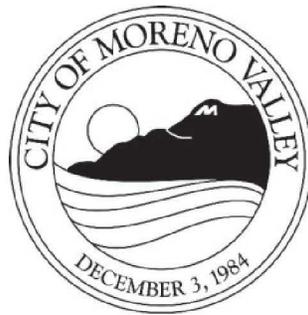


Draft Environmental Impact Report

SCH No. 2022040417

Town Center at Moreno Valley Specific Plan Project

PEN21-0334, PEN21-0335,
PEN22-0077, and PEN25-0007



Lead Agency:

City of Moreno Valley

14177 Frederick Street
Moreno Valley, CA 92553

February 2025

**Draft Environmental Impact Report
SCH No. 2022040417**

**Town Center at Moreno Valley Specific Plan
City of Moreno Valley, California**

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General Plan Amendment (PEN25-0007)
Change of Zone (PEN21-0335)
TCMV Specific Plan (PEN21-0334)
Tentative Tract Map No. 38421 (PEN22-0077)

February 2025



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Appendix H	Phase I and Limited Phase II Environmental Site Assessment
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S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA) as codified in *Public Resources Code* (PRC) Section 21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR) (California State Clearinghouse [SCH] No. 2022040417) was prepared in accordance with CEQA Guidelines Article 9, Sections 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Town Center at Moreno Valley (TCMV) Specific Plan Project (hereafter, the “Project”). This EIR does not recommend approval or denial of the Project; rather, this EIR is a source of factual information regarding potential impacts to the physical environment that may result from the Project’s implementation. The Draft EIR will be available for public review for 45 days. After consideration of public comment, the City of Moreno Valley (hereafter, “City”) will consider certifying the Final EIR and adopting required findings.

The City’s preliminary analysis determined that implementation of the Project would have the potential to result in significant environmental impacts under 20 environmental topic areas¹. This determination was based in consideration of public comment received by the City in response to this EIR’s Notice of Preparation (NOP). The NOP and written comments received by the City in response to the NOP, are attached to this EIR as *Technical Appendix A*. The environmental topic areas that have the potential to be significantly affected by planning, constructing, and/or operating the Project and that are analyzed in detail herein include:

- | | |
|---------------------------------------|-----------------------------------|
| 1. Aesthetics | 11. Land Use and Planning |
| 2. Agriculture and Forestry Resources | 12. Mineral Resources |
| 3. Air Quality | 13. Noise |
| 4. Biological Resources | 14. Population and Housing |
| 5. Cultural Resources | 15. Public Services |
| 6. Energy | 16. Recreation |
| 7. Geology and Soils | 17. Transportation |
| 8. Greenhouse Emissions | 18. Tribal Cultural Resources |
| 9. Hazards and Hazardous Materials | 19. Utilities and Service Systems |
| 10. Hydrology and Water Quality | 20. Wildfire |

¹ Public services and recreation are both addressed in EIR Section 4.15, *Public Services and Recreation*; therefore, the analysis for the Project is provided in 19 topical EIR sections.



Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. For each of the subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was published (April 21, 2022); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that may result from the Project. A summary of the Project's significant environmental impacts and the mitigation measures imposed by the City to lessen or avoid these impacts is included in this Executive Summary as Table S-1, *Summary of Project Impacts and Mitigation Measures*. The City applies mitigation measures that it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

S.2 PROJECT OVERVIEW

S.2.1 LOCATION AND SETTING

The Project site is in the City of Moreno Valley, which is within western Riverside County, California. The City of Moreno Valley is situated north of the City of Perris, northwest of the City of Hemet, west of the City of Beaumont, east of the City of Riverside, and east of the unincorporated communities of Mead Valley and Woodcrest. The Project site is approximately 1.0 mile south of the Nason Street on/off ramp to State Route 60 (SR-60) and approximately 5.3 miles east of Interstate 215 (I-215). The site's location and regional context are illustrated on Figure 3-1, *Regional Map*, in EIR Section 3.0, *Project Description*.

