectural Coating (2027)	0.83	1.13	0.02	0.02
Battery Installation (2027)	10.42	13.21	0.35	0.32
Collector Substation Installation (2027)	20.85	24.13	0.75	0.69
Gen-Tie Line Foundation and Tower (2027)	7.68	8.17	0.27	0.25
Gen-Tie Line Stringing and Pulling (2027)	2.40	3.46	0.09	0.08
Gen-Tie Line Stringing and Pulling (2028)	2.33	3.47	0.08	0.07
Overlapping Construction Phases				
Paving + Architectural Coating (2027)	16.56	20.74	2.52	1.51
Maximum Emissions	*29.16*	*28.81*	*6.35*	*3.77*
SCAQMD Localized Screening Threshold (for 1-acre at 50 meters)	148	887	12	4
Threshold Exceeded?	**No**	**No**	**No**	**No**

NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Management District

1 As recommended by the SCAQMD, emissions were calculated using CalEEMod version 2022.1 and the worst-case seasonal maximum daily emissions are reported.

2 SCAQMD Rule 403 Fugitive Dust applied for construction emissions. SCAQMD Rule 403 reduction/credits include: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.

As shown in **Table 7**, pollutant emissions on the peak day of construction would not exceed the respective SCAQMD LSTs and therefore would not result in substantial concentrations of pollutants at the nearest sensitive receptors or cause or contribute to an exceedance of the CAAQS or NAAQS. A less than significant impact would occur with respect to localized Project construction emissions.

Localized Operational Emissions

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources. The LST analysis only includes on-site sources. As stated above, the operational emissions from off-site improvements were conservatively modeled. However, CalEEMod does not separate out area source emissions by land use. **Table 8: Localized Project Operational Emissions**, conservatively includes all area source emissions and on-site stationary source emissions.

The Project site is located in SRA 24 (Perris Valley). The nearest sensitive receptors to the Project site are the future residential uses located approximately 165 feet (50 meters) to the south. The Project site is approximately ~~3.8 acres~~ 3.70 acres. The LST guidance provides thresholds for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters and for projects 1, 2, and 5 acres in size. As LSTs increase with acreage, the LSTs for 3.5 acres at 50 meters in SRA 24 were utilized for this analysis.

Table 8: Localized Project Operational Emissions

Source	Maximum Daily Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-site Emission Sources (Area Source and Emergency Generator)[1]	0.64	0.70	0.04	0.04
SCAQMD Localized Significance Threshold (for 3.5-acres at 50 meters)	148	887	3	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Management District
1. Totals may not add up exactly due to rounding in the modeling calculations.

Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.

Table 8 shows the peak day operational pollutant emissions would not exceed the respective SCAQMD LSTs and therefore would not result in substantial concentrations of pollutants at the nearest sensitive receptors or cause or contribute to an exceedance of the CAAQS or NAAQS. A less than significant impact would occur with respect to localized operational emissions.

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. CO attainment within the SCAB was thoroughly analyzed as part of the SCAQMD's 2003 AQMP. The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP.

The 2003 AQMP is the most recent AQMP that addresses CO concentrations. As part of the SCAQMD CO hot spot analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6-parts per million (ppm), which is well below the 35-ppm federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot spot analysis.

According to Replica HQ, Menifee Road between McLaughlin Road and Matthews Road has an ADT of 8,679 and Matthews Road between McLaughlin Road and Menifee Road has an ADT of 2,942.[19] As CO hot spots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodated 100,000 vehicles daily, it can be reasonably inferred the nine total daily

[19] ReplicaHQ. 2024. *Replica Annual Average Daily Traffic (AADT) Data.* https://www.replicahq.com/aadt (accessed November 2025).

vehicle trips[20] attributable to the Project would not generate CO hotspots at any intersection within the Project area. A less than significant impact would occur with respect to CO hot spots.

Off-Site Improvements

As discussed in Threshold c above, the nearest sensitive receptor is located approximately 165 feet from the Project site. Further, SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." The Project construction and operations is not anticipated to exceed SCAQMD's thresholds for localized maximum daily emissions and would therefore not expose sensitive receptors to substantial pollutant concentrations. Similarly, construction and operations of off-site improvements are not anticipated to expose sensitive receptors to substantial pollutant concentrations. A less than significant impact would occur.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than Significant Impact.

Construction Odor

Project construction would generate odors from equipment diesel exhaust, architectural coatings containing VOCs, and paving activities. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Additionally, the Project would be required to comply with SCAQMD Rule 402 (Nuisance) to prevent odor nuisances on sensitive receptors. SCAQMD Rule 402 (Nuisance) states:

> *"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."*

Construction odors would be further minimized through Project compliance with heavy-duty construction equipment idling requirements (CCR, Title 13, Sections 2449(d)(3) and 2485) and established regulations that address construction materials storage, use, and disposal (Code of Federal Regulation, Part 1926 – Safety and Health Regulations for Construction, Subpart H – Materials Handling, Storage Use and Disposal, et al.). A less than significant impact would occur.

Operational Odor

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as potentially significant sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would develop an ESS facility, McLaughlin

[20] Kimley-Horn and Associates, Inc. 2025. *Trip Generation Memorandum for the Proposed Seaflower Energy Storage System Project in the City of Menifee.* Included as **Appendix I**.

Road, and gen-tie line. As the Project would not involve the types of uses that would emit objectionable odors affecting considerable numbers of people, the Project would not be a significant odor source. A less than significant impact would occur.

Off-Site Improvements

Similar with the Project, construction of off-site improvements could generate odors from equipment diesel exhaust, architectural coatings containing VOCs, and paving activities, but such odors would be temporary and are not expected to affect a substantial number of people and would disperse rapidly. During Project operations, the off-site improvements would not include land uses that would emit objectionable odors. As such, a less than significant impact would occur.

Cumulative Impacts

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions could contribute to existing cumulatively significant adverse air quality impacts. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis.[21] Therefore, a project with projected emissions that would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project with projected emissions that would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact. Project construction and operational-related emissions would not exceed the SCAQMD significance thresholds for any of the criteria pollutants. Project impacts on air quality are not anticipated to be cumulatively considerable and would be less than significant.

[21] South Coast Air Quality Management District. 2003. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution.* Retrieved from: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf (accessed November 2025).

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		~~X~~	X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

A Habitat Assessment, Jurisdictional Delineation, Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP) Consistency Analysis, Focused Crotch's Bumble Bee Survey and Focused Burrowing Owl Survey (May 2026) were prepared for the Project by Dudek. The results of these reports are summarized below and are included in **Appendix B** of this IS/MND.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The entire Project site is disturbed, with some vegetation along the southern boundary. Prior to reconnaissance surveys, a review of the California Natural Diversity Database (CNDDB) was completed to determine the potential for special-status species to occur within or near the Project site. The determination for potential to occur is based on recorded occurrences within the last 5 years and proximity to the Project site, combined with the presence of vegetation communities and land cover types known to provide habitat to species that have the potential to occur within the Project site. Reconnaissance surveys were conducted on the Project site to determine the presence of critical habitat and special-status wildlife and plant species and determined that no critical habitat or special-status wildlife or plant species are present within the Project site. However, according to CNDDB, four species-status wildlife species, western spadefoot toad (*Spea hammondii*), Crotch's bumble bee (*Bombus crotchii*), western yellow bat (*Lasiurus xanthinus*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*), have the potential to occur within the Project site. The four special-status species with moderate potential to occur are addressed below.

Western Spadefoot

A drainage feature potentially suitable for breeding by the western spadefoot was observed off-site along Matthews Road, a portion of which extends into Project site's property, but would not be disturbed by the Project; refer to **Figure 5b** and **Figure 5d**. A storm drain would be directionally bored underneath the drainage feature and entry/exit work would occur outside of the drainage feature. Although most of the Project site consists of a heavily compacted gravel lot, exposed sandy soils occur within the disturbed habitat along the site perimeter. Small mammal burrows were observed within these limited areas of exposed sandy soil. The western spadefoot may utilize small mammal burrows and friable sandy soils for aestivation, or periods of dormancy or inactivity during hot, dry periods; therefore, these features could provide potential aestivation habitat. These burrows were not evaluated for depth, occupancy, or subsurface conditions during the reconnaissance survey. Further, these burrows may not necessarily be located within the mapped drainage feature but can be located adjacent to the feature, outside of mapped boundaries of the drainage. Additionally, western spadefoot has been documented immediately adjacent to the Project site in 2012.

On August 13, 2026, the California Fish and Game Commission made findings that listing the western spadefoot as a CESA-protected (California Endangered Species Act) species may be warranted, giving the species CESA candidacy and protections for a period of at least one year while scientific studies occur. As such, any take of the species while it is a candidate species would potentially require an incidental take permit (ITP) to be issued by the CDFW (California Department of Fish and Wildlife). To prevent inadvertent take of the species, **MM BIO-1** would be implemented to require a qualified biologist complete pre-construction clearance surveys of areas on the Project site that contain suitable habitat to determine the presence or absence of the western spadefoot

from the Project site. Should the species, or their sign, be positively identified then the Project Applicant will immediately begin consultation with the CDFW. Implementation of this mitigation measure will ensure that no inadvertent take of the species will occur.

Western spadefoot is a covered species under the WRMSHCP, therefore any Project impacts to western spadefoot habitat would be fully covered through the payment of the Local Development Mitigation Fee. With the implementation of **MM BIO-1**, a less than significant impact would occur.

Crotch's Bumble Bee

The Project site has potential to support Crotch's bumble bee given that the host plant, *Heliotropium curassavicum*, was observed on site. The presence of burrows along the perimeter of the Project site may offer potentially nesting habitat, as Crotch's bumble bee typically nests underground in abandoned burrows or similar cavities. Furthermore, the site is located within the known geographic range of this species and is in close proximity to grassland habitat that is consistent with documented occurrences. Given that the Project site is primarily a heavily disturbed gravel lot with imported materials with only limited areas of native soil supporting small mammal burrows and sparse floral resources along the boundary, it is not expected to support Crotch's bumble bee. Focused surveys were completed on April 1, April 17, and May 15, 2026, to confirm the presence or absence of Crotch's bumble bee nests within the Project site. No Crotch's bumble bee individuals or nests were observed during the focused surveys. These survey results would be valid until the beginning of the survey season, which is no later than late March. While construction is anticipated to begin prior to this time ~~However~~, it is recommended that the Project conduct a pre-construction nest survey to confirm the absence of Crotch's bumble bee prior to ground-disturbing activities if they are to begin during the colony active period of April 1 through August 31. As such, the Project would implement **MM BIO-2**, which requires a pre-construction nest survey for Crotch's bumble bee to reduce potential impacts. Implementation of **MM BIO-2** would ensure that any active Crotch's bumble bee nests present within or adjacent to the Project site are identified prior to construction, allowing for the establishment of avoidance measures or other appropriate protective actions to prevent direct impacts to nests and individuals. With the implementation of **MM BIO-2**, a less than significant impact would occur.

Western Yellow Bat and Pocketed Free-Tailed Bat

Western yellow bat and pocketed free-tailed bat have moderate potential to occur on the Project site due to the presence of several semi-permanent structures and Mexican fan palm (*Washingtonia robusta*), which are known to provide suitable roosting habitat for these species. Since there is moderate potential for western yellow bat and pocketed free-tailed bat to occur on the Project site, a pre-construction bat survey is recommended to assess the presence or absence of roosting individuals prior to the removal of potentially suitable roosting habitat (palm trees and semi-permanent structures) or the initiation of ground-disturbing activities. As such, the Project would implement **MM BIO-3**, which requires a pre-construction survey to determine whether potential bat roosting sites are occupied. Implementation of **MM BIO-3** would ensure that any occupied bat roosts are identified prior to construction, allowing for appropriate avoidance measures, seasonal work restrictions, or other protective actions to be implemented to prevent

direct impacts to roosting bats and their habitat. With implementation of **MM BIO-3**, a less than significant impact would occur.

Nesting Birds and Burrowing Owl

The Project site contains suitable nesting habitat, including existing buildings and equipment, for migratory bird species that are acclimated to disturbed sites. Nesting birds are protected under the Migratory Bird Treaty Act, and compliance with these regulations is required. Removal of vegetation considered suitable for nests has the potential to impact these species. Short-term construction-related noise could result in indirect impacts to nesting birds if construction is conducted during the nesting season (i.e., February through August). As such, the Project would implement **MM BIO-4**, which requires a general nesting bird survey if vegetation removal or ground disturbance would occur during the nesting season. With implementation of **MM BIO-4**, a less than significant impact would occur.

Furthermore, the Project site is within the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) ~~Harvey~~ Harvest Valley/Winchester Area Plan and must comply with relevant sections of the MSHCP. Although burrowing owls were determined to have a low potential to occur within the Project site based on the site's current condition and land use, the artificial structures adjacent to the Project site introduce a potential for occupancy, as burrowing owls could use these for potential nesting and sheltering habitat. To ensure consistency with the MSHCP burrowing owl requirements, focused surveys ~~would need to be~~ were completed during the breeding season (March 1 through August 31) to determine the presence of burrowing owl. These surveys were completed on March 20, April 4, April 18, and April 25 in 2025. The Focused Burrowing Owl Survey found that no burrowing owls were observed and found that the existing burrows on-site are unlikely to be used for nesting. ~~According to the~~ The Habitat Assessment states that, regardless of the results of the focused burrowing owl surveys, a qualified biologist would be required to conduct a pre-construction take avoidance survey within 30 days prior to ground disturbance to confirm absence of burrowing owls, in accordance with the WRMSHCP Burrowing Owl Survey Instructions. As such, the Project would implement **MM BIO-5**, which requires the pre-construction burrowing owl take avoidance survey to reduce potential impacts. With the implementation of **MM BIO-5**, a less than significant impact would occur.

Off-site Improvements

The area where off-site improvements would occur is already heavily disturbed. Impacts to special-status species and habitat modifications within the area where off-site improvements would occur have been addressed in the associated biological reports and were determined to be less than significant with implementation of **MM BIO-1** through **MM BIO-5.** With the implementation of **MM BIO-1** through **MM BIO-5**, a less than significant impact would occur.

Mitigation Measures

MM BIO-1: **Western Spadefoot Preconstruction Clearance Surveys and Avoidance.** If the western spadefoot (*Spea hammondii*) is not a candidate species to the California

Endangered Species Act (CESA), nor otherwise has established protection, then no action is required.

Prior to the issuance of grading permits, a qualified biologist experienced with western spadefoot identification and ecology shall identify any burrows with the potential for western spadefoot to occupy within areas proposed to be disturbed by the Project. If no potential burrows are within the proposed disturbance areas, then no further action is required after concurrence by the City of Menifee Planning Department.

If potential burrows occur within the proposed disturbance area, then no more than 14 days prior to the commencement of ground-disturbing activities, vegetation removal, grading, trenching, or other construction activities only within areas containing suitable western spadefoot habitat or within a distance where project activities could result in take and sufficient rain events between late January and late April have occurred that induce temporal ponding, the qualified biologist shall conduct a preconstruction clearance survey of all impact areas and a minimum 100-foot buffer, where accessible. If no sufficient rain events have occurred, then watering/artificial rain may be required.

The survey shall be completed in accordance with the appropriate methodologies for western spadefoot and will focus on identifying western spadefoot individuals, aestivation burrows, breeding habitat, and other features that may support the species. If western spadefoot individuals or evidence of occupancy are not observed, construction may proceed under biological monitoring recommendations provided by the qualified biologist, if any.

If western spadefoot individuals, occupied burrows, or other signs of occupancy are detected within the impact area or within a distance where project activities could result in take, then work in the vicinity of the observation shall cease and the qualified biologist shall notify the California Department of Fish and Wildlife (CDFW). The applicant shall coordinate with CDFW to develop and implement appropriate avoidance and minimization measures. Such measures may include establishment of exclusion buffers, biological monitoring, seasonal work restrictions, or other measures approved by CDFW. No western spadefoot shall be captured, relocated, or otherwise handled unless specifically authorized by CDFW and all applicable permits or authorizations have been obtained.

If construction activities are suspended for more than 14 days following the completion of a clearance survey and sufficient rain events between late January and late April have occurred that induce temporal ponding, then an updated preconstruction survey shall be conducted prior to resumption of work.

MM BIO-2 A pre-construction nest survey to confirm the absence of Crotch's bumble bee shall be conducted within the construction footprint prior to the start of ground-disturbing construction activities occurring during the colony active period (April

1 through August 31). If ground-disturbing activities occur outside of the active period, no further mitigation would be required. The survey shall ensure that no nests for Crotch's bumble bee are located within the construction area.

The survey shall be performed by a biologist with expertise in surveying for bumble bees. Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are when there are sunny to partly sunny skies and a temperature greater than 60 degrees Fahrenheit. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 miles per hour). Within non-developed habitats, the biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100 percent visual coverage of potential burrow resources depending on topography, vegetation height and cover, and other factors. This approach should allow the biologist to assess multiple burrows at one time to sufficiently determine if bees are entering/exiting them. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes). A photo voucher of the bee species shall be collected, and the location mapped. If required, any capture of bumble bees will be conducted by a biologist with a valid CESA Memorandum of Understanding (MOU) and Scientific Collecting Permit (SCP) for Crotch's bumble bee. If a bumble bee worker is detected, then a representative shall be identified to species.

If Crotch's bumble bee nests are not detected, no further action would be required.

If a Crotch's bumble bee nest is detected, the Project's biologist will establish, monitor, and maintain a no-work buffer around the nest. The size and configuration of the no-work buffer will be based on best professional judgement of the Project biologist in consultation with CDFW. The buffer will provide at least 50 feet of clearance around the nest entrance(s). Construction activities will not occur within the no-work buffer until the colony is no longer active. To determine a nest is no longer active, the nest will be observed for a minimum of 60 minutes each day across a minimum of 3 days during suitable flight weather (i.e., ambient air temperature between 60 and 90 degrees Fahrenheit, winds under 10 miles per hour, and no precipitation more than a drizzling rain). If no bees are seen flying in or out of the nest by the end of the observation period, it will be determined that the nest is no longer active. If Project activities occur outside of the Colony Active Period, then pre-construction surveys for active bee nest and avoidance measures are not required.

A written survey report shall be submitted to the City within 30 days of the pre-construction of the survey. The report shall include survey methods, weather

conditions, and survey result, including a list of insect species observed and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers and a detailed habitat assessment. If Crotch's bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to, submittal of the survey report.

If the above measures are followed, it is assumed that the Project shall not need to obtain authorization from CDFW through the CESA Incidental Take Permit process. If the nest resources cannot be avoided, as outlined in this measure, the Project applicant shall consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch's bumble bee may supersede measures provided in the Habitat Assessment report that was prepared for the Project and shall be incorporated into the habitat mitigation and monitoring plan.

In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum of 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation shall be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Report shall take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.

MM BIO-3 A qualified biologist shall conduct a pre-construction survey to determine whether potential roosting sites for bats are occupied. The survey will include visual inspection of palm fonds and structures for signs of bat occupancy, such as urine staining, bat guano, or direct observation of individuals. the survey should be conducted during the active season (mid-March through late October) when bats are most likely to occupy roosts.

If roosting bats are detected, a Bat Monitoring and Management Plan shall be prepared and approved by CDFW prior to any disturbance. The plan will outline exclusion methods, timing, and procedures and ground disturbing activities can proceed without additional measures.

MM BIO-4 Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird and raptor species will require compliance with the federal MBTA and CFGC Code Sections 3503, 3503.5, and 3513. Vegetation removal and ground disturbance activities shall occur outside the nesting season (February 1st through August 31), to the extent feasible. If construction activities involving vegetation removal or disturbance occur between February 1st and August 31st, a qualified biologist will conduct preconstruction nesting bird survey(s) no more than 3 days prior to initiation of construction activities to document the presence or absence of nesting birds within all impact areas, a minimum 200-foot buffer for passerine birds, and a minimum 500-foot buffer for raptors, where accessible.

The survey(s) will focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species-specific no-disturbance buffers shall be established by a qualified biologist and implemented to prevent abandonment of the active nest. Buffers shall remain in place until the qualified biologist verifies the young birds have fledged, the nests has failed naturally, or the nest is no longer active. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, will be submitted to the City of Menifee ~~Ontario~~ for review and approval prior to initiation of grading in the nest-setback zone.

The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, will be submitted to the City of Menifee ~~Ontario~~ documenting compliance with the federal MBTA and CDFG Code Sections 3503, 3503.5, and 3513. Any nest permanently vacated for the season would not warrant protection pursuant to the federal MBTA and CDFG Code Sections 3503, 3503.5, and 3513.

MM BIO-5 A ~~focused breeding season~~ pre-construction take-avoidance survey (March through August 31) must be conducted to determine if burrowing owls are present or using the site or adjacent areas. The survey must include a pedestrian walk-through of the entire Project site and a 150-meter buffer zone with transects spaced no more than 30 meters to allow 100 percent visual coverage. All natural burrows and suitable human-made structures must be documented ~~must be documented~~, and follow up focused surveys must be conducted if any

are found. If no suitable burrows or structures are present, additional focused breeding surveys will not be required. Regardless of breeding season survey results, a pre-construction take avoidance survey must ~~mus~~ be completed within 30 days prior to ground disturbance to confirm the absence of burrowing owls.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Less than Significant Impact. As previously stated, the Project site is within the MSHCP Harvest Valley/Winchester Area Plan. As such, the Project site was assessed for potential riparian and riverine resources. On the south-southeastern border of the Project site, an individual Gooddings's willow (*Salix gooddingii*) was identified. However, given that there was only one individual present, the Project site does not fall into the category of a dominated tree habitat as defined by the MSHCP. Therefore, the Project site does not fall into the category of a riparian resource and no conservation in compliance with Section 6.1.2 of the MSHCP is required. Furthermore, no suitable riparian bird habitat for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*) or yellow-billed cuckoo (*Coccyzus americanus*) is present within the Project site. As such, the Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community, and a less than significant impact would occur.

Off-site Improvements

The area where off-site improvements would occur does not fall into the category of a riparian resource and no conservation in compliance with Section 6.1.2 of the MSHCP is required. Furthermore, no suitable riparian bird habitat for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*) or yellow-billed cuckoo (*Coccyzus americanus*) is present within the off-site improvement areas. As such, the off-site improvements would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community, and a less than significant impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. On September 4, 2024, and April 1, 2026, a jurisdictional delineation was conducted to identify potential waters and wetlands that may be present within the Project site. One potential aquatic resource was identified as a drainage ditch, totaling approximately 0.28 acres and 988 linear feet ~~0.17 acres (42 linear feet), just~~. This feature is primarily located outside the southern edge of the Project boundary; however, a portion of this feature extends into the southwestern boundary of the Project site. This feature is located outside of areas proposed to be developed and would not be directly impacted by the Project; refer to **Figure 5b** and **Figure 5d**. No other aquatic resources were identified within or near the Project site. The ditch does not appear to have a relatively permanent, continuous surface connection to a Traditional Navigable Water or other waters of the United States or state. The feature does not support wetland hydrology, hydrophytic vegetation, or hydric soils and does not provide aquatic or riparian habitat. Therefore,

the drainage ditch is anticipated to be excluded from United States Army Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act pursuant to 33 CFR Section 328.3(b)(3). The drainage ditch may be regulated by the RWQCB and/or the CDFW under applicable state definitions and procedures. However, because the drainage would not be directly impacted by the Project, no permits or approvals pursuant to Section 401 of the Clean Water Act and Section 1600 et. seq. of the California Fish and Game Code would not be required, pending agency verification. ~~Further, the Jurisdictional Delineation report determined that the drainage ditch is not a wetland.~~ As such, the Project would not have a substantial effect on a state or federally protected wetland, and a less than significant impact would occur.

Off-site Improvements

Similar to the impacts analysis for the Project, with the implementation of **MM BIO-6,** off-site improvements would not have a substantial adverse effect on state or federally protected wetlands and a less than significant impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. The Project site has been previously disturbed and is currently developed. No special-status species, critical habitat, or wildlife corridors were identified on the Project site. Furthermore, the Project site is not located within an MSHCP linkage area nor is it located within a designated wildlife corridor for the City.[22] The Project site is surrounded by developed land and the vicinity does not contain mountain canyons or riparian corridors that have the potential to be used by wildlife as corridors. As such, the Project would not interfere substantially with the movement of any native resident or migratory wildlife species or corridors and a less than significant impact would occur.

Off-site Improvements

The areas that would include the Project's off-site improvements do not contain mountain canyons or riparian corridors that have the potential to be used by wildlife as corridors. As such, off-site improvements would not interfere substantially with the movement of any native resident or migratory wildlife species or corridors and a less than significant impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The Project site has been previously disturbed and contains sparse vegetation. There are no trees on-site that are considered Heritage Trees as defined in the City's Tree Preservation Ordinance (Menifee MC Section 9.200.040).[23] Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree

[22] City of Menifee. 2013. *General Plan Draft Environmental Impact Report*, Figure 5.4-3. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/1104/Ch-05-04-BIO?bidId=

[23] City of Menifee. 2025. *Comprehensive Development Code, Section 9.200.040 Tree Preservation,* page9.200-1. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/20971/Article-4-Site-Development-Regulations-and-Performance-Standards_8-15-24?bidId= (accessed October 2025).

preservation policy or ordinance. Additionally, the Project would remove and replace trees deemed to not be healthy or in vigorous condition during landscaping operations. The Project would not remove any healthy trees except those that would obstruct the implementation of the Project and would plant trees along the southwestern boundary for public screening. As such, a less than significant impact would occur.

Off-site Improvements

Within areas that contain off-site improvements, there are no trees on-site that are considered Heritage Trees as defined in the City's Tree Preservation Ordinance (Menifee MC Section 9.200.040)[24]. Therefore, the off-site improvements would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As such, a less than significant impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant with Mitigation Incorporated. As previously stated, the Project site is located within MSHCP Harvest Valley/Winchester Area Plan. The Habitat Assessment and Burrowing Owl Surveys indicated that habitat for burrowing owl was present on site. Focused Burrowing Owl surveys were conducted in compliance with the WRMSHCP~~P~~ Burrowing Owl Instructions, which call for a two-step survey process. Step I includes a habitat assessment for burrowing owl. Step II is broken into two parts, Step II-A focused burrow survey and Step II-B focused burrowing owl survey. Step I habitat assessment for burrowing owl was conducted for the Project site on September 4, 2024. suitable habitat for burrowing owl was detected in the southern portion of the Project site. As such, a Step II-A focused burrow survey and Step II-B focused burrowing owl survey were conducted in accordance with the Burrowing Owl Survey instructions for the WRMSHCP. These guidelines recommend four survey passes be conducted within the species' breeding season. As such, one ~~Ste~~ Step II-A focused burrow survey was conducted on March 20, 2025. A concurrent Step II-B was also conducted on March 20, 2025, and three subsequent Step II-B surveys were conducted on April 4, 2025, April 18, 2025, and April 25, 2025. At the conclusion of the survey efforts, a total of three inactive burrows were documented and no live burrowing owl or active burrows were documented.

The WRMSHCP Consistency Analysis concluded that the Project would be required to implement several mitigation measures to ensure consistency with various applicable sections of the MHSCP. Specifically, since it was determined that habitat for burrowing owl is present on the Project site, focused burrowing owl surveys during breeding season would be required. To be compliant with the MSHCP Area Plan for burrowing owl, the Project would implement **MM BIO-5** to reduce potential impacts to burrowing owl. No other wildlife or plant species that are covered under the MSHCP Area Plan were identified ~~with~~ within the Project site during the reconnaissance survey. Further, the WRMSHCP Consistency Analysis determined the Project may still result in indirect impacts to the to the off-site drainage adjacent to the Project boundary as the runoff from the Project into the feature could drain into areas described for conservation or areas already

[24] Ibid.

conserved. Therefore, in accordance with the MSHCP, the Project would be required to implement WRMHSCP Section 6.1.4 Urban/Wildlands Interface Guidelines. To be compliant with the MSHCP, the Project would implement **MM BIO-6**, to incorporate best management practices to avoid indirect impacts to the drainage and adjacent or other riparian/riverine resources off-site With the implementation of **MM BIO-6**, the Project would not have a substantial adverse effect on state or federally protected wetlands and a less than significant impact would occur. As such, with the implementation of **MM BIO-5** and **MM BIO-6**, the Project would not conflict with an adopted habitat conservation plan, and a less than significant impact would occur.

Off-site Improvements

Similar to the Project, off-site improvements would implement **MM BIO-6**, to avoid indirect impacts on the drainage and adjacent and other downstream riparian/riverine resources off-site. As such, with the implementation of **MM BIO-5** and **MM BIO-6**, the off-site improvements would not conflict with an adopted habitat conservation plan, and a less than significant impact would occur.

Mitigation Measures

MM BIO-6 During project construction, the project would need to incorporate the following best practices from Appendix C of the WRMSHCP in order to avoid unintended drainage into the adjacent riparian/riverine resource and other off-site areas:

- A water pollution and erosion control plan needs to be implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements.
- Construction limits shall be clearly flagged so that any adjacent native vegetation and/or riverine features are avoided.
- Silt fencing or other sediment trapping materials need to be installed along the southern boundary of the project site in order to prevent unintended runoff from draining off site into the adjacent drainage ditch.
- Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian/riverine areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering the adjacent drainage ditch. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities, including but not limited to, the City of Menifee, USFWS, CDFW, and RWQCB and shall be cleaned up immediately, and contaminated soils shall be removed to approved disposal areas.
- Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

- To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from the site.

Cumulative Impacts

As concluded above, the Project would not result in significant impacts to biological resources with implementation of mitigation measures and compliance with applicable State, regional, and local regulations pertaining to biological resources. Similar to the Project, cumulative development impacts on biological resources would be evaluated on an individual project-level. Therefore, in conjunction with cumulative development, the Project's impact on biological resources would not be cumulatively considerable.

Cultural Resources

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5.	**CULTURAL RESOURCES. Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		X	~~X~~	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

A Cultural Resources Inventory report (~~January 20~~ October 28, 2025) was prepared for the Project by Dudek. The results of the reports are summarized below and are included as **Appendix C** of this IS/MND.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. A review of geomorphological context revealed that the soils present within the Project site have the potential to support the presence of cultural resources. Additionally, a review of historic topographic maps and aerial photographs reveal the Project site has been subject to disturbance, but it is not possible using the maps and photographs alone to determine the depth of disturbance. As such, it is unknown if previous grading removed all soils and sediments that have the potential to contain cultural resources. Therefore, to reduce potential impacts to subsurface cultural resources, **MM CUL-1** through **MM CUL-7** would be implemented. As such, with the implementation of **MM CUL-1** through **-7** described below, the Project would not cause a substantial adverse effect on cultural resources and a less than significant impact would occur.

Off-site Improvements

The Project would implement **MM CUL-1** through **MM CUL-7** for off-site improvements**.** With incorporation of these mitigation measures, impacts on historical and archaeological resources and human remains would be reduced and a less than significant impact would occur.

Mitigation Measures

MM CUL-1 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

MM CUL-2 **Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

MM CUL-3 **Inadvertent Archaeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.

b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d) Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

e) Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

MM CUL-4 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department.

b) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

c) Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

d) If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, items of Native American Cultural Patrimony, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

MM CUL-5 ~~**Archeological**~~ **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

a) The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

b) The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

c) In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52.

d) The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available.

The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

~~Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.~~

~~The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance~~

~~activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.~~

~~The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.~~

~~In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:~~

~~a) Project grading and development scheduling;~~

~~b) The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities;~~

~~c) the requirements of the monitoring program;~~

~~d) the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated;~~

~~3) and any other appropriate protocols.~~

~~All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s).~~

~~The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. shall make themselves available.~~

MM CUL-6 **Native American Monitoring (Pechanga/Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities which are below the depths of the previous mass grading. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Indians and Soboba band Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribes and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition to a curational facility that meets or exceeds Federal Curation Standards outlined in 36 CFR 79. The applicant shall be responsible for all curation costs.

MM CUL-7 ~~**Archeology**~~ **Archaeology Report – Phase III and IV**. Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archaeologist to submit two copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Cumulative Impacts

As concluded above, the Project would not result in any impacts associated with historical and archaeological resources, or human remains. The determination of cumulative impacts occurring from the development of the Project, in conjunction with cumulative development, is less than significant. Each cumulative project is required to comply with all applicable federal, State, and local laws and regulations and implement mitigation measures, as applicable, to protect and/or preserve cultural resources that may occur on the Project site. As such, the Project's incremental effects would not be cumulatively considerable.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.

Construction Energy

Project construction activities would begin as early as the fourth quarter of 2027 ~~second quarter of 2026~~. Project construction would consist of on-site development (i.e., demolition, site preparation, grading, paving, battery installation, and collector substation installation) and off-site improvements (i.e., construction of McLaughlin Road and gen-tie line). Project construction would include electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The energy sources are described in further detail below.

- **Water Electricity.** Electricity usage associated with water usage for construction dust control was calculated based on the total gallons of water used during soil disturbing activities and the energy intensity. The total gallons of water used was calculated based on the acreage disturbed during grading and site preparation and the daily watering rate per acre disturbed. The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix C of the CalEEMod User's Guide. The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992). The energy intensity value was based on the CalEEMod default supply, distribution, and treatment energy intensity per gallon of water for the South Coast Hydrologic Region.
- **Off-site Diesel Construction Trips**. The diesel fuel associated with on-road construction mobile trips was calculated based on vehicle miles traveled (VMT) from vendor and hauling vehicle trips, the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon. VMT for the entire construction period was calculated based on the

number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

- **On-Site Diesel Construction Equipment**. Similarly, the construction diesel fuel associated with the off-road construction equipment was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
- **Off-Site Gasoline Construction Trips**. The gasoline fuel associated with on-road construction mobile trips was calculated based on VMT from worker vehicle trips, the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in.

Energy usage associated with Project construction is summarized in **Table 9: Project Construction Energy Consumption**.

Table 9: Project Construction Energy Consumption

Source	Project Construction Energy	Riverside County Annual Energy[1, 2]	Percentage Increase Countywide
Electricity (GWh)			
Water	0.002	17,418	0.000012%
Diesel (Gallons)			
On-Site	45,115	135,671,535	0.033%
Off-Site	161,834	135,671,535	0.12%
Total	206,948	135,671,535	0.15%
Gasoline (Gallons)			
Off-Site	1,952	508,343,229	0.00038%
GWh = gigawatt-hours 1. The County's most recent total electricity data in 2024. Source: California Energy Commission. 2025. Retrieved from: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed November 2025). 2. The South Coast Air Quality Management District portion of the County's anticipated fuel usage in 2026 (the first construction year). Source: California Air Resources Board. 2022. *EMFAC2021, Emissions Inventory.* Retrieved from: https://arb.ca.gov/emfac/emissions-inventory/cd60f29daaedd924a75a9316202d7f56a9b573e5 (accessed November 2025).			
Refer to **Appendix D** for the energy calculations.			

As shown in **Table 9**, the total electricity demand associated with Project construction would be approximately 0.002 GWh and would result in a negligible increase in electricity usage in the County. SCE's total energy sales are projected to be 98,275 GWh of electricity in 2026 (the first year of Project construction).[25] Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

As indicated in **Table 9**, Project construction is anticipated to consume approximately 206,948 gallons of diesel and approximately 1,952 gallons of gasoline. The County's annual fuel use in 2026 is anticipated to be approximately 135,671,535 gallons of diesel and 508,343,229 gallons of

[25] California Energy Commission. 2023. *CEDU 2022 Baseline Forecast- SCE, Form 1.1.b: Electricity Sales by Sector.* Retrieved from: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2022-integrated-energy-policy-report-update-2 (accessed November 2025).

gasoline.[26,27] As such, the Project construction diesel and gasoline use would represent approximately 0.15 percent and less than 0.01 percent of the County's fuel use, respectively. Based on the total Project's relatively low construction fuel use proportional to annual County's fuel use, the Project would not substantially affect existing energy fuel supplies or resources. Additionally, the use of construction fuel would be temporary and would cease once the Project is fully developed.

New capacity or additional sources of construction fuel are not anticipated to be required. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet demand through 2050. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand and Project construction would have a nominal effect on the local and regional energy supplies.

There are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. Additionally, the Project would comply with CARB requirements which limit construction equipment idling to five minutes or less. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced through monitoring and the efficient use of equipment and materials, energy use is reduced. Furthermore, Project compliance with the latest U.S. EPA and CARB engine efficiency emissions standards would minimize unnecessary fuel use.

Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the costs of business. As stated above, Project construction would not result in inefficient, wasteful, or unnecessary energy consumption. A less than significant impact would occur in regards to Project construction energy consumption.

Operational Energy

The energy consumption associated with Project operations would occur from electricity use, water use, transportation fuel use, and an emergency generator. The Project would not connect to or utilize natural gas. The energy sources are described in further detail below.

[26] The County's annual diesel and gasoline fuel consumption only includes the fuel use within the SCAQMD portion of the County.

[27] California Air Resources Board. 2022. EMFAC2021, Emissions Inventory. Retrieved from: https://arb.ca.gov/emfac/emissions-inventory/cd60f29daaedd924a75a9316202d7f56a9b573e5 (accessed November 2025).

- **Electricity**: The electricity associated with the Project (i.e., ESS facility, lighting, and security systems) was based on CalEEMod defaults and land use activity data.
- **Water**: The electricity associated with outdoor Project operational water usage was quantified using the annual water usage and energy intensity factor. The annual water usage was based on CalEEMod defaults and land use activity data. The outdoor energy intensity value was based on the CalEEMod default supply, distribution, and treatment energy intensity per gallon of water for the South Coast Hydrologic Region.
- **Diesel Truck and Gasoline Passenger Vehicle Trips**: The gasoline and diesel fuel associated with on-road vehicular trips was calculated based on the fleet mix and total VMT from CalEEMod and average fuel efficiency from the United States Department of Transportation. The total VMT was based on the daily Project trip generation and CalEEMod default daily trip lengths. Project operations would generate periodic vehicle trips to the Project site for required maintenance activities. The trip generation included in Appendix I conservatively assumed the Project would generate nine daily weekday trips.
- **Emergency Generator.** The emergency generator emissions were calculated separately from CalEEMod using CalEEMod default emission rates and assuming 50 hours of operation annually. The diesel fuel was calculated based on the emissions outputs and conversion ratios from the Climate Registry.