At the local scale, the Project site is located immediately south of Cottonwood Avenue, west of Nason Street, north of Alessandro Boulevard, and east of the current terminus of Bay Avenue, as illustrated on Figure 3-2, *Vicinity Map*, in EIR Section 3.0, *Project Description*.

S.2.2 PROJECT SUMMARY

For purposes of this EIR, the term "Project" refers to the discretionary actions required to implement the proposed TCMV Specific Plan Project and all the activities associated with its implementation (including planning, construction, and ongoing operation). The Property Owner/Developer would develop the Project site pursuant to the proposed TCMV Specific Plan, which involves a mixed-use development consisting of residential, commercial/civic, and open spaces uses. The proposed TCMV Specific Plan is designed to provide flexibility for development within the Specific Plan area. The exact type and amount of uses that would be developed at buildout of the TCMV Specific Plan is unknown. Therefore, a reasonable potential buildout development scenario has been developed for purposes of analysis in this EIR and includes the following uses in the respective land use areas shown on Figure 3-5, *Conceptual Land Use Plan*:



Residential Land Use Area

- 800 residential dwelling units

Commercial/Civic Land Use Area

- 105,890 square feet (sf) of general retail
- 15,000 sf of business professional office uses
- 58,409 sf /106-room hotel
- 30,000 sf civic center
- 20,160 sf eating establishment/high turnover restaurant, including a drive-thru restaurant

Open Space Land Use Area

- 4.9-acres of park area

The Project also includes associated site improvements, including vehicular and non-vehicular circulation, parking facilities, and transit facilities; parks and recreational facilities; landscaping and streetscape improvements; monuments, entry features, and signage; walls and fences; lighting and mechanical equipment; and utility infrastructure (on- and off-site).

The principal discretionary actions requested by the Property Owner/Developer to implement the proposed Project include a General Plan Amendment (PEN25-0007) to change the land use designation of the Project site from Public Facilities to Residential (30 du/acre maximum), Open Space, and Commercial; a Change of Zone (PEN21-0334) from Public (P) District to TCMV Specific Plan (SP 222); adoption of the TCMV Specific Plan (PEN21-0334); and Tentative Tract Map No. 38421 (PEN22-0077). Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

S.2.3 PROJECT OBJECTIVES

The objectives that have been established for the TCMV Specific Plan Project are listed below.

1. Establish the zoning criteria to guide the orderly development of the Project site with a mixed-use neighborhood composed of residential, open space, and commercial uses.
2. Maximize housing opportunities to further achievement of local housing goals and provide a variety of housing types to meet the needs of various market segments and lifestyle considerations.
3. Create local employment opportunities.
4. Expand economic development in the City by establishing new commercial/civic uses on vacant land in a developing area.
5. Decrease automobile dependency by locating new housing, parks, and commercial/civic uses within walking distance of other business, entertainment, residential, cultural, and civic uses.
6. Provide a diverse combination of new shopping and dining opportunities for City residents and visitors.



7. Develop an attractive and active community centerpiece for the City.

S.3 EIR PROCESS

The City published a NOP and filed a copy with the California Office of Planning and Research (OPR) SCH to inform the general public, trustee and responsible agencies, and other interested parties that an EIR would be prepared for the Project. The NOP was distributed for a 30-day public review period, which began on April 21, 2022. The City received written comments on the scope of the EIR during those 30 days, which were considered by the City during the preparation of this EIR. The City also held an EIR scoping meeting open to the interested public agencies and members of the general public on May 4, 2022; no public agencies or individuals attended the EIR Scoping Meeting.

This EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. Prior to the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to public agencies and interested organizations and individuals; an advertisement will be published in the Press Enterprise (a newspaper of general circulation in the City); and copies of the Draft EIR will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, the City will prepare and publish responses to written comments it received on the environmental effects of the Project. Thereafter, the Final EIR will be considered for certification by the Moreno Valley City Council. Certification of the Final EIR would be accompanied by the adoption of written findings and a “Statement of Overriding Considerations” for any significant unavoidable environmental impacts identified in the Final EIR. In addition, pursuant to PRC Section 21081.6, because the Project will include mitigation measures, the City, as Lead Agency, must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during Project construction and operation.

S.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(2) requires the Lead Agency (City of Moreno Valley) to identify any known issues of controversy in the Executive Summary. After consideration of all comments received in response to the NOP, the City has not identified any environmental issues of controversy associated with the Project. Notwithstanding, this EIR addresses all environmental issues that are known by the City and that were identified in the comment letters that the City received in response to the NOP (refer to EIR *Technical Appendix A*). Items raised in written comments to the NOP are summarized in Table 1-1, *Summary of NOP and Scoping Meeting Comments*, in EIR Section 1.0, *Introduction*.

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts.



With respect to the Project, the key issues to be resolved include decisions by the City as Lead Agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.
- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

S.5 ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 6.0, *Alternatives*, of this EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Project. EIR Section 6.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to EIR Section 6.0, *Alternatives*. As required by CEQA, EIR Section 6.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

S.5.1 NO PROJECT/DEVELOPMENT PURSUANT TO THE EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

The existing (2006) General Plan land use designation for the Project site is Public Facilities and the existing zoning district is Public (P) District. The Project requires a General Plan Amendment and zone change to allow for implementation of the residential, commercial, civic, and open space uses proposed to be allowed by the proposed TCMV Specific Plan, which would serve as the regulatory document governing the orderly growth and development of the Project site and Tentative Tract Map No. 38421. Therefore, this EIR addresses the "No Project/Development Pursuant to the Existing General Plan and Zoning" Alternative, which represents the No Project alternative under which the Project does not proceed and the Project site is developed pursuant to the existing 2006 General Plan and existing zoning designations, which anticipate the development of public facilities.

S.5.2 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The "No Project/No Development" Alternative considers no development on the Project site. Under this Alternative, the approximately 69.6 gross acre Project site would remain undeveloped and would be subject to routine maintenance (i.e., discing) for weed abatement. This Alternative was used to



compare the environmental effects of the Project with an alternative that would leave the Project site in its existing state.

S.5.3 REDUCED DEVELOPMENT – LESS RESIDENTIAL ALTERNATIVE

The “Reduced Development – Less Residential” Alternative considers a development scenario consistent with the proposed TCMV Specific Plan where the Project site would be developed with fewer residential units as compared to the Project evaluated in this EIR, but the same amount of commercial/civic and open space (park) uses would be developed. In summary, under this Alternative, the Project site would be developed with 300 residential dwelling units (compared to 800 residential units anticipated for the Project in this EIR); 229,459 sf of non-residential uses, consistent with the non-residential development square footage anticipated for the Project in this EIR; and 4.9 acres of open space, consistent with the Project.

S.5.4 REDUCED DEVELOPMENT – LESS COMMERCIAL ALTERNATIVE

The “Reduced Development – Less Commercial” Alternative considers a development scenario where the Project site would be developed with the same number of residential units and the same amount of open space (park) uses as assumed for the Project in this EIR, but a reduced amount of commercial/civic uses. In summary, under this Alternative the Project site would be developed with 800 residential dwelling units, consistent with residential development anticipated for the Project in this EIR; 150,000 sf of non-residential uses (compared to 229,459 sf of non-residential development square footage anticipated for the Project in this EIR); and 4.9 acres of open space, consistent with the Project.