Project operational energy consumption is summarized in **Table 10: Project Operational Energy Consumption**.

Table 10: Project Operational Energy Consumption

Source	Project Operational Energy	Riverside County Annual Energy[1, 2]	Percentage Increase Countywide
Electricity (GWh)			
Electricity	0.145	17,418	0.00083%
Water	0.013	17,418	0.000076%
Total	0.158	17,418	0.00091%
Diesel (Gallons)			
Mobile	140	134,450,219	0.00010%
Emergency Generator	284	134,450,219	0.00021%
Total	424	134,450,219	0.00032%
Gasoline (Gallons)			
Mobile	944	493,567,208	0.00019%

GWh = gigawatt-hours

1. The County's most recent total electricity data in 2024. Source: California Energy Commission. 2025. Retrieved from: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed November 2025).
2. The South Coast Air Quality Management District portion of the County's anticipated fuel usage in 2028 (the first operational year). Source: California Air Resources Board. 2022. *EMFAC2021, Emissions Inventory, Riverside (SC).* Retrieved from: https://arb.ca.gov/emfac/emissions-inventory/cd60f29daaedd924a75a9316202d7f56a9b573e5 (accessed November 2025).

Refer to **Appendix D** for the energy calculations.

Table 10 shows the Project's annual operational electrical demand would total approximately 0.158 GWh per year and would result in a negligible increase in electricity usage in the County. The purpose of the ESS facility is to move energy on and off the transmission power grid based on market and utility demand. As such, the SCE Valley Substation would supply the Project site with

electricity. SCE'S forecasted sales in 2028 (the first operational year) are 100,400 GWh.[28] The Project would account for a negligible amount of SCE's projected sales. Furthermore, SCE would review the Project's estimated electricity consumption to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that SCE's existing and planned electricity capacity and supply would be sufficient to serve the Project's electricity demand. Additionally, an emergency diesel generator would supply the Project power in the event of a power failure and the Project design and operations would be subject to compliance with the latest CALGreen Code and Title 24 Standards.

As shown in **Table 10**, the Project is anticipated to consume 424 gallons of diesel and 944 gallons of gasoline annually. The County's annual diesel and gasoline fuel use in 2028 is anticipated to be 134,450,219 gallons and 493,567,208 gallons, respectively. The Project's operational diesel and gasoline use would result in a negligible increase in the County's fuel use. Thus, the Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2050.[29]

Project operations would not substantially affect existing energy or fuel supplies or resources. Furthermore, the Project would comply with applicable energy standards and new capacity would not be required. As such, Project operations would not result in inefficient, wasteful, or unnecessary energy consumption. A less than significant impact would occur in regard to Project operational energy consumption.

Decommissioning

At the end of the Project's operational term (anticipated to be 35 years), the Applicant would determine whether to decommission the Project or apply for a Conditional Use Permit extension. Decommissioning is expected to occur over a 12- to 18-month period after the Project is terminated and may be extended for one additional 12-month period. Decommissioning would involve less construction equipment and daily workers than Project construction. Furthermore, it is anticipated decommissioning activities would utilize cleaner and more fuel-efficient construction equipment. For purposes of this analysis, it is conservatively assumed as a worst-case scenario that the decommissioning phase would utilize the same amount of energy as the construction phase. As discussed above, impacts related to construction-related energy consumption would be less than significant. A less than significant impact would occur in regard to Project decommissioning energy consumption.

[28] California Energy Commission. 2023. CEDU 2022 Baseline Forecast – SCE. Retrieved from: https://www.energy.ca.gov/data-reports/reports/2022-integrated-energy-policy-report-update/2022-iepr-workshops-notices-and-2 (accessed November 2025).

[29] US Energy Information Administration. 2025. California State Energy Consumption Profile. Retrieved from: https://www.eia.gov/state/print.php?sid=CA (accessed November 2025).

Off-Site Improvements

Off-site improvements include paving McLaughlin Road and, as well as the installation of electrical facilities to support distribution of power from the Project site to the SCE Valley Substation. Similar with the Project, off-site improvements would require the consumption of energy in the forms of electricity, diesel, and gasoline. However, as with the Project, the energy consumption required to construction the off-site improvements would constitute a negligible increase in the countywide energy consumption. Given the nature of the off-site improvements, the energy consumption during Project operations of the off-site improvements is not anticipated to result in wasteful, inefficient, or unnecessary consumption of energy resources. As such, a less than significant impact would occur.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The State's target of achieving 100 percent renewable energy by 2045 relies on energy storage. The Project consists of an ESS facility that would support the State's and SCE's goals to obtain and store more renewable energy. The Project would utilize electricity provided by SCE that is composed of 37.6 percent renewable energy.[30] Per the Renewable Portfolio Standard, the SCE energy would be composed of at least 60 percent renewable energy by 2030. Additionally, Project would be designed to meet all applicable energy efficiency standards, including California Title 24 energy standards. Compliance with State and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. A less than significant impact would occur in regard to Project operational energy consumption.

Off-Site Improvements

Off-site improvements include paving McLaughlin Road, as well as the installation of electrical facilities to support distribution of power from the Project site to the SCE Valley Substation. As mentioned above in threshold b, the Project includes the operations of an ESS facility that would utilize electricity provided by SCE that is composed of 37.6 percent renewable energy. Given that the off-site improvements would be constructed to help serve Project operations, it is not anticipated that off-site improvements would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As such, a less than significant impact would occur.

Cumulative Impacts

Energy use and consumption are a largely cumulative impact. Many consumers drawing energy from a single power source can raise the base load on the power grid and exacerbate existing issues with peak energy uses. Additionally, the use of fuels for combustion in an inefficient, wasteful, and unsustainable manner can cause stress on existing networks. Based on these considerations, project-level thresholds of

[30] California Energy Commission. 2023. Power Content Label, Southern California Edison Company. Retrieved from: https://www.energy.ca.gov/zh-TW/filebrowser/download/7362 (accessed November 2025).

significance for energy use are relevant in the determination of whether the Project's individual energy consumption would have a cumulatively significant impact on energy in the region.

As described above, the Project would not result in a significant impact related to inefficient, wasteful, or unnecessary consumption of energy resources. Furthermore, the Project supports State and local energy efficiency plans. Each cumulative project would be required to maintain compliance with State, Federal, and local requirements. Compliance with these measures would increase equipment efficiency and reduce fuel consumption. As such, the Project's contribution to cumulative impacts associated with inefficient, wasteful, or unnecessary use of energy resources would not be substantial. Project impacts on energy sources are not anticipated to be cumulatively considerable and would be less than significant.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

A Geological Investigation was prepared for the Project by Southern California Geotechnical (December 18, 2024). The results of this report are summarized below and is included in ~~**Appendix G**~~ **Appendix E** of this IS/MND.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. According to the Geotechnical Investigation (~~**Appendix G**~~ **Appendix E**), the Project site is located in an area that is subject to strong ground shaking due to the numerous nearby faults capable of producing ground motions. However, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone.[31] Therefore, the potential for significant fault rupture on the Project site is considered to be low. The nearest faults to the Project site are located within Sun City and Quail Valley.[32] According to the Menifee GP Draft EIR, the two mapped faults within the City do not affect sediments of about 15,000 years or younger ages and thus are not considered active faults.[33] To reduce potential impacts caused by significant ground shaking within the Project site, the Project would be required to comply with the latest California Building Code's (CBC) seismic safety provisions to ensure that the proposed building is designed to resist structural collapse, and thus, provide reasonable protection from serious injury, catastrophic property damage, and loss of life. As previously stated, the Project is not within a known Alquist-Priolo Earthquake fault zone, and the Project would not cause rupture of a known fault. Further, through compliance with CBC's earthquake resistant structural design standards, the Project would not cause potential substantial adverse effects resulting in the risk of loss, injury or death, and a less than significant impact would occur.

Off-site Improvements

Off-site improvements are not within a known Alquist-Priolo Earthquake fault zone and would therefore not cause rupture of a known fault. Further, through compliance with CBC's earthquake resistant structural design standards, off-site improvements would not cause potential substantial adverse effects resulting in the risk of loss, injury or death, and a less than significant impact would occur.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii) Strong seismic ground shaking?

Less than Significant Impact. As previously stated, the Project site is located in an area that is subject to strong ground shaking due to the numerous nearby faults capable of producing ground motions; however, the risk of significant fault rupture within the Project site is considered low. Further, the Project would be designed in accordance with the requirements of the latest CBC

[31] Department of Conservation California Geological Survey. 2024. *Earthquake Zones of Required Investigation*. Retrieved from: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed October 2025).
[32] City of Menifee. 2013. *Menifee General Plan Exhibit S-1, Fault Map*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1028/S-1_FaultMap_HD0913?bidId= (accessed October 2025).
[33] City of Menifee. 2013. *Menifee General Plan Draft EIR*, page 5.6-25. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1106/Ch-05-06-GEO?bidId= (accessed October 2025).

Seismic Design Parameters for earthquake resistance. Additionally, all grading and fill replacement would be completed in accordance with CBC requirements and the City grading code. Following these requirements, the proposed structures would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life. As such, the Project would not cause substantial adverse effects such as risk of loss, injury, or death resulting from strong seismic ground shaking and a less than significant impact would occur.

Off-site Improvements

Off-site improvements would be located in an area that is subject to strong ground shaking due to the numerous nearby faults capable of producing ground motions; however, the risk of significant fault rupture is considered low. Further, the off-site improvements would be designed in accordance with the requirements of the latest CBC Seismic Design Parameters for earthquake resistance. Additionally, all grading and fill replacement would be completed in accordance with CBC requirements and the City grading code. Following these requirements, off-site infrastructure would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life. Therefore, off-site improvements would not cause substantial adverse effects such as risk of loss, injury, or death resulting from strong seismic ground shaking and a less than significant impact would occur.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction to occur include groundwater table elevation, soil type and grain size characteristics, relative density of soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean grain size between 0.075 to 0.2 millimeters (mm). According to the Menifee GP, the Project site is not located in an area prone to liquefaction.[34] Furthermore, the Geotechnical Investigation concluded that the Project site is generally underlain by dense to very dense older alluvium, further confirming that the Project site has low susceptibility to liquefaction.[35] As such, the Project would not cause substantial adverse effects such as risk of loss, injury, or death resulting from liquefaction and a less than significant impact would occur.

[34] City of Menifee. 2013. *Menifee General Plan Safety Element, Exhibit S-3 Liquefaction and Landslides*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/18261/FINAL_Safety-Element-6723_complete_reduced-size-for-webpage?bidId= (accessed October 2025).

[35] Southern California Geotechnical. *Geotechnical Investigation Proposed Energy Storage Building*, page 11. **Appendix G**

Off-site Improvements

Similar to the Project, off-side improvements are not located in an area prone to liquefaction.[36] As such, off-site improvements would not cause substantial adverse effects such as risk of loss, injury, or death resulting from liquefaction and a less than significant impact would occur.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv) Landslides?

Less than Significant Impact. The Project site has been previously disturbed and is currently developed for equipment and vehicle storage. There are no extreme elevation differences in or around the Project site that would potentially lead to landslide effects. Furthermore, as shown in Menifee GP Exhibit S-3, Liquefaction and Landslides[37], the Project is not located in an area with a susceptibility to landslides. As such, the Project would not cause substantial adverse effects, such as risk of loss, injury or death resulting from landslides, and a less than significant impact would occur.

Off-site Improvements

Similar to the Project, the area where off-side improvements would occur does not include extreme elevation differences that would potentially lead to landslide effects. Furthermore, as shown in Menifee GP Exhibit S-3, Liquefaction and Landslides,[38] the area where off-side improvements would occur is not located in an area with a susceptibility to landslides. As such, off-site improvements would not cause substantial adverse effects, such as risk of loss, injury or death resulting from landslides, and a less than significant impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. The Project site would undergo approximately 2 months of grading activities and construction would last between 12 and 18 months. During construction, the Project would be subject to compliance with erosion and sediment control measures and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities. The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment control Best Management Practices (BMPs). All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Additionally, Menifee MC Section 15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of Menifee Chapter 15.01

[36] City of Menifee. 2013. *Menifee General Plan Safety Element, Exhibit S-3 Liquefaction and Landslides*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/18261/FINAL_Safety-Element-6723_complete_reduced-size-for-webpage?bidId= (accessed October 2025).
[37] Ibid.
[38] Ibid.

and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment.

The Geotechnical Investigation provides recommendations to be implemented during site grading and construction. To reduce the potential for the loss of topsoil and erosion to occur during Project construction, the Project would implement City of Menifee standard **Condition of Approval (COA) ~~COA~~ GEO-1**, which requires the Project to adhere to the recommendations outlined in the Geotechnical Investigation. Because this measure is a standard COA applied to all projects in the City, it is included in the Project as proposed; therefore, it is not considered a mitigation measure pursuant to CEQA Guidelines Section 15126.4. The proposed recommendations that would help reduce erosion on-and off-site are summarized below. See **Appendix G** for a complete description of the proposed recommendations.

Site Preparation

- Ensuring proper removal of vegetation and unsuitable materials
- Scarify the area to receive fill to a depth of 10-12 inches, moisture condition, and compact to mitigate erosion

Grading

- Ensure proper revegetation or hardscaping of finished slopes to prevent surface erosion
- Benching into bedrock to stabilize slopes and minimize erosion
- Fill slope compaction through overfilling and back rolling
- Inspect cut slopes to determine stabilization needs and address any loose, cohesionless sands that may lead to erosion

Drainage

- Install subdrains in canyons and swales to manage water flow and reduce erosion
- Ensure proper drainage around foundations and behind retaining walls to manage soil destabilization and water seepage

Construction

- Phase grading and construction to minimize amount of exposed soils
- Moisture control to avoid soil destabilization, particularly of silty and clayey materials that can be highly erosive when dry
- Managing grading operations considering weather conditions to prevent increased moisture infiltration
- Rapid revegetation on finished slopes to stabilize soil surface
- Utilize erosion control covers and nettings on slopes to prevent erosion before establishment of permanent vegetation

Following construction of the Project, the Project site would be covered with hardscape which would not directly contribute to erosion. On-site landscaping would include ground covers to reduce erosion and loss of on-site soils post-construction pursuant to BMPs of the Water Quality Management Plan (WQMP) that has been prepared for the Project. Implementation of the BMPs outlined in the WQMP would ensure the Project would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to Hydrology and Water Quality section for further discussion. Project operations including landscaping maintenance would continue to be subject to the WQMP.

Through compliance with the NPDES and SWPPP requirements, Menifee MC Section 15.01, the Project-specific WQMP, and implementation of **COA GEO-1**, the Project would ~~reduce potential~~ have a less than significant impact with respect ~~impacts~~ to erosion and the loss of topsoil. ~~As such, the Project would not result in substantial erosion or loss of topsoil, and a less than significant impact would occur.~~

Off-site Improvements

Off-site improvements would adhere to all regulations, including erosion-control and sediment control BMPs. All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Additionally, Menifee MC Section 15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of Menifee Chapter 15.01 and control stormwater runoff to prevent any likelihood of adversely affecting human health or the environment. To reduce the potential for the loss of topsoil and erosion to occur during Project construction, the Project would implement **COA GEO-1,** which requires off-site improvements to adhere to the recommendations outlined in the Geotechnical Investigation. As such, off-site improvements would not significantly impact erosion or topsoil and a less than significant impact would occur.

Conditions of Approval

COA GEO-1 Two copies of City-approved geotechnical/soils report, no more than three (3) years from date of application for grading permit, shall be provided to the City Public Works / Engineering Department with initial submittal of a grading plan. If there is no approved report and/or said report is past three (3) years from date of application, a new geotechnical/soils report and/or update letter, respectively, shall be prepared and submitted to City for review and approval. The geotechnical/soils, compaction and inspection reports will be reviewed in conformance with the latest edition of the Riverside County Technical Guidelines for Review of Geotechnical and Geologic Reports. A fee for review of the geotechnical/soils report and/or update letter shall be paid to the City, the amount of which shall be determined by the City at the first submittal of the report.

A geotechnical/soils report was submitted to the City and reviewed by staff. The geotechnical/soil report was reviewed in conformance with the latest edition of the Riverside County Technical Guidelines for Review of Geotechnical and

Geologic Reports. Prior to issuance of any grading permit, two copies of the City approved geotechnical/soils report shall be submitted to the Public Works Engineering Department. The developer/property owner shall comply with the recommendations of the report, and City standards and specifications. All grading shall be done in conformance with the recommendations of the report, and under the general direction of a licensed geotechnical engineer. An updated report may be required if deemed necessary by the Public Works Director prior to the issuance of any grading permit.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. As previously discussed, liquefaction and landslides are not considered to be a design concern for the Project, and the Project site has low susceptibility for liquefaction and landslides. Similarly, the Geotechnical Investigation determined the potential for lateral spreading and subsidence is also considered low.[39] Minor subsidence is expected to occur in the soils below the zone of remove, resulting from settlement and machinery working, however it is not anticipated to cause significant impacts. The near-surface soils generally consisted of silty sands and are expected to possess good to excellent pavement support characteristics with R-values in the range of 40 to 60. Fill material imported to the site should have support characteristics equal to or greater than that of the on-site soils and be placed and compacted under engineering observed and tested conditions. The Geotechnical Investigation recommends that R-value testing be performed after completion of rough grading. As such, the Project is not located on an unstable geologic unit or unstable soils or any that would become stable resulting from landslides, lateral spreading, subsidence, or liquefaction, and a less than significant impact would occur.

Off-site Improvements

Liquefaction and landslides are not considered to be a design concern for areas where the off-site improvements would occur as the areas have a low susceptibility for liquefaction and landslides. Furthermore, off-site improvements are not located on an unstable geologic unit or unstable soils or any that would become unstable resulting from landslides, lateral spreading, subsidence, or liquefaction. As such, a less than significant impact would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils are those that expand and contract depending on their moisture level and normally occur within the first five feet below the surface. This change can occur seasonally as water levels and precipitation change throughout the year. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. Laboratory testing performed on a representative sample of the near-surface soils on the Project site indicated that these materials possess a low expansion potential (Expansive Index = 17).[40] As such, the

[39] Southern California Geotechnical. *Geotechnical Investigation Proposed Energy Storage Building*, page 1. **Appendix G.**
[40] Southern California Geotechnical. *Geotechnical Investigation Proposed Energy Storage Building*, page 9. **Appendix G.**

Project does not contain expansive soils that would create substantial direct or indirect risks to life or property and a less than significant impact would occur.

Off-site Improvements

Off-site improvements are not located on expansive soils. As such, off-site improvements are not located within an area that contains expansive soils that would create substantial direct or indirect risks to life or property and a less than significant impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project proposes the construction and operations of a battery energy storage system. As previously discussed, the Project would be mainly operated remotely, and no employees are expected to be on-site with the exception for routine maintenance. As such, the Project does not propose any use of septic tanks or alternative wastewater disposal systems, and no impact would occur in this regard.

Off-site Improvements

Off-site improvements do not include the use of septic tanks or alternative wastewater disposal systems, and no impact would occur in this regard.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. According to the Menifee GP, the majority of the city is assigned as high paleontological sensitivity, which includes the Project site.[41] The Environmental Impact Report (EIR) for the Menifee GP concludes the possibility of finding additional paleontological resources within City boundaries is high at depth of 10 feet or more below ground surface. The Project would follow the City's development review process as well as comply with CEQA to identify paleontological discoveries and protect paleontological resources. The potential to uncover undiscovered paleontological resources in the City is high, however the Project would implement and comply with the City's standard conditions of approval related to paleontological resources (**COA GEO-2** through **COA GEO-5** listed below), which would reduce potential impacts to paleontological resources to a less than significant level.

Off-site Improvements

Similar with the Project, construction of off-site improvements has the potential to impact paleontological resources. As such, the City's standard conditions of approval related to paleontological resources would be implemented for construction of off-site improvements to reduce impacts to paleontological resources, and a less than significant impact would occur.

[41] City of Menifee. 2013. *Menifee General Plan Environmental Impact Report*, Figure 5.5-1. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1105/Ch-05-05-CUL?bidId= (accessed October 2025).

Conditions of Approval

COA GEO-2 **Qualified Professional Paleontologist.** Prior to excavation, the Proposed Project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010), who shall direct all ~~mitigation~~ Protection measures related to paleontological resources. The Qualified Professional Paleontologist shall obtain a written repository agreement for the curation of any fossils discovered during paleontological monitoring prior to the beginning of ground disturbance.

COA GEO-3 **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should construction personnel discover fossils.

COA GEO-4 **Paleontological Monitoring and Salvage.** Full-time paleontological monitoring shall be conducted during ground-disturbing construction activities (e.g., grading, trenching, drilling) within previously undisturbed sediments. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Menifee.

Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, as multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.

In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is

determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

- **Fossil Salvage**. The paleontological monitor shall salvage (excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In these cases, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location. ~~Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.~~
- **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist. ~~Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director~~

~~shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.~~

COA GEO-5 **Final Paleontological Mitigation Report**. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, scientific significance and necessary maps and graphics to accurately record their original location(s). The report shall be submitted to the City of Menifee and, if fossil curation occurred, the designated scientific institution.

Cumulative Impacts

Cumulative impacts concerning geology and soils are generally site-specific. As concluded above, the Project would not result in any significant impacts related to geology and soils with the implementation of the applicable conditions of approval and by complying with state and local laws and regulations that ensure proper protection of people and property from substantial adverse geological and soils effects. Similar to the Project, cumulative projects would also be required to comply with state and City requirements, which may include preparation of a site-specific geotechnical report and implementation of applicable building design standards, prior to project approval. Therefore, the Project's impact on geology and soils would not be cumulatively considerable.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact.

Construction GHG Emissions

Project construction would result in direct greenhouse gas (GHG) emissions from construction equipment and the transport of materials and construction workers to and from the Project site. Construction-generated GHG emissions would be temporary and would cease with completion of construction.

Project construction activities would begin as early as the fourth quarter of 2027 ~~second quarter of 2026~~. Project construction would consist of on-site development (i.e., demolition, site preparation, grading, paving, battery installation, and collector substation installation) and off-site improvements (i.e., construction of McLaughlin Road and gen-tie line). Construction-generated GHG emissions associated with the Project were calculated using CalEEMod, which is designed to model emissions for land use development projects based on typical construction requirements. See **Appendix A** for more information regarding the construction assumptions used in this analysis.

Table 11: Project Construction Greenhouse Gas Emissions presents the total GHG emissions that would be generated during Project construction. In accordance with the SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project.[42]

[42] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District. [2009]. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13.)

Table 11: Project Construction Greenhouse Gas Emissions

Year	$MTCO_2e$
2026	314
2027	1,971
2028	25
Total Construction[1]	2,310
Amortized over 30 Years	77

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent
1. Total may not add up exactly due to rounding in the modeling calculations.
Source: CalEEMod version 2022.1. Refer to Appendix A for the model outputs.

As shown in **Table 11**, Project construction would result in 2,310 metric tons of carbon dioxide equivalents (MTCO2e) over the course of construction and approximately 77 MTCO2e per year when amortized.

Operational GHG Emissions

Operational or long-term GHG emissions would occur over the life of the Project. Operational GHG emissions would result from direct sources, such as Project-generated vehicular traffic and an emergency generator. Operational GHG emissions would also result from indirect sources, such as electricity generation and water supply and wastewater treatment. The operational GHG emission sources are described below.

- **Mobile Source Emissions.** Project operations would generate periodic vehicle trips to the Project site for required maintenance activities. **Appendix I** conservatively assumed the Project would generate nine daily weekday trips. Mobile source emissions were calculated in CalEEMod based on the Project trip generation and are therefore conservative.
- **Energy.** Energy source emissions would be generated due to electricity usage associated with the Project (i.e., ESS facility equipment, lighting, and security system) and were calculated in CalEEMod using default CalEEMod rates.
- **Emergency Generator**. The Project would include a backup generator, which would supply power to the ESS facility and fire protection system in the event of an emergency. As such, the emergency generator would not be part of the Project's normal daily operations. The emergency generator emissions were calculated separately from CalEEMod using CalEEMod default emission rates. This analysis assumes the emergency generator would operate for 50 hours per year consistent with applicable regulatory limits. The Applicant would be required to obtain a SCAQMD operational permit prior to installation. Furthermore, emergency generators must meet SCAQMD's BACT requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions if and when a backup generator is in use.
- **Water**. Water source emissions would occur from electricity consumption associated with water conveyance and wastewater treatment and were calculated in CalEEMod using default CalEEMod rates.

The Project operational GHG emissions are summarized in **Table 12: Project Operational Greenhouse Gas Emissions**.

Table 12: Project Operational Greenhouse Gas Emissions

Source	$MTCO_2e$ per year
Construction	77
Mobile	8
Electricity	35
Emergency Generator	3
Water	3
Total	126
SCAQMD Threshold	3,000
Threshold Exceeded?	**No**
$MTCO_2e$ = metric tons of carbon dioxide equivalent, SCAQMD = South Coast Air Quality Management District 1. Total may not add up exactly due to rounding in the modeling calculations.	
Source: CalEEMod version 2022.1. Refer to **Appendix A** for the model outputs.	

As shown in **Table 12**, the total operational GHG emissions associated with the Project would not exceed the most conservative SCAQMD threshold. As such, impacts in regard to GHG emissions associated with Project implementation would be less than significant.

Decommissioning

At the end of the Project's operational term (anticipated to be 35 years), the Applicant would determine whether to decommission the Project or apply for a Conditional Use Permit extension. Decommissioning is expected to occur over a 12- to 18-month period after the Project is terminated and may be extended for one additional 12-month period. Decommissioning would involve less construction equipment and daily workers than Project construction. Furthermore, it is anticipated that decommissioning activities would utilize cleaner and more fuel-efficient construction equipment consistent with existing regulations. For purposes of this analysis, it is conservatively assumed as a worst-case scenario that Project decommissioning would generate the same emissions as Project construction. As shown in **Table 11** Project construction GHG emissions would not exceed the SCAQMD's GHG significance thresholds. A less than significant impact would occur.

Off-Site Improvements

As mentioned in threshold a above, construction and operations emissions associated with the Project and off-site improvements would not exceed SCAQMD's GHG significance thresholds. As such, a less than significant impact would occur.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact.

SCAG's RTP/SCS

Under SB 375, SCAG's 2024-2050 RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent by 2035.[43] The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The RTP/SCS plans account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS are also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project's consistency with the 2024-2050 RTP/SCS goals are described in **Table 13: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 13: Regional Transportation Plan/Sustainable Communities Strategy

SCAG Goals	Compliance
2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY[1]	
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	**Consistent:** The Project proposes an ESS facility, which would store energy from the electrical grid during low load times and would discharge the energy back into the electrical grid during high load times. As such, the Project would reduce future GHG emissions from non-renewable electrical generation.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	**N/A:** The Project proposes an ESS facility that would primarily be remotely operated. This is not a project-specific policy and is therefore not applicable.
Support planning for people of all ages, abilities, and backgrounds	**N/A:** This is not a project-specific policy and is therefore not applicable.
Communities: Develop, connect, and sustain communities that are livable and thriving.	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	**N/A:** The Project proposes an ESS facility that would primarily be remotely operated. This is not a project-specific policy and is therefore not applicable.

[43] California Air Resources Board. SB 375 Regional Targets. Retrieved from: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets (accessed November 2025).

SCAG Goals	Compliance
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.	**N/A**: The Project does not propose residential uses. Therefore, this is not a project-specific policy and is not applicable.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	**Consistent:** The Project proposes an ESS facility on an infill site. The Project would primarily be operated remotely and would generate minimal vehicle trips. The Project would reduce future GHG emissions from non-renewable electrical generation by storing energy from and releasing energy into the electrical grid. The Project would comply with all applicable energy efficiency and sustainability measures, such as drought-tolerant landscaping. Additionally, the Project is located approximately 34 miles inland and would not be subject to risks associated with sea level rise. Thus, the Project promotes GHG-reduction strategies and is well suited to maintaining resiliency against the effects of climate change and associated health impacts.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	**Consistent:** The Project is not a transportation improvement project. However, the Project site is located 1.8 miles from Interstate 215 and 0.5 mile from State Route 74. The Project would include minimal vehicle trips and the Project site location would reduce associated VMT and trip lengths. Furthermore, the Project would reduce electricity generation and associated GHG emissions, comply with applicable energy standards, and would include drought tolerant landscaping.
Conserve the region's resources.	**Consistent:** As described in **Section 4.2: Agriculture and Forestry Resources**, **Section 4.6: Energy**, and **Section 4.12: Mineral Resources** the Project is not located on or near land that is designated for agricultural purposes, mineral extraction, or would result in the loss of inefficient use of energy resources. Therefore, Project implementation would not result in a loss of the region's resources.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.	
Improve access to jobs and educational resources.	**Consistent:** The Project proposed an ESS facility and would jobs for occasional monitoring and maintenance. The Project would provide and improve access to jobs opportunities within the local community.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	**N/A:** This is not a project-specific policy and is therefore not applicable.
N/A = not applicable; SR = State Route; VMT = vehicle miles traveled; LST = localized significance threshold; GHG = greenhouse gas Sources: Southern California Association of Governments. 2024. *Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy).*	

As shown in **Table 13**, the Project would be consistent with the applicable goals of the 2024-2050 RTP/SCS. Therefore, the Project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets and a less than significant impact would occur.

CARB 2022 Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan provides guidance to achieve the AB 1279 targets primarily through zero-emission (ZE) transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors. The 2022 Scoping Plan would additionally continue to implement SB 375, which establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent by 2035.[44]

The Project proposes the construction and operation of an ESS facility, which would connect to, store energy from, and release energy into the electrical grid. The Project would utilize electricity provided by SCE that is composed of 37.6 percent renewable energy.[45] Per the Renewable Portfolio Standard, the SCE energy would be composed of at least 60 percent renewable energy by 2030. As such, the Project would support the decarbonization of the electric grid by reducing non-renewable electrical generation and the associated GHG emissions. The Project would ensure electrical grid reliability and resiliency by dispatching stored energy during high demand times. Furthermore, the Project would address the State's need for energy storage to achieve 100 percent renewable energy by 2045. The Project would not obstruct or interfere with efforts to increase ZE vehicles or state efforts to improve system efficiency, nor conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan. It is also noted that the Project would not convert any Natural and Working Lands and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan. As such, the Project would not interfere with implementation of the 2022 Scoping Plan. A less than significant impact would occur.

City of Menifee

The City of Menifee Open Space and Conservation Element established policies to efficiently manage resources, respond to climate change, and reduce local GHG emissions. Project consistency with the Open Space and Conservation Element policies are discussed below.

Policy OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Energy Efficiency Standards.

[44] California Air Resources Board. SB 375 Regional Targets. Retrieved from: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets (accessed November 2025).
[45] California Energy Commission. 2023 Power Content Label, Southern California Edison Company. Retrieved from: https://www.energy.ca.gov/zh-TW/filebrowser/download/7362 (accessed November 2025).

- The Project would be designed in compliance with the California Energy Code, Title 24, Part 6 Building Energy Efficiency Standards and Part 11 CalGreen Standards. The Project would be consistent with Menifee GP Policy OSC-9.5

Policy OSC-10.1: Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.

- The Project would include an ESS facility that would reduce energy source GHG emissions consistent with AB 32. The Project would not conflict with Menifee GP Policy OSC-10.1.

Policy OSC-10.2: Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.

- The Project would include an ESS facility that would reduce energy source GHG emissions consistent with Executive Order S-03-05. Furthermore, the Project would not exceed the SCAQMD's significance threshold and would not result in a cumulatively considerable impact with respect to GHG emissions as discussed above. The Project would not conflict with Menifee GP Policy OSC-10.2.

OSC-10.3: Participate in regional greenhouse gas emission reduction initiatives.

- The Project would include an ESS facility, which would support the State's goal of increasing energy storage to achieve 100 percent renewable energy by 2045. The Project would not conflict with Menifee GP Policy OSC-10.3.

Policy OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

- The Project would include an ESS facility and would reduce reliance on non-renewable energy source and energy source GHG emissions. Thus, the Project would reduce climate change-related impacts. The Project would not conflict with Menifee GP Policy OSC-10.4.

Off-Site Improvements

As mentioned in threshold b above, the Project would not conflict with the 2024-2050 RTP/SCS goals, the CARB 2022 Scoping Plan, and the Menifee GP. The off-site improvements would include paving McLaughlin Road, as well as the installation of electrical facilities to support distribution of power from the Project site to the SCE Valley Substation. As the off-site improvements would be required to help serve Project operations, construction and operations of the off-site improvements are not anticipated to conflict with the aforementioned plans to reduce emissions of greenhouse gases. Additionally, as mentioned in threshold a above, off-site improvements would not exceed SCAMQD's GHG emissions thresholds. As such, a less than significant impact would occur.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result

in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would not exceed the SCAQMD's 3,000 MTCO2e threshold of or impede the applicable local, State, or Federal GHG reduction plans or policies. Project impacts on GHG emissions are not anticipated to be cumulatively considerable and would be less than significant.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

A Hazard Mitigation Analysis (October 9, 2025) and an Alternate Materials and Methods (AMM) (June 5, 2026) request by Coffman Engineers, Inc. and a Phase I Environmental Site Assessment (November 2025) by Practical Environmental Solutions were prepared for the Project site. The results of these reports are used to support the analysis below and are included in **Appendix F** of this IS/MND.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. A typical project that could result in a significant hazard to the public includes projects that routinely transport, use, or dispose of hazardous materials or places housing near a facility which routinely transports, uses or disposes of hazardous materials. Battery energy storage systems are electrochemical devices that charge or collect energy from the grid and then discharge that energy at a later time to provide electricity or other grid services as needed. The Project consists of a battery energy storage system facility that would implement and utilize lithium-ion batteries that would be interconnected with the SCE Valley Substation, via a gen-tie line. Modifications would be made to the existing SCE Valley Substation to accommodate the proposed energy storage system facility. During Project operations, no significant hazardous materials would be present under normal conditions. Regular operation and maintenance of the Project structures would not result in significant impacts involving the use, storage, transport, or disposal of hazardous wastes and substances.

It is anticipated that a minor level of transport, use, and disposal of hazardous materials and waste would occur that are typical with construction activities. Project construction may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous material during construction would occur in accordance with applicable federal, state, and local laws, including the California Division of Occupational Safety and Health (Cal/OSHA) requirements. Additionally, appropriate spill containment and cleanup kits would be provided on site, and a spill prevention control and countermeasures plan would be developed for Project operations. As such, the Project would not require the routine transport, use, or disposal of hazardous materials and waste that would cause a significant environmental or public hazard and a less than significant impact would occur in this regard.

The proposed energy storage system would include lithium-ion batteries that would be housed in prefabricated enclosures that include comprehensive safety systems. The batteries are equipped with built-in fail safe and cooling systems engineered to mitigate thermal runaway and prevent fire spread. Additionally, the battery storage units are UL listed and the entire energy storage systems facility would be designed according to CFC 1207, and NFPA Code 855.

Pursuant to Menifee MC Section 9.297.040 and as required by the 2022 CFC, the energy storage system would be fully tested, certified, and listed to the most rigorous safety standards through the completion of a Hazard Mitigation Analysis.[46] The Hazard Mitigation Analysis (**Appendix F**) included assessments for code compliance; fire and hazard testing; assessments of safety systems; and a fault consequence analysis. It was concluded that the ESS design meets or exceeds all

[46] City of Menifee. 2025. *Menifee Development Code Section 9.297.040*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/20968/Article-5-Special-Use-Standards_8-15-24?bidId= (accessed October 2025).

applicable fire and life safety codes for large-scale lithium-ion ESS. Additionally, the full-scale fire testing validated the system's ability to provide effective mitigation of fire, explosion, and electrical hazards. The Hazard Mitigation Analysis recommended that the analysis be reviewed annually by the site operator and owner; equipment changes are evaluated by the Engineer of Record; maintenance of formal inspection, testing, for all detection and alarm systems, per NFPA 72; in case of emergency, personnel should not approach containers alarm conditions until ventilation has cleared gases and alarms are reset. The Hazard Mitigation Analysis would also undergo review and approval by the City of Menifee Fire Department.

The City of Menifee Fire Department would also review and approve the facility for fire access, protection, and suppression requirements. Fire protection would also include site level fire detection and alarming systems that are NFPA 72 compliant to identify abnormal heat, smoke, and/or gas signature from energy storage system equipment and provide alarm notifications to operators and responding authorities.

To facilitate transmissions between the Project site and the SCE Valley Substation, a gen-tie line would be installed and would include several points of connections both on- and off-site. The proposed gen-tie line, which will transmit high-voltage electricity between the Project site and the SCE Valley Substation, could generate electric and magnetic fields (EMFs) during operation. While CEQA does not identify EMF exposure as an environmental impact requiring significance determination, the California Public Utilities Commission (CPUC) recognizes public concern around EMFs and has adopted policies to address EMF through design-based mitigation. In 1993, CPUC Decision 93-11-013 established the requirement for utilities to implement "low-cost and no-cost" EMF reduction measures[47] and the 2006 CPUC Decision 06-01-042 required the preparation of an EMF Field Management Plan (FMP) for new transmission projects rated 50 kV or higher.[48] These guidelines aim to reduce EMF exposure where feasible without imposing significant costs.