S.5.5 REDUCED DEVELOPMENT – LESS RESIDENTIAL AND LESS COMMERCIAL ALTERNATIVE

The “Reduced Development – Less Residential and Less Commercial” Alternative considers a development scenario where the Project site would be developed with fewer residential units, less commercial/civic uses, and the same amount of open space (park) uses. In summary, under this Alternative, the Project site would be developed with 700 residential dwelling units (compared to 800 residential units anticipated for the Project in this EIR); 175,000 sf of non-residential uses (compared to 229,459 sf of non-residential development square footage anticipated for the Project in this EIR); and 4.9 acres of open space, consistent with the Project.

S.6 SUMMARY OF IMPACTS, MITIGATION MEASURES, AND CONCLUSIONS

S.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 requires that an EIR “...contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” As discussed in EIR Section 1.0, *Introduction*, and as identified in the Notice of Preparation for this EIR included in *Technical Appendix A*, the City determined that each of the 20 topical issues identified in Appendix G of the CEQA Guidelines should



be evaluated in the Draft EIR. There were no issues for which the City found that impacts would be less than significant and no further analysis in the Draft EIR was warranted.

S.6.2 IMPACTS OF THE PROPOSED PROJECT

Table S-1 provides a summary of the Project's environmental impacts, as required by CEQA Guidelines Section 15123(a). Also presented are the mitigation measures recommended by the Lead Agency to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in the following significant and unavoidable environmental effects:

- **Air Quality (Air Quality Management Plan [AQMP] Conflict).** The Project's operational-source emissions would exceed the regional thresholds of significance for volatile organic compounds (VOC), nitrogen oxides (NO_x), and carbon monoxide (CO) emissions. VOC and NO_x are precursors for ozone (O₃); thus, Project operational activities could contribute a substantial volume of pollutants to the South Coast Air Basin (SoCAB) that could delay the attainment of federal and State ozone standards. Consequently, the Project is conservatively considered to have the potential to conflict with the South Coast Air Quality Management District (SCAQMD) AQMP. Project impacts due to a conflict with the SCAQMD AQMP would be significant and unavoidable.
- **Air Quality (Cumulatively Considerable Increase in Criteria Pollutant During Operation).** After the application of mandatory regulatory requirements and feasible mitigation measures, maximum daily emissions from Project operations would exceed the SCAQMD CEQA significance thresholds for NO_x, VOC, and CO, and cannot be effectively reduced to a level below the SCAQMD thresholds of significance. Because NO_x and VOC are O₃ precursors, this could also result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant. Since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures beyond the measures identified in EIR Section 4.3, *Air Quality*, exist that would reduce emissions to levels that are less than significant. Therefore, the Project's operational air quality impacts are significant and unavoidable, and the Project would result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is in non-attainment, which is a significant and unavoidable impact.
- **Greenhouse Gas Emissions.** With implementation of the identified mitigation measures in EIR Section 4.8, *Greenhouse Gas Emissions*, the Project's operational GHG emissions would be reduced but not to a level below the established significance threshold. Since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the City have regulatory authority to control vehicle-source emissions, no feasible mitigation measures beyond the measures identified exist that would reduce emissions to levels that are less than significant. Therefore, the Project would result in a significant and unavoidable GHG emissions impact.