Under CPUC policy, low-cost/no-cost measures typically include optimizing conductor phasing, increasing conductor height, reducing conductor spacing, and routing lines away from sensitive receptors. The proposed gen-tie line design incorporates practical measures that align with CPUC guidelines. Specifically, the alignment avoids residential areas and sensitive land uses, which is considered a no-cost mitigation measure. Additionally, the overhead structures are designed to maintain clearances consistent with CPUC General Order 95, which indirectly reduces EMF exposure by increasing conductor height. During final design, the Project Applicant would prepare an EMF Field Management Plan (FMP) to model magnetic fields and confirm implementation of feasible low-cost measures such as optimized phasing and conductor configuration. These steps demonstrate compliance with CPUC's EMF policy and proactive consideration of public safety. With the incorporation of CPUC's low-cost/no-cost EMF reduction measures and preparation of an EMF FMP, the project would minimize EMF exposure to the extent feasible.

[47] CPUC. 2006. *EMF Design Guidelines for Electrical Facilities*, page 1. Retrieved from: https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/infrastructure/emfs/ca_emf_design_guidelines.pdf (accessed October 2025).
[48] Ibid, page 7.

Lastly, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site, and concluded that no recognized environmental conditions (RECs) were on or in connection with the Project site; no further actions or investigations were recommended.

Through the incorporation of fire safety protocols and systems into the Project design, the Project would reduce the potential for reasonably foreseeable upset and accident conditions relating to the proposed energy storage system uses. Through the safety design and approval process by the City's Fire Department, the Project would not result in a significant hazard involving the release of hazardous materials into the environment, and a less than significant impact would occur in this regard.

Off-site Improvements

No significant hazardous materials would be present under normal conditions related to the off-site improvements. Regular operation and maintenance of the off-site structures and utilities would not result in significant impacts involving the use, storage, transport, or disposal of hazardous waste and substances. It is anticipated that a minor level of transport, use, and disposal of hazardous materials and waste would occur that are typical with construction activities. Construction of off-site improvements may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous material during construction would occur in accordance with applicable federal, state, and local laws, including Cal/OSHA requirements. As such, the installation of off-site improvements would not significantly impact hazards and hazardous materials and a less than significant impact would occur with respect to off-site improvements.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. There are no schools located within one-quarter mile of the Project Site. Schools closest to the Project site include Romoland Elementary School and Boulder Ridge Elementary School, located approximately one mile to the northwest and 0.81 mile to the south, respectively. Additionally, as previously discussed, the Project would not involve the routine transport, use, or disposal of hazardous materials or waste, such that the actions of which would result in a significant adverse effect on the public or the environment. Further, the Project is not anticipated to result in significant hazards through reasonably foreseeable upset and accident conditions which would involve the release of hazardous materials into the environment. The Project has been designed to reduce potential hazards by including failsafe and cooling systems safety measures in the batteries to prevent the spread of fire; undergoing testing of the energy storage system based on rigorous safety standards; ensuring Project design is CFC and NFPA code compliant; and installing fire detection and alarming systems that are NFPA code compliant. Further, all Project design features would be reviewed and approved by the City's Fire Department for adequate fire access, protection, and suppression requirements. As such, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within a one-quarter mile of an existing or proposed school, and a less than significant impact would occur.

Off-site Improvements

There are no schools located within one-quarter mile of the off-site improvements. As such, off-site improvements would not emit hazardous emissions or handle hazardous materials, substances, or waste within a one-quarter mile of an existing or proposed school, and a less than significant impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project is not located on a site that is included on a list of hazardous materials sites (Cortese List) compiled by the Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5.[49] Additionally, there are no properties within or near the Project site where a known release has occurred. As such, the Project would not create a significant hazard to the environment resulting from being located on a hazardous materials site, and no impact would occur.

Off-site Improvements

The area where off-site improvements would occur are not located on a site that is included on a list of hazardous materials sites (Cortese List) compiled by DTSC pursuant to Government Code Section 65962.5.50. The off-site improvements would not create a significant hazard to the environment resulting from being located on a hazardous materials site, and no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than Significant Impact. The closest airports to the Project site are the SCE San Jacinto Valley Service Center Heliport and the Perris Valley Airport located approximately 0.44 mile to the north and 4.19 miles to the northeast, respectively. The Project site is not located within two miles of a public airport or public use airport; however, the Project site is in the vicinity of a private heliport. Additionally, the Project site is not located within the Airport Influence Area Boundary for Perris Valley Airport[51] or the March Air Reserve Base.[52] The Project does not include residential development and would not create a noise or safety hazard for people working in the Project area. As such, the Project is not anticipated to generate a safety hazard or excessive noise for people residing or working near the Project site, and a less than significant impact would occur.

[49] DTSC. 2025. *EnviroStor*. Retrieved from: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=28636+Case+Rd%2C+Romoland%2C+CA+92585 (accessed October 2025).
[50] Ibid.
[51] Riverside County. 2010. *Riverside County Airport Land Use Compatibility Plan Policy Document,* Map PV-1 Compatibility Map. Retrieved from: https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan (accessed October 2025).
[52] Mead and Hunt. 2014. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*, Map MA-1 Compatibility Map. Retrieved from: https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan (accessed October 2025).

Off-site Improvements

The area where off-site improvements would occur is not located within two miles of a public airport or public use airport; however, the Project site is in the vicinity of a private heliport. Additionally, the off-site improvements areas are not located within the Airport Influence Area Boundary for Perris Valley Airport[53] or the March Air Reserve Base.[54] The off-site improvements would not create noise or safety hazards for people working in the Project area**.** As such, the Project is not anticipated to generate a safety hazard or excessive noise for people residing or working near the Project site, and a less than significant impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The City of Menifee collaborates with local and regional emergency service organizations and personnel to conduct simulated emergency response exercises throughout the year. The City of Menifee and Menifee Police Department routinely coordinate with Riverside County/CAL FIRE, Riverside County Emergency Management Department, and the local utility providers to discuss methods and response plans for various emergency scenarios that could potentially present themselves within the region. Additionally, the City provides download resources for residents, such as storm and emergency preparation information via its website.[55] Vehicular access to the Project site would be provided via two access points~~, one~~ on McLaughlin Road ~~and one on Matthews Road~~. The Project prepared an AMM request to allow both driveways to be located on McLaughlin Road. The AMM included a plume analysis to evaluate whether thermal runaway or other failures with the battery systems could obstruct or prevent evacuation from or emergency response to the Project site. The AMM concluded that the proposed site layout is the current best-case scenario during either a credible or improbable event scenario and would allow at least one driveway to remain operational for access. Final approval from the Fire Marshal would be required to allow for this site configuration given the site design constraints that exist. This final approval would occur during the permit process of the Project and would be completed at a later date.

An internal access road would be included throughout the Project site that would allow for emergency vehicles and evacuation in case of an emergency. Additionally, McLaughlin Road would be improved, which would further improve emergency access and evacuation along McLaughlin Road. Refer to Transportation section of this MND for further discussion on roadway improvements. The Project does not propose operations that would inhibit the use of public roadways such that access would be restricted. Furthermore, according to the Safety Element of the Menifee GP, none of the roadways adjacent to the Project site are designated as an emergency

[53] Riverside County. 2010. *Riverside County Airport Land Use Compatibility Plan Policy Document,* Map PV-1 Compatibility Map. Retrieved from: https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan (accessed October 2025).
[54] Mead and Hunt. 2014. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*, Map MA-1 Compatibility Map. Retrieved from: https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan (accessed October 2025).
[55] City of Menifee. 2025. *Storm and Emergency Preparedness*. Retrieved from: https://www.cityofmenifee.us/418/Storm-and-Emergency-Preparedness (accessed October 2025).

evacuation route.[56] As such, the Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan, and a less than significant impact would occur.

Off-site Improvements

Roadway improvements ~~Improvements~~ to McLaughlin Road have already been completed by others, and included ~~would include~~ paving of McLaughlin Road and driveway aprons to provide adequate site ingress and egress for Project operations and emergency access. ~~McLaughlin Road would be constructed along the northern boundary of the Project site and would also provide connections to Matthews Road to the southwest.~~ The roadway improvements on McLaughlin Road ~~would be~~ were designed and constructed in accordance with the City Industrial Collector Roadway Standard.[57] The Project's obligation to improve the landscaping, sidewalk, and other appurtenant infrastructure would not occur within the roadway such that access would be impacted. The Project does not propose operations that would inhibit the use of public roadways such that access would be restricted. Furthermore, according to the Safety Element of the Menifee GP, none of the roadways adjacent to the Project site are designated as an emergency. As such, off-site improvements would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan, and a less than significant impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. As discussed in the Wildfire section of this IS/MND, the Project site is not located in a State Responsibility Area (SRA) nor is it located in a Very High Fire Hazard Severity Zone (VHFHSZ). The Project site is located within a Local Responsibility Area (LRA) which means the City is responsible for wildfire protection. The closest VHFHSZ is located approximately 0.60 mile to the west of the Project site, west of the intersection of Abbey Lane and Stix Drive.[58] Additionally, the Menifee GP does not identify the Project site as being located in or near an SRA or VHFHSZ.[59] Furthermore, as previously discussed, the Project is equipped with a fire safety system, and all ESS design has been evaluated in accordance with the 2022 CFC and Menifee MC Section 9.297.040 through the preparation of a Hazard Mitigation Analysis. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and a less than significant impact would occur.

Off-site Improvements

[56] City of Menifee. 2013. *Menifee General Plan Safety Element*, Exhibit S-9 Evacuation Routes. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/14711/Evacaution-Routes (accessed October 2025).
[57] City of Menifee. 2019. *Road Improvement Standards and Specifications*, page 21. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/23854/Street-Improvement-Standards-and-Specifications-2019---COMPLETE (accessed September 2025).
[58] CAL FIRE. 2025. *Fire Hazard Severity Zones and Local PIO Viewer*. Retrieved at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9 (accessed October 2025).
[59] City of Menifee. 2013. *City of Menifee General Plan*, Exhibit 2-8: Very High Fire Hazard Severity Zones and Public Facilities. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/14710/2_Safety_Exhibits_8-5_2021-8---Very-High-Fire-Hazard-Severity-Zoones-and-Public-Facilities (accessed October 2025).

Off-site improvements are not located in an SRA nor are they located in a VHFHSZ. The Project site is located within an LRA which means the City is responsible for wildfire protection. The closest VHFHSZ is located approximately 0.60 miles to the west. As such, off-site improvements would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and a less than significant impact would occur.

Cumulative Impacts

The Project's impacts associated with hazards and hazardous materials are anticipated to be less than significant with adherence to federal, state, and local regulations and standards governing hazards and hazardous materials. Cumulative development would also be required to comply with applicable laws and regulations, and prepare site specific environmental site assessments, and implement mitigation (as necessary), to reduce impacts related to hazards and hazardous materials. Therefore, the Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Water Quality Management Plan (May 2, 2025) and Drainage Study (May 2025; revised May 2026) were prepared for the Project by Coffman Engineers, Inc. The results of these reports are used to support the analysis below and are included in **Appendix G** of this IS/MND.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The Project's short-term construction-related activities would include demolition, excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, excavation, and any other activity that results in a land disturbance of equal to or greater than one acre.

To obtain coverage under the General Permit, dischargers are required to file the Permit Registration Documents (PRDs) with the State Water Board. The General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed General Permit-required measures to control potential construction-related pollutants. Menifee MC Chapter 15.01 ~~address~~ addresses stormwater and runoff pollution control and is intended to reduce the quantity of pollutants being discharged to waters of the United States. Specifically, Menifee ME Section 15.01.015(B)(1) indicates that any person performing construction work in the City shall comply with the provisions of Menifee MC Chapter 15.01 and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 would be required when requested by the Director of Public Works. Further, the Project proposes hardscapes throughout a large portion of the Project site, which would stabilize soils and contain them on-site. Following compliance with NPDES and Menifee MC requirements, the Project's construction-related activities would not violate water quality or waste discharge requirements.

Urban stormwater runoff is covered under the municipal permit for Riverside County, the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the Riverside County Flood Control and Water Conservation District. They City of Menifee is Co-Permittee (Discharger) under the MS4 Permit. Each Co-Permittee is required to ensure that an appropriate WQMP is prepared for "New Development" and "Significant Redevelopment" projects for which a map or permit for discretionary approval is sought. The New Development category includes new developments that create 10,000 square feet or more of impervious surface (collectively over the entire Project site). The Project would create more than 10,000 square feet of impervious surface area, so a WQMP was prepared. The WQMP is required to include site design (including, where feasible Low Impact Development principles), Source Control and Treatment Control elements to reduce the discharge of pollutants in urban runoff. Surface drainage from the Project site would flow through the internal, site separate, storm drain system to two detention basins on the northwest and southeast corners of the Project site. The proposed drainage design would utilize the existing storm drain system and retrofit the two existing detention basins into bioretention basins to meet Low Impact Development (LID) requirements for Riverside County before discharging into the Romoland Stormwater Channel to the south of the site. Connection to the

existing storm drain system would be completed via a directional boring technique underneath the potentially jurisdictional feature. Additionally, MMC § 15.01.015(C) specifies that new development projects shall control stormwater runoff to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and identify the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 Permit is required when requested by the Director of Public Works.

Following compliance with the existing water quality regulatory framework (i.e., NPDES and MMC), including implementation of BMP's specified in the Project WQMP, Project operations would not violate water quality or waste discharge requirements and a less than significant impact would occur.

Off-site Improvements

Off-site improvements' short-term construction-related activities would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Any off-site improvements would comply with the existing water quality regulatory framework (i.e., NPDES and MMC), including implementation of any necessary BMP's specified in the Project WQMP. Off-site improvements would not violate water quality or waste discharge requirements and a less than significant impact would occur.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The Project site overlies the San Jacinto Groundwater Basin and is within the service area of EMWD ~~Eastern Municipal Water District (EMWD)~~. The Project would construct on-site and off-site potable water and recycled water systems (if required) in accordance with EMWD design standards to receive water services for EMWD. The Project would utilize potable water and would only use recycled water if service is extended to the Project site. ~~and~~ The Project would not use off-site groundwater wells, nor any other groundwater extractive methods to service the Project. As further discussed in Utilities and Services Systems of this IS/MND, EMWD is able to meet the Project's water demand through the year 2045 in addition to existing service and future development.

The Project would be required to reduce the impacts associated with the introduction of impervious surfaces pursuant to design measures in the SWPPP and WQMP. These measures include, but are not limited to, LID, BMPs, and other stormwater drainage controls. The LIDs would be engineered to capture and control run-off prior to being released downstream. This would increase the duration that water is held on-site prior to being released to the receiving downstream waters. This timed-release allows water to slowly infiltrate the ground and helps facilitate recharge. Further, LIDs that include permeable materials enable run-off to immediately infiltrate and being the recharge process. More specifically, as concluded in the WQMP, the site's drainage

design has incorporated bio-retention basins located in the northwest and southeast corners of the Project site. All site drainage would be conveyed to the bio-retention area where the runoff would be allowed to pass through a filter media, stone section, and through a perforated pipe network beneath the basin footprint which would ultimately convey the runoff out to the public storm drain system. Lastly, the Project site also includes areas that would be landscaped with permeable surfaces in accordance with EMWD's Water Efficient Guidelines for New Development, which also would facilitate groundwater recharge. As such, the Project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and a less than significant impact would occur.

Off-site Improvements

Off-site improvements would not substantially decrease groundwater supplies or interfere with groundwater recharge, and a less than significant impact would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The Project site is currently developed as an existing equipment and vehicle storage facility. Runoff from the existing uses sheet flows across the property and conveys flows northwest and southeast to the existing EMWD storm drain in Matthews Road. The Project's runoff would be directed to the on-site detention basins located in the northwest and southeast corners of the Project site. Project site runoff would be collected by a catch basin located in the northwest portion of the access road within the site and would convey flows via on-site storm drain to the detention basin in the northwestern corner of the Project site. A curb inlet would be constructed at the southern end of the internal access road and would convey flows via on-site storm drain to the detention basin in the southeast corner of the Project site. Both detention basins would have catch basins that would convey all flows collected from the Project site to the main public storm drain in Matthews Road. The development would include storm water conveyance design that is complimentary to the existing drainage patterns and would still convey flows that are collected on-site to the existing public storm drain system in Matthews Road.

As discussed in Geology and Soils of this IS/MND, through excavation, site stripping, removal of fill material, grading preparation, and demolition development of the Project could result in soil erosion if exposed to periods of high wind or storm events. General dust control measures such as water would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind. Further, the Project would be subject to site-specific BMPs included in the WQMP which would further minimize potential impacts from erosion and siltation. As such, through the implementation of BMPs and compliance with NPDES, SWPPP, WQMP, and other regulatory requirements governing erosion control, the Project would not result in substantial erosion or siltation on- or off-site and a less than significant impact would occur.

Off-site Improvements

The paving of McLaughlin Road would increase impervious surfaces within the off-site improvements area. However, the McLaughlin improvements would be constructed and designed in compliance with the City Industrial Collector Roadway Standard.[60] Additionally, the improvements on McLaughlin Road have been addressed and analyzed in the Menifee GP EIR. No further impacts greater than was previously determined would occur with respect to the roadway improvements on ~~McLauglin~~ McLaughlin Road and impacts are anticipated to be less than significant. Other off-site improvements, such as the utility improvements, would not create substantial impervious areas that would result in erosion or siltation. Additionally, all off-site improvements would comply with all applicable regulations including NPDES, SWPPP, WQMP, and other regulatory requirements governing erosion control. As such, off-site improvements would not result in substantial erosion or siltation on- or off-site and a less than significant impact would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

Less than Significant Impact. According to the FEMA's National Flood Hazard Layer FIRMette, most of the Project site is within Flood Zone X, which is an area with moderate to minimal risk of flooding. Zone X includes areas outside the one percent annual chance floodplain (100-year flood).[61] While the risk of flooding is minimal, flooding still may occur due to extreme events or local drainage issues. A portion of the Project site, specifically part of the southeast corner, is located in flood Zone A.[62] Flood Zone A is a high-risk flood area subject to inundation by the one-percent annual chance flood, with no base flood elevation established.

To mitigate potential flood impacts, the Project has been designed to avoid placing new improvements within the base flood elevation of Zone A to avoid raising the 100-year flood elevations. However, if that cannot be avoided then the Project would be required to process a Conditional Letter of Map Revision (CLOMR) and then a Letter of Map Revision (LOMR) with FEMA. Furthermore, the two detention ponds that would be installed in the northwest and southeast corners of the Project site would help to reduce peak runoff rates and improve water quality before discharge to the existing public storm drain system at controlled rates. The Drainage Study (**Appendix G**) prepared for the Project concluded that the increase in peak flows on-site would be

[60] City of Menifee. 2019. *Road Improvement Standards and Specifications*, page 21. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/23854/Street-Improvement-Standards-and-Specifications-2019---COMPLETE (accessed September 2025).

[61] FEMA. 2025. *National Flood Hazard Layer FIRMette.* Retrieved from: https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/agolprintb_gpserver/j23f54b3292ce4dfdbacfb16ba93f33db/scratch/FIRMETTE_eec5c799-6e44-4f3f-a99c-35604f29f9e1.pdf (accessed 2025).

[62] Ibid.

minimal and is mitigated through the incorporation of the two detention ponds.[63] As such, the Project would not result substantially increase rate of runoff that would result impede or redirect flood flows, cause flooding on- or off-site, or generate runoff that would exceed the capacity of the storm water drainage system resulting in additional sources of polluted runoff; a less than significant impact would occur.

Off-site Improvements

Impacts on drainage patterns have been addressed in the associated hydrology reports and above analysis and were determined to be less than significant. Additionally, although the roadway improvements on ~~McLauglin~~ McLaughlin Road would increase the area of impervious surfaces, off-site improvements would comply with all applicable regulations including NPDES, SWPPP, WQMP, and other regulatory requirements and impacts to surface runoff and flooding would be less than significant. Further, other off-site improvements, such as the utility tie-ins, would not substantially increase the area of impervious surfaces. As such, the installation of off-site improvements would not significantly impact drainage patterns and a less than significant impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Project is inland and is not at risk of inundation from a tsunami since the Project site is more than 30 miles from the Pacific Ocean. The closest body of water to the Project site is Diamond Valley Lake, which is located approximately 6.56 miles to the southeast. While Diamond Valley Lake could experience seiche activity during a major seismic event, the Project site is not located within the inundation zone for the reservoir.[64] As previously discussed, the Project would mitigate potential flood risks in the flood hazard zones through avoidance of development within Zone A and the incorporation of detention ponds to reduce peak flows. Further, the detention ponds would provide bioretention to improve water quality before discharging into the public drain system. As such, the Project would not risk the release of pollutants as a result of flood, tsunami, or dam inundation, and a less than significant impact would occur.

Off-site Improvements

The off-site improvements are located inland and are not at risk of inundation from a tsunami. The closest body of water to the Project site is Diamond Valley Lake, which is located approximately 6.5 miles southeast of the Project site. While Diamond Valley Lake could experience seiche activity during a major seismic event, the off-site improvements are not located within the inundation zone for the reservoir.[65] Off-site improvements would be designed to minimize potential flood risks in the flood hazard zones through avoidance of development within Zone A. As such, off-site

[63] Coffman Engineers, Inc. 2026. *Preliminary Drainage Study Samsung Seaflower CUP BESS*, Page 5. **Appendix G**.
[64] California Department of Water Resources Division of Safety of Dams. *California Dam Breach Inundation Maps*. Retrieved from: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2 (accessed October 2025).
[65] Ibid.

improvements would not risk the release of pollutants as a result of flood, tsunami, or dam inundation, and a less than significant impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. For groundwater management plan and reporting purposes, the San Jacinto Groundwater Basin is further separated into the Hemet/San Jacinto Management Plan Area, where the San Jacinto Fault Zone strongly influences the groundwater hydrology and is adjudicated under the Hemet-San Jacinto Watermaster, and the West San Jacinto Management Plan Area (submitted to the DWR on January 31, 2022), for which EMWD is the designated Groundwater Sustainability Agency (GSA). As discussed in the previous impact analyses, the Project's components would not obstruct groundwater facilities as groundwater facilities are not planned by EMWD for this Project. Furthermore, the Project would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies because the Project's proposed BMPs would include design features that would assist in the recharge of groundwater supplies. As such, the Project would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan and a less than significant impact would occur.

Off-site Improvements

Off-site improvements would not obstruct groundwater facilities as groundwater facilities are not planned by EMWD for the area where the off-site improvements would occur. Furthermore, the off-site improvements would be located in a small area that would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. As such, the off-site improvements would not conflict with sustainable ground water management and a less than significant impact would occur.

Cumulative Impacts

Potential impacts related to hydrology and water quality are typically site-specific. As concluded above, the Project's hydrology and water-quality related impacts would be less than significant with compliance with all applicable state and local regulations and standards governing water quality. As such, no Project impacts relating to hydrology and water quality are not anticipated to result in cumulatively considerable impacts.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11.	**LAND USE AND PLANNING. Would the project:**				
a)	Physically divide an established community?				X
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) Physically divide an established community?

No Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project proposes development of an ESS facility. The Project site has been previously developed for equipment and vehicle storage and is located near developed land. Given the Project's nature, scope, and location, the Project would not physically divide an established community. No impact would occur in this regard, and no mitigation is required.

Off-site Improvements

Off-site improvements such as paving and extension McLaughlin Road, new bike lane and various utility improvements would not physically divide an established community. No impact would occur in this regard, and no mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Menifee GP and Land Use Map depict the City's land use designations and indicates the Project site parcels are designated Business Park. The Project would re-develop the former equipment and vehicle storage site to an ESS facility to store electrical energy from the grid to be discharged later when customer demand is high. The Menifee GP Land Use Element indicates the Project site is zoned Business Park/Light Industrial. The proposed ESS facility is permitted use under the Business Park/Light Industrial zoning classifications with the issuance of a conditional use permit. Therefore, the Project would be consistent with the applicable land use plans. Given that the Menifee GP EIR considered the potential environmental impacts associated with development of the Project site assuming the Business Park land use designation, this Project would not create any new or greater environmental impacts than those identified in the Menifee GP EIR. Therefore, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Off-site Improvements

Off-site improvements would be located in an area zoned Business Park/Light Industrial. The proposed ESS facility and related off-site improvements are permitted uses under the Business Park/Light Industrial zoning classifications with the issuance of a conditional use permit. Therefore, off-site improvements would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and a less than significant impact would occur.

Cumulative Impacts

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. As concluded above, the Project would neither physically divide an established community nor inhibit future development since the Project would serve to improve the general Project area are consistent with the Menifee GP land use designations. As a result, the Project would result in a less than significant cumulative impact associated with land use and planning.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into MRZs according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

- **MRZ-1**: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- **MRZ-2**: Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits. However, the significance of the deposit is undetermined.
- **MRZ-3**: Areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.
- **MRZ-4**: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The closest mining facilities to the Project site are the Juniper Flats Pits which are Open Pits with sand and gravel as the primary product. The Project site is located in a regional SMARA Mineral Land Classification. No mineral resources are known to exist on the Project site and the site is designated as an Urban Area. An area approximately 2.8 miles west of the site is identified as an MRZ-1 area. However, this area is mostly developed with residential dwelling units and, according to aerial photography, there are no signs of mining activities present. Implementation of the Project would not deplete mineral deposits or involve mining activities. Further, the Project site is not located in an area identified as a locally important mineral resource recovery site and is not a

mining area according to the Menifee GP Mineral Resource Zones. Therefore, the Project would not result in the loss of availability of a known mineral resource and no impact would occur.

Off-site Improvements

No mineral resources are known to exist in areas where off-site improvements would occur. Implementation of off-site improvements would not deplete mineral deposits or involve mining activities. Therefore, the off-site improvements would not result in the loss of availability of known mineral resources, and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not have an impact since the Project site does not contain any mineral resources of significance and would not have any impact due to the removal or loss of availability of these resources. As such, the Project would not result in a significant cumulative impact associated with mineral resources.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?			X	

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. On-Site Construction Noise

On-Site Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During Project construction, exterior noise levels could affect future and existing receptors located near the construction site.

Project construction activities would include demolition, site preparation, grading, battery installation, collector substation installation, paving, and architectural coating applications, as well as off-site improvements (i.e., construction of McLaughlin Road and gen-tie line). Typical construction equipment operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in **Table 14: Typical Construction Noise Levels**. It should be noted that the noise level values shown in **Table 14** are for the

equipment when operating at full power 50 feet from a receptor, without taking into account any intervening structures or topography that may reduce noise levels.

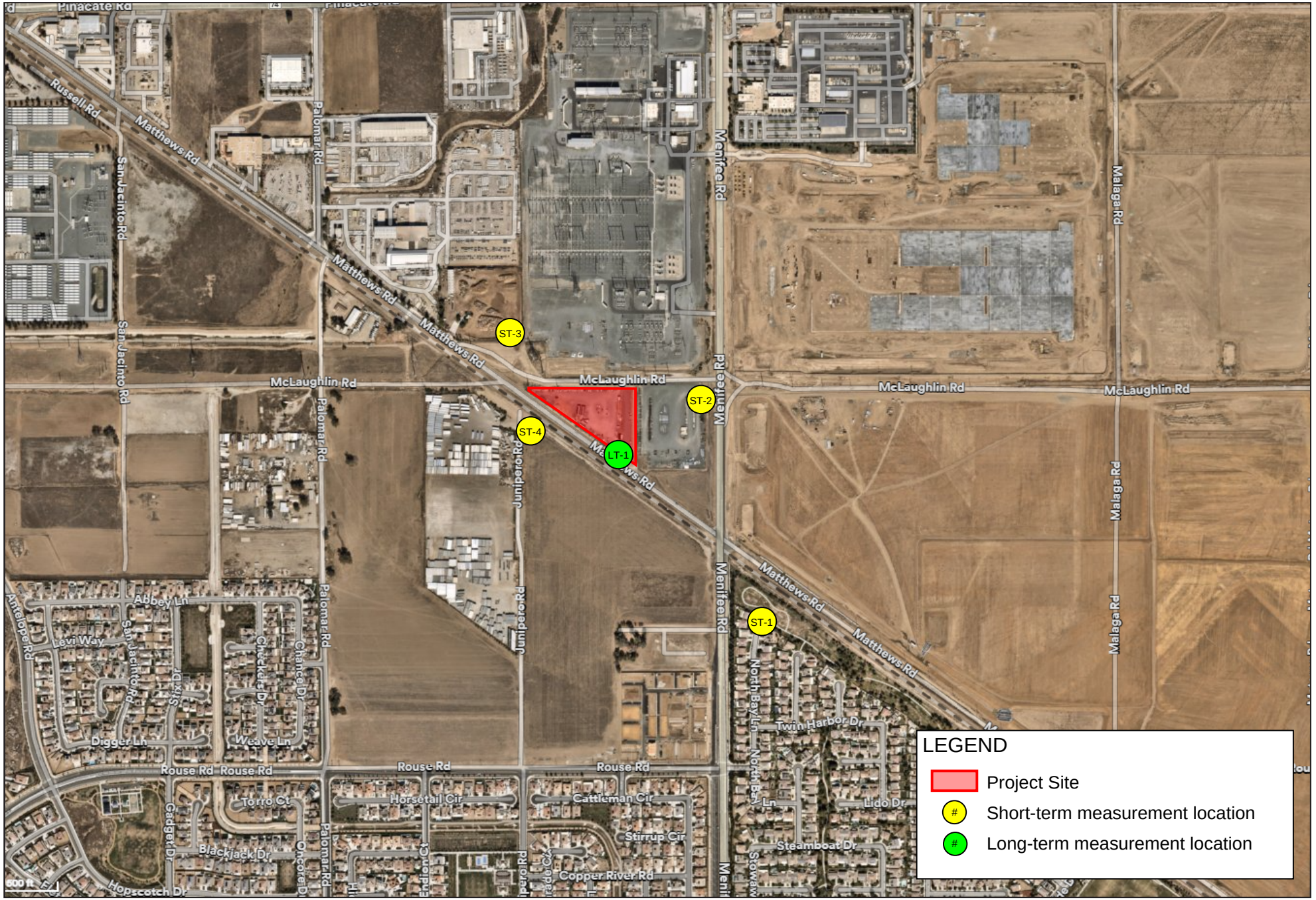
Table 14: Typical Construction Noise Levels.

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Source: Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate construction noise at the nearest off-site properties and sensitive receptors to the Project site. When calculating construction noise, the loudest piece of anticipated equipment is conservatively assumed to operate at the construction area boundary nearest the modeled receptor while all other equipment anticipated for each individual construction phase is assumed to operate at staggering distances throughout the construction area. This methodology accounts for equipment operating throughout the construction area and not at a fixed location for extended periods of time.[66] The construction area for the demolition, site preparation, grading, and battery installation phases was assumed to be the Project site. The construction area for the collector substation installation phase was the collector substation installation area; refer to **Figure 10**. The construction area for the paving and architectural coating phases was considered to be the Project site and the off-site roadway improvements area. The construction area for the gen-tie line phases was considered to be the proposed gen-tie line area; refer to **Figure 9** ~~**Figure 10**~~. Since the City does not establish quantitative construction noise standards, this analysis conservatively uses the Federal Transit Administration's (FTA) threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for industrial uses to evaluate construction noise impacts.[67] See **Appendix H** for more information regarding the construction assumptions used in this analysis.

[66] Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.
[67] Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, Page 179.



Source: Nearmap, 2025.

FIGURE 10: Noise Measurements
Seaflower ESS Project, City of Menifee

Not to scale

Kimley»Horn

The noise levels calculated in **Table 15: Project Construction Noise Levels** summarizes the exterior construction noise attributable to the Project without accounting for attenuation from existing physical barriers.

Table 15: Project Construction Noise Levels

Construction Phase	Receptor[1]	Direction	Project Construction Noise Level (dBA L_{eq})[2]	Noise Threshold (dBA L_{eq})[3]	Exceeded?
Individual Construction Phase					
Demolition	Future Industrial	Northeast	67.1	90	No
	Future Residential	East	67.2	80	No
	Future Residential	South	75.5	80	No
	Industrial	Southwest	73.1	90	No
	Industrial	Northwest	72.3	90	No
Site Preparation	Future Industrial	Northeast	66.2	90	No
	Future Residential	East	66.2	80	No
	Future Residential	South	74.7	80	No
	Industrial	Southwest	73.4	90	No
	Industrial	Northwest	73.4	90	No
Grading	Future Industrial	Northeast	65.6	90	No
	Future Residential	East	65.7	80	No
	Future Residential	South	74.6	80	No
	Industrial	Southwest	73.2	90	No
	Industrial	Northwest	71.1	90	No
Paving	Future Industrial	Northeast	58.0	90	No
	Future Residential	East	58.1	80	No
	Future Residential	South	68.5	80	No
	Industrial	Southwest	64.9	90	No
	Industrial	Northwest	64.5	90	No
Architectural Coating	Future Industrial	Northeast	42.0	90	No
	Future Residential	East	42.1	80	No
	Future Residential	South	53.8	80	No
	Industrial	Southwest	49.6	90	No
	Industrial	Northwest	49.2	90	No
Battery Installation	Future Industrial	Northeast	66.5	90	No
	Future Residential	East	66.6	80	No
	Future Residential	South	75.8	80	No
	Industrial	Southwest	74.3	90	No
	Industrial	Northwest	72.2	90	No
Collector Substation Installation	Future Industrial	Northeast	67.1	90	No
	Future Residential	East	67.1	80	No
	Future Residential	South	69.0	80	No
	Industrial	Southwest	66.5	90	No

Construction Phase	Receptor[1]	Direction	Project Construction Noise Level (dBA L_{eq})[2]	Noise Threshold (dBA L_{eq})[3]	Exceeded?
	Industrial	Northwest	66.5	90	No
Gen-Tie Line Foundation and Tower	Future Industrial	East	63.9	90	No
	Future Residential	East	63.9	80	No
	Future Residential	South	64.0	80	No
	Industrial	Southwest	62.2	90	No
	Industrial	Northwest	62.1	90	No
Gen-Tie Line Pulling and Stringing	Future Industrial	East	64.5	90	No
	Future Residential	East	64.5	80	No
	Future Residential	South	64.7	80	No
	Industrial	Southwest	62.9	90	No
	Industrial	Northwest	62.7	90	No
Overlapping Construction Phase					
Paving + Architectural Coating	Future Industrial	Northeast	58.1	90	No
	Future Residential	East	58.2	80	No
	Future Residential	South	68.7	80	No
	Industrial	Southwest	65.0	90	No
	Industrial	Northwest	64.7	90	No

1. According to the City of Menifee ArcGIS development map, the following developments are proposed and could be constructed and operational prior to Project construction: an industrial development located across Menifee Road between Biscayne and McLaughlin Road, a residential development located across Menifee Road between McLaughlin Road and Matthews Road, and a residential development located across Matthews Road between Junipero Road and Menifee Road. Therefore, the proposed developments are considered receptors for exposure to Project construction noise.
2. The loudest construction equipment was assumed to operate at the construction area property line while all other construction equipment was assumed to operate at staggered distances throughout the construction area.
3. Thresholds are from the Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual.*

Source: Federal Highway Administration. 2006. *Roadway Construction Noise Model*; City of Menifee. *Menifee Land Development Projects.* Retrieved from: https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=55fc56d4eee94e588a28a958cebac908 (accessed November 2025). Refer to **Appendix H** for noise modeling results.

As depicted in **Table 15**, the maximum construction noise level for industrial uses would be 74.3 dBA L_{eq} and for residential uses would be 75.8 dBA L_{eq} and would occur during the battery installation phase. As such, the Project would not exceed the FTA's construction noise thresholds for residential or industrial uses. Additionally, the Project would comply with City's allowable hours of construction, which are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. A less than significant impact would occur.

Off-Site Construction Noise

In addition to on-site construction noise, the Project would generate mobile-source noise from delivery/haul trucks and construction workers traveling to and from the Project site via Menifee Road and Matthews Road. Project construction-generated trips would be temporary and cease with the end of construction.

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes along roadways within the Project vicinity would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase.[68] According to Replica HQ, Menifee Road between McLaughlin Road and Matthews Road has an ADT of 8,679 and Matthews Road between McLaughlin Road and Menifee Road has an ADT of 2,942.[69] According to modeling assumptions in **Appendix A**, the construction phase with the highest assumed number of vehicles would be battery installation, when it is assumed, there would be up to 40 daily vendor truck trips and 240 daily worker (passenger vehicle) trips accessing the Project site. As Project construction would not double the existing traffic volumes along Menifee Road or Matthews Road, the Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. A less than significant impact would occur.

On-Site Operational Noise

The Project would develop an ESS facility. The noise associated with the Project would be generated from the ESS enclosures, transformers, collector substation, and gen-tie line. A discussion of each of these Project noise sources is provided below.

ESS Enclosures. The Project proposes 118 ESS enclosures throughout the Project site. The primary noise source associated with ESS operations would be the cooling system located at one end of each enclosure. The ESS would not generate noise itself. The cooling systems would generate 72 dBA in sound pressure level at 1 meter (3.28 feet).[70]

Medium Voltage Transformer. The Project proposes 34 medium voltage transformers located adjacent to the ESS enclosures. The noise from transformers is produced by alternating current flux in the core that causes it to vibrate (an effect also known as magnetostriction). Each auxiliary power transformer would generate 80 dBA in sound pressure level at 1 meter (3.28 feet).[71] The medium voltage transformers were modeled as point sources in SoundPLAN.

Auxiliary Power Transformer. The Project proposes three auxiliary power transformers along the southern boundary. Noise from electrical equipment, such as transformers, is characterized as a discrete low frequency hum. The noise from transformers is produced by alternating current flux in the core that causes it to vibrate (an effect also known as magnetostriction). Each auxiliary power transformer would generate 90 dBA in sound power level at 1 meter (3.28 feet).[72]

Collector Substation. The Project proposes a collector substation on the northeastern corner of the Project site. Operational noise would primarily be associated with the 112 MVA transformer. The transformer would generate 99 dBA in sound pressure level at 1 meter (3.28 feet).[73] The collector substation was modeled as a point source in SoundPLAN.

[68] California Department of Transportation. 2013. *Technical Noise Supplement to Traffic Noise Analysis Protocol*.
[69] ReplicaHQ. 2024. *Replica Annual Average Daily Traffic (AADT) Data*. Retrieved from https://www.replicahq.com/aadt (accessed November 2025).
[70] Equipment noise levels provided by Applicant, 2026.
[71] Ibid.
[72] Ibid.
[73] Ibid.