Table S-1 Summary of Project Impacts and Mitigation Measures

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 AESTHETICS					
<u>Threshold a: Less than Significant Impact.</u> The Project site is not within a City-designated view corridor, and the Project does not involve any development within or adjacent to any scenic resources that define a scenic vista. The public views available from Nason Street, Alessandro Boulevard, and Cottonwood Avenue adjacent to the Project site would largely be retained, and the Project's potential impacts to scenic views of distant mountains and Moreno Peak would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: No Impact.</u> The Project site is not within the viewshed of a State scenic highway; therefore, the Project would not degrade scenic resources within a State scenic highway. No impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold c: Less than Significant Impact.</u> Future development implementing the proposed TCMV Specific Plan would adhere to the established Development Standards and Design Guidelines included in the TCMV Specific Plan and would not conflict with goals or policies outlined in the General Plan or MVMC requirements that regulate scenic quality. This impact would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: Potentially Significant Impact (Construction)/Less than Significant Impact (Operation).</u> Construction-related lighting has the potential to create substantial light, which could adversely affect adjacent residential uses, resulting in a potentially significant temporary impact. Future development implementing the proposed TCMV Specific Plan would adhere to established Development Standards and Design Guidelines and MVMC requirements related to lighting and non-reflective building materials and would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.	MM 4.1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the contractor specifications require that the construction staging area be located as far as possible from the existing residential development surrounding the Project site to minimize light intrusion. Temporary nighttime lighting installed during construction for security or any other purpose shall be downward-facing and hooded or shielded to prevent light from spilling outside the staging area and from directly broadcasting security light into	Property Owner/Developer	City of Moreno Valley Building and Safety Division and Land Development Division	Prior to issuance of grading permits.	Less than Significant Impact with Mitigation.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City during inspections of the construction site.				
4.2 AGRICULTURE AND FORESTRY					
<u>Threshold a: No Impact.</u> The Project site does not contain Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) and there are no agricultural activities onsite. The Project would not convert Farmland to non-agricultural uses and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold b: No Impact.</u> The City does not contain areas zoned for agricultural uses and the Project site does not contain land under a Williamson Act Contract. The Project would not conflict with a Williamson Act Contract or agricultural zoning and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold c: No Impact.</u> The City does not have a forest land zone; therefore, the Project would not conflict with any forest land zoning and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold d: No Impact.</u> There is no forest land within the City; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest uses and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold e: No Impact.</u> The Project would not result in any other changes that would result in the conversion of farmland to non-agricultural uses or the conversion of forest land to non-forest use and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
4.3 AIR QUALITY					



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p><u>Threshold a:</u> Significant Project and Cumulative Impact. The Project could result in or cause NAAQS or CAAQS violations because operational-source emissions would exceed the applicable SCAQMD regional thresholds for VOC, NO_x, and CO. As such, the Project is conservatively considered to have the potential to conflict with the AQMP and a significant impact would occur with respect to this threshold.</p>	<p>MM 4.3-2 Legible, durable, weather-proof signs shall be placed at commercial loading docks and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.</p>	<p>Property Owner/ Developer</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to issuance of an occupancy permit.</p>	<p>Significant and Unavoidable Impact.</p>
	<p>MM 4.3-3 Prior to the issuing of each building permit, the Project proponent and its contractors shall provide plans and specifications to the City that demonstrate that electrical service is provided to each of the areas in the vicinity of the buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.</p>	<p>Property Owner/Developer and Project Contractor</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to issuance of each building permit.</p>	
	<p>MM 4.3-4 Once constructed, the Project proponent shall ensure that all commercial tenants shall utilize only electric or natural gas pallet jacks and forklifts in the loading areas.</p>	<p>Property Owner/Developer and Commercial tenants</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to tenant occupancy.</p>	
	<p>MM 4.3-5 Upon occupancy and annually thereafter, the operators of the commercial space shall provide information to all delivery truck drivers, regarding:</p>	<p>Property Owner/Developer and Commercial tenants</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Upon occupancy and thereafter.</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. • Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies. • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity. <p>MM 4.3-6 Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.</p>	Property Owner/ Developer	City of Moreno Valley Building and Safety Division and Land Development Division	Prior to issuance of each building permit.	
<p><u>Threshold b: Significant Project and Cumulative Impact.</u> Prior to mitigation, the Project would exceed the applicable SCAQMD regional thresholds for VOC during construction, and VOC, NO_x, and CO during operation. Therefore, construction and operation of the Project would contribute to existing violations of the O₃ standard (VOC and NO_x are O₃ precursors) and would result in a significant cumulatively considerable net increase of a criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard.</p>	<p>MM 4.3-1 The Project shall incorporate the following mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City.</p> <ul style="list-style-type: none"> • Require fugitive-dust control measures that exceed SCAQMD’s Rule 403 requirements, such as: <ul style="list-style-type: none"> o Use of nontoxic soil stabilizers to reduce wind erosion. 	Property Owner/Developer and Project Contractor	City of Moreno Valley Building and Safety Division and Land Development Division	Prior to issuance of a grading permit.	<p>Construction: Less than Significant Impact with Mitigation Incorporated.</p> <p>Operations: Significant and Unavoidable Impact.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> o Apply water every four hours to active soil-disturbing activities. o Tarp and/or maintain a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Encourage the use of construction equipment equal to or greater than 50 horsepower be electrically powered or alternatively fueled. At a minimum, use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 Final (model year 2008 or newer) emission limits. Include this requirement in applicable bid documents, purchase orders, and contracts. • Ensure that construction equipment is properly serviced and maintained to the manufacturer’s standards. • Limit nonessential idling of construction equipment to no more than five consecutive minutes. • Limit on-site vehicle travel speeds on unpaved roads to 15 miles per hour. • Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area. • Use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on SCAQMD’s website. <p>See MM 4.3-2 through MM 4.3-6 above for operations.</p>	Refer to Air Quality Threshold “a”	Refer to Air Quality Threshold “a”	Refer to Air Quality Threshold “a”	
<p><u>Threshold c: Less than Significant Impact.</u> During construction, the Project would not expose nearby sensitive receptors to substantial pollutant</p>	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>concentrations because the Project's localized emissions would not exceed SCAQMD LSTs and impacts would be less than significant. Additionally, the Project does not propose uses that include stationary sources or attract mobile sources that may spend long periods of time queuing and idling at the site; thus, no long-term localized significance threshold analysis is needed. Impacts would be less than significant. Under long-term operating conditions, the Project's contributions to CO "Hot Spots" would also be less than significant.</p>					
<p><u>Threshold d: Less than Significant Impact.</u> The Project would not produce air emissions that would lead to unusual or substantial construction-related or operational odors. The Project is required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance.</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>Less than Significant Impact.</p>
<p>4.4 BIOLOGICAL RESOURCES</p>					
<p><u>Threshold a: Potentially Significant Impact.</u> No sensitive plant species were detected within the Project area and potential impacts to the San Diego tarplant, a CRPR 4.2 species, would be less than significant.</p> <p>One special-status species (Cooper's hawk) was observed within the Project area during the biological survey and has a low potential to nest in the trees within the Project area. The Project area has suitable foraging and nesting habitat for BUOW and roosting habitat for the western mastiff bat. Construction activities also have the potential to result in indirect noise impacts to roosting western mastiff bats in trees near the Project area. If any of these species, active nests, or roosts are present within the Project area during construction, impacts to the biological resources would be potentially significant.</p>	<p>MM 4.4-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. If the removal of any trees, shrubs, or any other potential nesting and foraging habitat for avian species, including sensitive species and raptor nests, is to be conducted within the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors), a nesting bird survey shall be required within three days prior to start of work. If active nests are identified, the biologist will establish appropriate buffers around the area (typically 500 feet for raptors and sensitive species, and 200 feet for non-raptors/non-sensitive species). All</p>	<p>Property Owner/Developer</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to issuance of grading permits.