Gen-Tie Line. The corona effect is the ionization of the air that occurs at the surface of the energized conductor and suspension hardware due to very high electric field strength at the surface of the metal during certain conditions. The corona effect generates audible noise during operation of transmission lines. The noise is generally characterized as a crackling, hissing, or humming noise. The amount of corona produced by a generation tie-in line is a function of the voltage of the line, the diameter of the conductor, the elevation of the line above sea level, the condition of the conductor and hardware, and the local weather conditions. High sources of corona noise are generally attributed to large regional electrical transmission lines. If the gen-tie line is constructed above ground, the Project would install a 115 kV transmission line. A 220 kV line results in approximately 30 dBA at the edge of the right-of-way during dry weather conditions; therefore, sound levels associated with a 115 kV transmission line would be lower. As such, the Project would not create a significant noise source in this regard.

Combined Exterior Noise Levels. Noise levels associated with the ESS enclosures, medium voltage transformers, and collector substation at the nearest properties surrounding the Project site were modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening walls and structures. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations, sound power level data. The SoundPLAN run additionally assumes all on-site noise sources would operate in a constant, simultaneous manner, as the equipment would operate in a steady-state manner.

The City of Menifee Development Code, Section 9.210.060[A] Noise Control Regulations states that the noise standards included in this section would not be the significance threshold for any analysis required by CEQA. Therefore, this analysis uses the perceivable 5-dBA increase above the existing ambient environment as the significance threshold.[74]

The modeled noise levels for the Project are provided in **Table 16: Project Operational Noise Levels**.

[74] Significance threshold for ambient environments less than 60 dBA. Source: Federal Interagency Committee of Noise. 1992. *Federal Agency Review of Selected Airport Noise Analysis Issues*.

Table 16: Project Operational Noise Levels

Receptor No.[1]	Land Use[2]	Representative Ambient Measurement	Modeled Project Noise Level (dBA L_{eq})	Daytime Ambient[3] (dBA L_{eq})	Daytime Ambient + Project (dBA L_{eq})	Daytime Increase Over Ambient (dBA L_{eq})	Nighttime Ambient[4] (dBA L_{eq})	Nighttime Ambient + Project (dBA L_{eq})	Nighttime Increase Over Ambient (dBA L_{eq})	Increase Threshold[5] (dBA L_{eq})	Exceeds Threshold?
1	Industrial	ST-3	25.1	58.8	58.8	0.0	50.6	50.6	0.0	5.0	No
2	Industrial	ST-3	28.7	58.8	58.8	0.0	50.6	50.6	0.0	5.0	No
3	Industrial	ST-3	32.9	58.8	58.8	0.0	50.6	50.7	0.1	5.0	No
4	Industrial	ST-3	39.3	58.8	58.8	0.0	50.6	50.9	0.3	5.0	No
5	Future Industrial	ST-2	28.2	66.7	66.7	0.0	58.5	58.5	0.0	5.0	No
6	Future Residential	ST-2	33.0	66.7	66.7	0.0	58.5	58.5	0.0	5.0	No
7	Future Residential	ST-2	29.6	66.7	66.7	0.0	58.5	58.5	0.0	5.0	No
8	Residential Ground floor 1st Floor 2nd Floor	 ST-1 ST-1 ST-1	 26.4 33.2 37.1	 48.2 48.2 48.2	 48.2 48.3 48.5	 0.0 0.1 0.3	 40.0 40.0 40.0	 40.2 40.8 41.8	 0.1 0.5 1.8	 5.0 5.0 5.0	No
9	Future Residential	ST-1	33	48.2	60.4	0.0	52.2	52.3	0.1	5.0	No
10	Future Residential	ST-1	42.8	48.2	60.5	0.1	52.2	52.7	0.5	5.0	No
11	Future Residential	LT-1	50.2	60.4	60.8	0.4	52.2	54.3	2.1	5.0	No
12	Future Residential	LT-1	45.5	60.4	52.0	1.1	42.7	47.3	4.6	5.0	No
13	Industrial/ Future Residential	LT-1	31.4	60.4	50.9	0.0	42.7	43.0	0.3	5.0	No
14	Industrial/Future Residential	ST-4	40.8	50.9	51.3	0.4	42.7	44.9	2.2	5.0	No
15	Industrial	ST-4	38.1	50.9	51.1	0.2	42.7	44.0	1.3	5.0	No
16	Industrial	ST-4	29.4	50.9	50.9	0.0	42.7	42.9	0.2	5.0	No
17	Industrial	ST-4	25.9	50.9	50.9	0.0	42.7	42.8	0.1	5.0	No

1. Receptor locations are provided in **Appendix H**.
2. According to the City of Menifee land development projects map, the following developments are proposed and could be constructed and operational prior to Project operations: an industrial development located across Menifee Road between Biscayne and McLaughlin Road, a residential development located across Menifee Road between McLaughlin Road and Matthews Road, and a residential development located across Matthews Road between Junipero Road and Menifee Road. Therefore, the proposed developments are considered receptors for exposure to Project operational noise.
3. Noise measurements taken by Kimley-Horn on November 4 to November 5, 2025. See **Appendix H** for noise measurement results.
4. The nighttime ambient noise level for the short-term ambient measurements was calculated using a daytime-nighttime reduction of 8.2 dB based on the long-term measurement data from LT-1.
5. As the City has not established a significance threshold for CEQA purposes. This analysis uses the FICON threshold of 5 dBA above the existing ambient environment for ambient conditions less than 60 dBA.

Source: SoundPLAN version 5.1.; City of Menifee. *Menifee Land Development Projects.* Retrieved from: https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=55fc56d4eee94e588a28a958cebac908 (accessed November 2025).; Federal Interagency Committee of Noise. 1992. Federal Agency Review of Selected Airport Noise Analysis Issues. See **Appendix H** for noise modeling data and results.

As shown in **Table 16**, the Project-generated noise levels would result in a maximum daytime increase of 1.1 dBA and maximum nighttime increase of 4.6 dBA above existing ambient conditions. As such, the Project would not cause a 5-dBA incremental noise increase above existing ambient conditions. A less than significant impact would occur.

Off-Site Operational Noise

Project implementation would result in an increase in traffic trips along roadways near the Project site. As stated above, traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase.[75]

According to Replica HQ, Menifee Road between McLaughlin Road and Matthews Road has an ADT of 8,679 and Matthews Road between McLaughlin Road and Menifee Road has an ADT of 2,942.[76] According to **Appendix I**, Project implementation would conservatively result in nine daily weekday trips. As Project operations would not double the existing traffic volumes on Menifee Road or Matthews Road, the Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. A less than significant impact would occur.

Decommissioning Noise

When the Project is decommissioned, equipment operation and site restoration activities would result in a temporary increase in ambient noise levels in the Project vicinity. Given the fact that much of the construction equipment necessary to construct the Project would also be required for Project decommissioning, it is reasonable to assume that noise generated from decommissioning activities would be similar in nature to construction activities. As Project construction noise would not exceed the applicable FTA thresholds at the nearest receptors, it is anticipated that decommissioning noise would not be anticipated to generate excessive construction-related noise. A less than significant impact would occur.

Off-Site Improvements

As noted above in threshold a, construction and operations of off-site improvements would not exceed City noise thresholds. As such, a less than significant impact would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact.

Construction Vibration

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA have published standard vibration velocities for construction equipment operations. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile

[75] California Department of Transportation. 2013. *Technical Noise Supplement to Traffic Noise Analysis Protocol*.
[76] ReplicaHQ. 2024. *Replica Annual Average Daily Traffic (AADT)* Data. Retrieved from https://www.replicahq.com/aadt (accessed November 2025).

would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and the underground geological layer between vibration source and the receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch-per-second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. This evaluation uses the FTA architectural damage criterion for engineered concrete or masonry structures of 0.3 in/sec PPV and the California Department of Transportation's (Caltrans) human annoyance criterion of 0.2 in/sec PPV.[77] Receptors sensitive to vibration include all land uses located adjacent to Project construction activities.

Project construction would utilize loaded trucks, small bulldozers, and vibratory rollers. Haul trucks would be staged at locations that would provide ease of access/egress from the Project site and onto the roadway network. Small bulldozers would be utilized up to the Project property line during demolition, site preparation, grading, and collector substation installation. A vibratory roller would be utilized to pave the Project site and off-site roadway improvements. **Table 17: Project Construction Vibration** lists the vibration levels for typical construction equipment measured at a reference distance of 25 feet. The nearest occupied land use is the SCE property located 40 feet to the east of the Project site and off-site roadway improvements. The vibration levels for the anticipated construction equipment at 40 feet are also included in **Table 17** for reference. Vibration velocities from typical heavy construction equipment that would be used during Project construction range from 0.001 to 0.104 in/sec PPV at the nearest land use to the source of activity.

Table 17: Project Construction Vibration

Construction Equipment	Peak Particle Velocity (inch-per-second)[1]	
	25 feet	40 feet
Small Bulldozer	0.003	0.001
Loaded Truck	0.076	0.038
Vibratory Roller	0.210	0.104
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.		
Source: Federal Transit Administration. *2018. Transit Noise and Vibration Impact Assessment Manual.*		

As shown in **Table 17**, vibration at the nearest receptor would not exceed the FTA's building damage of 0.3 in/sec PPV or Caltrans' human annoyance threshold of 0.2 in/sec PPV. The groundborne vibration generated by Project construction equipment would spread through the ground and diminish in magnitude with increases in distance. Other receptors surrounding the Project site would be located further away than the nearest analyzed receptor and would experience lower vibration levels than those included in **Table 17**. It is also acknowledged that

[77] California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual, Table 5: Human Response to Continuous Vibration from Traffic*.

construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest receptor. A less than significant impact would occur.

Operational Vibration

With respect to vibration-generating activities, operation of the Project would primarily involve personal employee automobiles and trash and recycling collection trucks. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.[78] According to the FTA's Transit Noise and Vibration Impact Assessment, trucks such as delivery trucks, refuse collection trucks, and occasional moving trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 in/sec PPV) when they are on roadways.[79] Therefore, operational vibration would not exceed the FTA's building damage of 0.3 in/sec PPV or Caltrans' human annoyance threshold of 0.2 in/sec PPV. A less than significant impact would occur.

Decommissioning Vibration

When the Project is decommissioned, equipment operation and site restoration activities could result in temporary vibration impacts at close distances. Given the fact that much of the construction equipment necessary to construct the Project would also be required for Project decommissioning, it is reasonable to assume that vibration generated from decommissioning activities would be similar in nature to construction activities. As Project construction would not generate excessive groundborne vibration, decommissioning activities would not be expected to generate groundborne vibration that would affect nearby receptors. A less than significant impact would occur.

Off-Site Improvements

As noted above in threshold a, construction and operations of off-site improvements would not generate excessive vibration or groundborne noise levels. As such, a less than significant impact would occur.

c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The Perris Valley Airport is located approximately 3.7 miles northwest of the Project site and is the nearest privately owned airport that permits public use. The Ontario International Airport is located approximately 32.5 miles to the northwest of the Project site and is the nearest publicly owned airport that permits commercial use. The Project site is not located

[78] Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual.*
[79] Ibid.

within either of the airport's influence area or noise contours.[80,81] While not a public airport or a public use airport, the March Air Reserve Base (MARB) is located approximately 10 miles to the northwest of the Project site. The Project site is not located within MARB's airport influence area or noise contours.[82] The SCE San Jacinto Valley Service Center Heliport is located approximately 0.45 miles to the northeast of the Project site. The heliport is privately owned and operated by SCE and permission would be required prior to any helicopter landing or launching from the helipad.[83] The heliport noise is part of the existing noise environment and would not exposure workers or residents at the Project site to excessive noise levels. As the Project site is not located within the vicinity of a private airstrip or airport land use plan, nor is it located within two miles of a private or public use airport, the Project would not expose people residing or working at the Project site to excessive airport or airstrip-related noise levels. A less than significant impact would occur.

Off-Site Improvements

Similar with the Project, off-site improvements are not located within the vicinity of a private airstrip or airport land use plan, nor are they located within two miles of a private or public use airport. As such, the off-site improvements would not expose people residing or working at the Project site to excessive airport or airstrip-related noise levels. A less than significant impact would occur.

Cumulative Impacts

Project-related construction noise sources would not exceed applicable thresholds and operational noise would not result in a significant incremental increase in non-transportation noise sources within the Project site vicinity. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts. No known past, present, or reasonably foreseeable projects would combine with the Project-related noise to increase noise levels above acceptable standards because each project must comply with applicable regulations. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there were such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Project implementation would result in an increase in traffic trips along roadways near the Project site. Traffic would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase. As stated above, the Project-generated traffic would not double the existing

[80] Riverside County Airport Land Use Commission.2010. *Airport Land Use Compatibility Plan Policy Document.* Retrieved from https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Perris%20Valley.pdf (accessed November 2025).

[81] Ontario Airport Planning. 2018. *Ontario International Airport Land Use Compatibility Plan.* Retrieved from https://content.ontarioca.gov/sites/default/files/2025-07/ONT-AIA%20policy%20map%202-3rev2.pdf (accessed November 2025).

[82] Riverside County Airport Land Use Commission. 2014. *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, Exhibit MA-1 and Exhibit MA-4. Retrieved from https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf (accessed November 2025).

[83] AirNav.com. 2025. *SCE San Jacinto Valley Service Center Heliport.* Retrieved from https://www.airnav.com/airport/0CL9 (accessed November 2025).

traffic along Menifee Road or Matthews Road or result in a perceptible noise level increase. No known past, present, or reasonably foreseeable projects would combine with the traffic noise levels generated by the Project to increase noise levels above levels acceptable by the City because each project must comply with applicable regulations. Therefore, cumulative traffic noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Due to rapid attenuation characteristics of groundborne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts related to structural damage. However, there are no structures adjacent to both the Project and any related projects that could be impacted by potential cumulative vibration from overlapping construction. Therefore, cumulative construction vibration impacts and not be cumulatively significant.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				x

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project does not contain any housing or people living onsite. The Project does not propose uses that would induce indirect or direct population growth in the area. The Project includes the construction and operations of a remotely operated batter energy storage facility. While the Project would occasionally have employees on-site for routine maintenance, majority of the Project operations would be managed remotely. Additionally, the Project does not propose uses that would displace existing people or housing or necessitate replacement housing.

The Project's proposed uses are consistent with the Business Park land use designation and zoning and are complementary to the surrounding land uses. As part of the Project, McLaughlin Road would be improved in compliance with the City Industrial Collector Roadway Standard. Roadway improvements on McLaughlin Road would improve local circulation within the area and adjacent land uses. Lastly, business park-type development was planned for the area, so the Project's proposed uses have been accounted for in the Menifee GP. As such, the Project would not induce unplanned population growth, displace existing people or housing, or require construction of replacement housing and no impact would occur.

Off-site Improvements

The off-site improvements would not be located in an area that contains any housing or people living onsite. Various off-site improvements would not propose uses that would induce indirect or direct population growth in the area. As with the Project, the off-site improvements would not induce population growth or displace housing and people and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not induce unplanned population growth in the area, either directly or indirectly, nor would the Project displace substantial numbers of existing people or housing. Therefore, the Project would not contribute to a cumulative impact concerning population and housing.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less than Significant Impact. The City is served by the Riverside County Fire Department/CAL FIRE, providing a full range of fire services. The Project site would be served by Station 76 located at 29950 Bradley Road, Menifee, CA. Station 76 is approximately 3.7 miles southwest of the Project site.

The Riverside County Fire Department would have review and approval rights for the facility fire access, protection and suppression requirements. Additionally, the Project would be constructed to meet the latest CBC requirements and the Project is subject to fire suppression development impact fees and other standard and conditions required by the City and County Fire. The Riverside County Fire Department has noted that the Project site is outside of the acceptable estimated response time of 4 minutes due to lack of facilities near the Project. The Project would be required to pay DIFs that would be used for the expansion of public services, including fire protection services. Development impact fee payments would assist the Riverside County Fire Department in

achieving acceptable response times. would As such, the Project would not result in adverse physical effects to fire service facilities or impede response times, and a less than significant impact would occur.

ii) Police protection?

Less than Significant Impact. Police protection services for the City and the Project site would be provided by the Menifee Police Department (MPD). The MPD operates out of its headquarters at 29714 Haun Road, Sun City, CA, which is approximately 4.88 miles southwest of the Project site.

The Project proposes a security fence around the perimeter of the Project's north and eastern boundary, with a perimeter of façade on the southeastern boundary, along Matthews Road. Public access to the Project site is not granted, and all facilities would be secured behind the proposed perimeter fencing and security gate for employee access. The proposed Project security amenities would also ensure crime prevention and safety hazards are accurately addressed, reducing the need for increased police services.

Lastly, the Project applicant would pay the associated DIF as per the approved fee schedule for police protection services. Payment of DIF constitutes adequate mitigation to reduce Project impacts to police services and facilities because the City collects DIF from development project to use as funds for potential upgrades or construction of new police service facilities. As such, the Project site would be adequately served by existing MPD facilities, equipment, and personnel, such that upgrades to existing or the construction of new facilities would not be required, and a less than significant impact would occur.

iii) Schools?

No Impact. The Project does not include residential uses that would generate population growth requiring the construction additional schools. As such, impacts to schools are not anticipated.

iv) Parks?

No Impact. The closest parks to the Project site are Heritage Valley Lake Sports Park located approximately 0.94 miles to the southeast; Heritage Park located approximately 0.90 miles to the southeast; Heritage Lake Park located approximately one mile to the southeast; and McCall Canyon Park located approximately 1.40 miles to the southwest. As previously discussed, the Project proposes battery storage uses. The Project's proposed land uses are non-residential and would not generate population growth requiring the construction additional park facilities or the physical altercation of existing park facilities, the construction of which would cause significant environmental impacts. As such, no impact on parks would occur.

v) Other public facilities?

No Impact. Other public facilities in the area, such as health care or libraries, would not be adversely impacted because the Project's non-residential uses would not cause a direct demand for additional public facilities. No impact would occur.

Off-site Improvements

Similar to the Project, off-site improvements would not include residential uses and would not generate population growth requiring the construction of additional public facilities.

Cumulative Impacts

As concluded above, the Project's impacts related to fire and police protection services would be incremental and result in less than significant impacts. Other public services such as schools, parks, and other public facilities would not be impacted since the Project would not generate population growth. Similarly, cumulative projects would be required to address impacts concerning public services and would pay DIF accordingly. As such, the Project, in conjunction with cumulative development, would not result in cumulatively considerable impacts to public services or facilities.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As discussed previously discussed, the Project does not propose uses that would induce population growth, which would result in the deterioration of recreational facilities nor would they require the construction or expansions of existing recreational facilities. As such, the Project would not significantly impact recreational resources, and no impact would occur.

Off-site Improvements

Similar to the Project, the off-site improvements do not include residential uses that would induce population growth, which would result in the deterioration of recreational facilities nor would they require the construction or expansions of existing recreational facilities. As such, the off-site improvements would not significantly impact recreational resources, and no impact would occur.