</p>	<p>Less than Significant Impact with Mitigation.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that certain work can be permitted within the buffer areas and develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). If vegetation clearing is not initiated within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds. If vegetation removal occurs outside of nesting season or if no nesting birds are found, no further action will be required.</p> <p>MM 4.4-2 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. A pre-construction presence/absence survey for BUOW within the Project area where suitable habitat is present shall be conducted by a qualified biologist within 30 days prior to the commencement of ground-disturbing activities. If active BUOW burrows are detected during the breeding season, all work within an appropriate buffer (typically a minimum of 300 feet) of any active burrow will be halted. If there is an active nest at the burrow, work will not proceed within the buffer</p>	<p>Property Owner/Developer</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to issuance of grading permit.</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume in the buffer when there are no occupied/active BUOW burrows found within the buffer area.</p> <p>If there are occupied burrows within the buffer area and avoidance of burrowing owls is not possible, no work shall occur within the buffer area until the appropriate course of action is determined and implemented in accordance with applicable regulations related to burrowing owl at the time of project construction. CDFW may require an Incidental Take Permit (ITP) or a Burrowing Owl Relocation and Mitigation Plan, in accordance with applicable regulations at the time of project construction. If burrowing owl is no longer a candidate or listed species under CESA at the time of project construction, permits shall not be required.</p> <p>MM 4.4-3 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. Pre-construction surveys shall be conducted by a qualified bat biologist no more than 30 days prior to the initiation of vegetation removal and ground-disturbing activities if within the maternity season (March 1 to August 31). If no active roosts are present, then trees shall be removed within two weeks following the survey. If active</p>	<p>Property Owner/Developer</p>	<p>City of Moreno Valley Building and Safety Division and Land Development Division</p>	<p>Prior to the issuance of grading permits.</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>bat roosts are found, then then the following shall be implemented, as appropriate:</p> <p>a. If active bat roosts are present, a qualified bat biologist shall determine the species of bats present and the type of roost (i.e., day roost, night roost, maternity roost). If the biologist determines that the roosting bats are not a special-status species and the roost is not being used as a maternity roost and direct removal of active roosts is required, then the bats may be evicted from the roost by a qualified bat biologist experienced in developing and implementing bat mitigation and exclusion plans. If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.</p> <p>b. If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>for a replacement roost in the vicinity of the project site. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.</p> <p>c. All potential roost trees shall be removed in a manner approved by a qualified bat biologist, which may include presence of a biological monitor.</p> <p>d. All construction activity in the vicinity of an active maternity roost shall be limited to daylight hours.</p> <p>e. Results of the survey shall be submitted to the City prior to removal of the trees. If additional measures are required under (a) through (d), the submittal to the City will include those additional measures.</p>				
<p>Threshold b: <u>No Impact</u>. The Project area does not contain any riparian habitat, critical habitat, or other</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>No Impact.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
sensitive natural communities. Therefore, the Project would have no impacts to these biological resources.					
<u>Threshold c: No Impact.</u> The Project area does not contain State- or federally-protected wetlands; therefore, no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold d: Potentially Significant Impact.</u> The Project would not interfere with the movement of fish or impede the use of a native wildlife nursery site; however, construction activities could result in impacts to nesting avian species, which would be in violation of the MBTA and CFGC and/or would result in impacts to protected bat maternity roosts if construction activities are to take place during nesting or maternity roosting season.	Mitigation measures MM 4.4-1 through MM 4.4-3 shall apply.	Refer to Biological Resources Threshold a	Refer to Biological Resources Threshold a	Refer to Biological Resources Threshold a	Less than Significant Impact with Mitigation.
<u>Threshold e: Less than Significant Impact.</u> The Project would comply with MVMC Chapter 3.48 and Chapter 8.60, which require fee payments for the MSHCP and protection of the Stephens' Kangaroo Rat. In addition, the Project would comply with MVMC Section 9.17.030(g), as applicable, with regards to tree protection (compliance with this requirement is ensured with implementation of MM 4.4-4). The Project would not conflict with any local policies or ordinances protecting biological resources.	<p>MM 4.4-4 Prior to any removal of trees potentially regulated by the City of Moreno Valley Municipal Code, a qualified arborist shall conduct a tree survey in the area of the Project site in which regulated trees are proposed to be removed. Data to be collected on appropriate data forms includes the exact location of the tree, species, diameter at breast height, and information on the general character and health of the tree. All regulated trees to be removed shall be flagged in the field and entered into a GIS database. This information shall be included in an arborist report to be submitted to the City.</p> <p>Pursuant to Section 9.17.03 of the City of Moreno Valley Municipal Code, the removal of existing trees with four-inch or greater trunk diameters at breast height (dbh) shall be replaced at a 3:1 ratio, with a minimum 24-inch box size tree of the same species or a minimum 36-inch box for a 1:1 replacement, in locations approved by the City.</p>	Property Owner/Developer	City of Moreno Valley Building and Safety Division and Land Development Division	Prior to removal of regulated trees.	Less than Significant Impact.