Cumulative Impacts

The Project would not result in increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

A Trip Generation Memorandum (October 6, 2025) was prepared for the Project by Kimley-Horn and Associates. The results of this report are used to support the analysis below and is included in **Appendix I** of this IS/MND.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. While level of service (LOS) is no longer a criterion for evaluation of transportation impacts related to CEQA, it is still a part of the City's Traffic Impact Analysis Guidelines. As such, Trip Generation Memorandum (Memo) (**Appendix I**) was prepared for the Project to analyze potential impacts to transportation resulting from the Project construction and operations with respect to LOS and vehicle miles traveled (VMT). The City's guidelines indicate that projects generating less than 110 daily vehicle trips generally will not require a VMT analysis and projects that generate 50 or less peak hour trips generally will not require a Traffic Impact Analysis. Trip Generation for the Project was based on the trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025, for ITE Land Use 110 – General Light Industrial. The Project currently anticipates a maximum of one employee during the day and one employee during the night to be present on site periodically during normal operations. For the purposes of the analysis, the Trip Generation Memo assumed two employees for calculations. To provide for a more conservative (higher) estimate, all numbers were rounded up to the nearest integer.

It was estimated that the Project would generate 9 daily trips to and from the Project site with 2 trips in the AM and PM peak hours each. The Project would generate fewer than 110 daily trips and would not produce 50 or more trips during the peak hours. As previously discussed, per the City's guidelines, the Project does not require a VMT analysis, nor does the Project require a traffic

study focusing on LOS and no further analysis is required. AS such, the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, and a less than significant impact would occur.

Off-site Improvements

Similar to the Project, the off-site improvements would not result in significant impacts to the circulation system and a less than significant impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. As previously discussed, the Project is anticipated to generate a total of 9 daily trips, which is below the City's 110 daily vehicle trips threshold, and no further analysis is required. As such, the Project would not conflict or be inconsistent with CEQA guidelines section 15064.5 subdivision (b) and a less than significant impact would occur.

Off-site Improvements

Similar to the Project, the off-site improvements would not result in impacts to VMT and no impact would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The Project does not include the use of any incompatible equipment or uses. The design features of the Project would include two driveways and provide improvements ~~the~~ to McLaughlin Road. The Project also includes internal circulation with one access road throughout the Project site. The Project's proposed off-site improvements include the pavement of McLaughlin Road to provide adequate site ingress and egress for Project operations and emergency access. McLaughlin Road would be constructed along the northern boundary of the Project site and would also provide connections to Matthews Road to the southwest. Additionally, a bike lane would be included on McLaughlin Road as well as a sidewalk and curb ramp for pedestrian use and access. McLaughlin Road was previously improved by others and included curb-to-curb improvements with driveway aprons. The roadway improvements on McLaughlin Road ~~would be~~ were designed and constructed in accordance with the City Industrial Collector Roadway Standard. The proposed on-site driveways would also be extended to the now-existing McLaughlin ~~McLaughlin~~ Road ~~and Matthews Road~~ to provide adequate site access and local connections. All improvements to make connections to this roadway would be completed in accordance with the City's development code and as a result, there would be no hazard due to geometric design.

The anticipated on-site and off-site roadway improvements would be compatible with the surrounding industrial and business park land uses. Additionally, all on-site and off-site adjacent roadway improvements would be constructed as approved by the City of Menifee Public Works Department. Lastly, sight distance at Project access points would comply with applicable City of Menifee sight distance standards. As such, the Project would not substantially increase hazards due to a geometric design or incompatible uses, and a less than significant impact would occur.

Off-site Improvements

The off-site improvements would not include the use of any incompatible equipment or uses. The off-site improvement would improve vehicular access to the Project site. All off-site adjacent roadway improvements would be constructed as approved by the City of Menifee Public Works Department. As with the Project, the off-site improvements would not result in hazards due to geometric design and a less than significant impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact. As previously discussed, vehicular access to the Project site would be provided via two access points on McLaughlin Road ~~and Matthews Road,~~ subject to AMM approval by the Fire Marshal during permit processing. The Menifee Fire Department would review the Project for access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, and other requirements, which would enhance emergency access to the Project site. Following compliance with Menifee Fire Department access requirements, adequate emergency access to the Project site would be provided. As such, the Project would not result in inadequate emergency access, and a less than significant impact would occur.

Off-site Improvements

The off-site improvements would improve vehicular access to the Project site. As with the Project, the off-site improvements would not result in inadequate emergency access and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not result in significant impacts with respect to existing circulation and transportation. The Project site would have adequate emergency access and does not include a site design that would increase hazards due to geometric design or incompatible uses. Similar to the Project, all cumulative development within the City would be subject to the City's discretionary review process, would be required to conform to all applicable state and local regulations and design governing transportation and circulation to minimize impacts concerning transportation. Since the Project would not result in incremental effects on transportation when considered with other cumulative development, the Project would not result in any cumulative transportation-related impacts.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated. AB 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a

significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends § 5097.94 and adds §§ 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Based on the City's prior experience with and written requests from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

AB 52 Results

After receiving the AB 52 notice, Agua Caliente Band of Cahuilla Indians concluded consultation and deferred to local tribes on February 5, 2025.

Documents, including the Cultural Resources Assessment, were provided to Pechanga Band of Indians (PBI), Rincon Band of Luiseño Indians (RBLI), and Soboba Band of Luiseño Indians (SBLI) on October 20, 2025, and November 6, 2025. On March 25, 2026, PBI requested the Cultural Resources Agreement and draft sections of this IS/MND, which were provided. At a quarterly meeting between the City and SBLI, SBLI indicated that the Project site has a high potential for buried resources and requested information on where reburial areas would occur. This information was provided to all consulting tribes on November 6, 2025. On January 22, 2026, SBLI indicated that a Cultural Resources Management Plan will need to specify the details of the reburial areas (if and when needed), and that no parking, heavy traffic, planting, or other activities are to occur on top of the reburial area, this requirement is included in **MM CUL-5**.

Additionally, the City has previously negotiated standard cultural mitigation measures that would be applied to all projects within the City. **MM CUL-1** through **MM CUL-7** would be implemented as previously negotiated. With the implementation of mitigation measures, impacts would be less than significant.

Cumulative Impacts

The Project would result in a less than significant impact on tribal cultural resources with the implementation of mitigation measures. The determination of cumulative impacts occurring from the

development of the Project, in conjunction with cumulative development, is less than significant. Each cumulative project is required to comply with all applicable federal, State, and local laws and regulations, including engaging in consultation with Native American tribes as applicable, and implement mitigation measures as applicable, to protect and/or preserve tribal cultural resources that may occur on site. Therefore, no cumulative impacts related to tribal cultural resources would result from Project implementation.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project proposes the redevelopment of the existing equipment and vehicle storage yard with an ESS facility. Existing utility infrastructure would remain in place and continue to service the Project site. Proposed utility improvements would not require substantial construction or relocation of existing utilities. The Project's proposed ESS uses would not substantially increase electricity demand; in fact, the Project would allow for the ability of SCE to store excess energy at the Project site and release it when demand is high, or electricity generation is low. As such, the relocation of existing or construction of new electrical facilities is not required and a less than significant impact would occur in this regard.

The Project would temporarily use water during construction, specifically when implementing SCAQMD Rule 403, to control dust. However, the amount of water that would be used during

construction would be minimal, would be trucked to the site, would not utilize the existing water system, and would not require expanded water facilities. Water use for Project operations would be minimal and only required for the use of fire suppression in case of emergency, and daily water use is not anticipated as the ESS would be operated remotely. Accordingly, wastewater services would not be substantially impact by Project operations, as no on-site employees are anticipated, that would generate daily wastewater uses. As such, the relocation of existing or construction of new water and wastewater facilities is not required and a less than significant impact would occur in this regard.

Stormwater drainage facilities would be constructed within the Project site to collect stormwater runoff within the Project site. According to the Preliminary Drainage Study prepared for the Project, the Project poses no safety threats to the Project site or downstream properties.[84] The Project adequately mitigates the increase in peak flow through the use of bio-retention on-site. As such, the Project would not require the need for construction or relocation of stormwater facilities and a less than significant impact would occur in this regard.

The Project would require telecommunication facilities to meet the communication requirements for interconnecting and communicating with SCE and CAISO facilities and to support remote operations. To provide communication with SCE facilities, a fiber-optic cable would be installed to connect the proposed on-site substation with the SCE point of interconnection. Additionally, utility interconnection regulations require the installation of a second, separate, redundant fiber-optic cable, which would also be installed within the Project footprint. The Project would use local exchange carrier services for telecommunication to support monitoring and would connect to the fiber-optic lines owned and managed by local telecommunication providers, such as Southern California Telephone. Upgrades to the existing Valley Substation and its associated transmission and telecommunication facilities would be required to support interconnection of the Project. Furthermore, the required gen-tie line would be installed both on-site and off-site, to connect the Project to the SCE Valley Substation for transmission. The installation of all telecommunication facilities would not require the relocation or construction of new facilities and a less than significant impact would occur in this regard.

Off-site Improvements

The off-site improvements would not substantially increase electricity demand. The off-site improvements would support the Project and would allow SCE to store excess energy at Project's ESS facility and release it when demand is high, or electricity generation is low. As such, the relocation of existing or construction of new electrical facilities is not required and a less than significant impact would occur in this regard.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant Impact. As previously discussed, the Project would not require the use of water with the exception of water for fire suppression in case of emergency. As such, the Project

[84] Coffman Engineers. 2025. *Preliminary Drainage Study*, page 5. **Appendix G.**

would not demand water that would exceed the available water supplies to serve the Project. Additionally, according to the Menifee GP EIR, the projected net increase in water demands by the Menifee GP buildout would be approximately 15 million gallons per day (MGD), or 16,800 acre-feet per year (AFY), which is within EMWD forecasts of increases in its water supplies over the 2025-2045 period. EMWD forecasts that its total water supplies would increase by 41,170 AFY over that period. The EMWD 2020 Urban Water Management Plan (UWMP) water demand forecasts are based on adopted General Plans, which includes the Menifee GP.[85] The Project's proposed ESS facility would be generally consistent with the assumption of the Menifee GP buildout and thus, would not increase water demand associated with the Project site beyond what the 2020 UWMP assumed and planned for. As such, there would be sufficient water supplies available to serve the Project demands and foreseeably future development, and a less than significant impact would occur.

Off-site Improvements

The proposed off-site improvements would not require use of water resources and no impact would occur in this regard.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The Project proposes the construction and operations of a remotely operated battery energy storage system. The proposed uses do not generate wastewater and therefore would not require wastewater treatment services. As such, the Project would not impact the wastewater treatment provider's capacity to serve the Project and existing commitments, and no impact would occur.

Off-site Improvements

The proposed off-site improvements would not require the use of wastewater, and no impact would occur in this regard.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Significant impacts could occur if the Project would exceed the existing permitted landfill capacity or violate federal, state, and local statues and regulation governing solid waste. During operations, the Project would produce a small amount of waste associated with maintenance activities, which could include broken and rusted metal, defective or malfunctioning electrical materials, empty containers, and other miscellaneous solid waste. Most of these materials would be collected and delivered back to the manufacturer or recycled.

[85] City of Menifee. 2013. *Menifee General Plan Draft EIR, Section 5.18: Utilities and Service Systems*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId= (accessed October 2025).

Construction would result in temporary generation of solid waste. According to the Menifee GP EIR, the majority of solid waste is diverted to two landfills: El Sobrante Landfill and Badlands Sanitary Landfill.[86] Section 5.4081 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. The Badlands Sanitary Landfill has a maximum permitted daily throughput of 5,000 tons per day and the El Sobrante Landfill has a maximum permitted daily throughput of 16,054 tons per day. Additionally, remaining capacities for the Badlands Sanitary Landfill and El Sobrante Landfill are 4,900,000 and 121,083,583 cubic yards, respectively.[87,88] As such, considering the minimal amount of daily solid waste generated and compliance with waste diversion requirements, the Project is not anticipated to generate solid waste in excess of capacity and a less than significant impact would occur in this regard.

The City is required to adhere to AB 341, which requires that at least 75% of waste generated from construction activities be diverted to recycling centers, and AB 939, which requires the City to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling, or other means. As such, the Project would comply with federal, state, and local management regulations related to solid waste and a less than significant impact would occur in this regard.

Off-site Improvements

The proposed off-site improvements would generate construction debris. Similar to the Project, off-site improvements would be required to adhere to AB 341, which requires that at least 75% of waste generated from construction activities be diverted to recycling centers, and AB 939, which requires the City to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling, or other means. As such, off-site improvements would comply with federal, state, and local management regulations related to solid waste and a less than significant impact would occur in this regard.

Cumulative Impacts

As concluded in the analysis above, all Project impacts concerning utilities and service systems would be less than significant in consideration of compliance with existing laws, regulations, and standards. Similar to the Project, all cumulative projects would be required to comply with existing law and regulations and implement mitigation (if necessary) to fully mitigate their impacts on utilities and service systems. Therefore, there the Project's impact anticipated with public utilities and services system is not cumulatively considerable.

[86] Ibid.

[87] CalRecycle. (2023). *SWIS Facility/Site Search – Badlands Sanitary Landfill (33-AA-0006)*. Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2367 (accessed October 2025).

[88] CalRecycle. (2023). *SWIS Facility/Site Search – El Sobrante Landfill (33-AA-0217)*. Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2402 (accessed October 2025).

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. According to CAL FIRE's Fire Hazard Severity Zones Map for the City, the Project site is not located in a State Responsibility Area (SRA) nor is it located in a Very High Fire Hazard Severity Zone (VHFHSZ). The Project site is located within a Local Responsibility Area (LRA) which means the City is responsible for wildfire protection. The closest VHFHSZ is located approximately 0.60 mile to the west of the Project site, west of the intersection of Abbey Lane and Stix Drive.[89] Additionally, the Menifee GP does not identify the Project site as being located in or near an SRA or VHFHSZ.[90] The Project would be required to adhere to California Building Standards Code and the California Fire Code for building design, water supply, and brush clearance. Adherence to local and state regulations governing fire hazards would reduce the potential for the Project to contribute to severe fire hazards. Since the Project is not within a SRA or VHFHSZ, the

[89] CAL FIRE. 2025. *Fire Hazard Severity Zones and Local PIO Viewer*. Retrieved at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9 (accessed October 2025).

[90] City of Menifee. 2013. *City of Menifee General Plan*, Exhibit 2-8: Very High Fire Hazard Severity Zones and Public Facilities. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/14710/2_Safety_Exhibits_8-5_2021-8---Very-High-Fire-Hazard-Severity-Zoones-and-Public-Facilities (accessed October 2025).

Project is not anticipated to interfere with or impair an existing emergency response plan or emergency evacuation plan. As such, a less than significant impact would occur.

Off-site Improvements

The area where off-site improvements would occur is not within an SRA or VHFHSZ. The off-site roadway improvements of McLaughlin Road would improve emergency access and would not impair an existing emergency response plan or emergency evacuation plan. As such, a less than significant impact would occur**.**

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant Impact. As previously discussed, the Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. The Project would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. The Project would also include a fire protection system in accordance with CFC Section 1207, NFPA Section 855, and the City of Menifee Fire Code. The City of Menifee Fire Department would have review and approval rights for the facility fire access, protection, and suppression requirements. Lastly, the Project would be required to adhere to CBC and the CFC for building design, water supply, and brush clearance. Adherence to local and state regulations governing fire hazards would reduce the potential for the Project to contribute to severe fire hazards. As such, a less than significant impact would occur.

Off-site Improvements

Similar to the Project site, off-site improvements are not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. Off-site improvements would be required to adhere to CBC and the CFC for building design, water supply, and brush clearance. Adherence to local and state regulations governing fire hazards would reduce the potential for the Project to contribute to severe fire hazards. As such, a less than significant impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than Significant Impact. The Project includes standard infrastructure, including roadways, utilities, and fire suppression systems. All of this infrastructure is designed to reduce the risk of fire. Following compliance with the established local and state regulatory framework discussed above, the Project would not expose people or structures to a significant risk involving wildland fires. As such, a less than significant impact would occur.

Off-site Improvements

The proposed off-site improvements would not exacerbate wildfire risk and would improve access to the Project site. As such, a less than significant impact would occur in this regard.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact. As previously discussed, the Project site is disturbed from previous grading activities to support current vehicle storage uses. As such, the Project site is currently relatively flat. After the demolition phase of the Project site, the Project would be graded again to support the construction of the battery storage facility. However, it is not anticipated that the finished grading would substantially alter the characteristics of the Project site with respect to surface elevations and sloping. Additionally, as previously noted in the Geology and Soils and Hydrology and Water Quality discussions, the Project site is not located within an area known for liquefaction and landslides and no significant impacts to existing drainage would occur. As such, the Project would not expose people or structure to significant risks including flooding or landslides from runoff, post-fire slope instability, or drainages changes and a less than significant impact would occur.

Off-site Improvements

The area where off-site improvements would occur are not located within an area known for liquefaction and landslides and no significant impacts to existing drainage would occur. As such, off-site improvements would not expose people or structure to significant risks including flooding or landslides from runoff, post-fire slope instability, or drainages changes and a less than significant impact would occur.

Cumulative Impacts

As concluded above, the Project site is not located within an SRA or contains lands classified as VHFHSZ. The Project would not contribute to an increase in impacts associated with wildfire including pollution, flooding, and emergency access and evacuation. As such, the Project would not result in cumulatively considerable impacts to wildfire. Similar to the Project, all cumulative development would be subject to the City's discretionary review process, and would be required to conform to all applicable State, and local regulations and design standards and guidelines to minimize impacts concerning wildfire hazards.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. As discussed throughout the analyses contained in this Initial Study, the Project does not have the potential to degrade the quality of the environment or result in significant impacts to the environment that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, state, and federal regulations), Project conditions of approval, and the recommended mitigation measures.

As concluded in Biological Resources, the Project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal following compliance with the recommended mitigation measures (**MM BIO-1** through **MM BIO-6**). As concluded in Cultural Resources, the Project would not

eliminate important examples of the major periods of California history or prehistory with the implementation of **MM CUL-1** through **MM CUL-7**.

The City hereby finds that impacts concerning degradation of the environment and biological and cultural resources would be less than significant with mitigation incorporated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact with Mitigation Incorporated. As discussed throughout this Draft IS/MND, implementation of the Project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in specific areas. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. The Project is not considered growth-inducing, as defined by State CEQA Guidelines. The potential cumulative environmental effects of implementing the Project would be less than considerable with implementation of mitigation, and therefore, a less than significant impact would occur in this regard.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. Based on the analyses of the Project's impacts, there is no indication that the Project would result in substantial adverse effects on human beings. While there would be a variety of temporary adverse construction-related effects (e.g., air quality and noise), these would be less than significant. The analysis herein concludes that direct and indirect environmental effects would be less than significant. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant.

5.0 LIST OF PREPARERS

This section is consistency with the requirements set forth in State CEQA Guidelines Section 15063(d)(6), which states that an Initial Study must contain "the name of the person or persons who prepared or participated in the [preparation of the] Initial Study."

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