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<p><u>Threshold f: Potentially Significant Impact.</u> The Project area is subject to the Western Riverside County MSHCP and its survey requirements for the BUOW. Although the Project is compliant with all applicable MSHCP provisions, and given the BUOW was not observed during the biological survey or focused surveys, the Project area has suitable habitat for the species. If the species migrates within the Project area and is present at the time the grading permit is issued, impacts on BUOW would be potentially significant.</p>	<p>Mitigation measures MM 4.4-1 through MM 4.4-3 shall apply.</p>	<p>Refer to Biological Resources Threshold a</p>	<p>Refer to Biological Resources Threshold a</p>	<p>Refer to Biological Resources Threshold a</p>	<p>Less than Significant Impact with Mitigation.</p>
<p>4.5 CULTURAL RESOURCES</p>					
<p><u>Threshold a: No Impact.</u> No historic resources as defined by CEQA Guidelines Section 15064.5 are present within the Project area; therefore, no historic resources would be altered or destroyed by construction or operation of the Project.</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>No Impact.</p>
<p><u>Threshold b: Potentially Significant Direct and Cumulatively Considerable Impact.</u> No known archaeological resources are present on the Project site. Nonetheless, the potential exists for Project-related construction activities to result in a direct and cumulatively considerable impact to significant subsurface prehistoric archaeological resources should such resources to be discovered during Project-related construction activities.</p>	<p>MM 4.5-1 Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. 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 AB 52 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 AB 52 consultation process, and has completed AB 52 consultation with the City as</p>	<p>Project Developer and Project Archaeologist</p>	<p>City of Moreno Valley Planning Division and Building and Safety Division</p>	<p>Prior to the issuance of a grading permit.</p>	<p>Less than Significant Impact with Mitigation</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>provided for in <i>California Public Resources Code</i> Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:</p> <ul style="list-style-type: none">a. Project grading and development scheduling;b. The Project Archeologist and the Consulting Tribes(s) as defined above 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 for 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 to provide the training on an as needed basis;c. The protocols and stipulations that the contractor, City, Consulting				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> 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 Moreno Valley Planning Department: <ul style="list-style-type: none"> i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure (MM) 4.5-1. This shall include 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. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in MM 4.5-1. <p>MM 4.5-4 The City shall verify that the following note is included on the Grading Plan: <i>If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representative are</i></p>	<p>Project Developer and Project Archaeologist</p>	<p>Building and Safety Division</p> <p>City of Moreno Valley Planning Division and Building and Safety Division</p>	<p>discovered during grading</p> <p>Prior to issuance of grading permit and if any suspected archaeological resources are discovered during ground-disturbing activities</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p><i>not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representative to the site to assess the significance of the find.</i></p> <p>MM 4.5-5 If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior’s standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director and any and all Consulting Native American Tribes as defined in MM 4.5-1 before any further work commences in the affected area.</p>	Project Developer and Project Archaeologist	City of Moreno Valley Planning Division and Building and Safety Division	If potential historic or cultural resources are uncovered during excavation or construction activities	
<p><u>Threshold c: Less than Significant Impact.</u> In the unlikely event that human remains are discovered during Project grading or other ground-disturbing activities, the Project would be required to comply with the applicable provisions of <i>California Health and Safety Code</i> Section 7050.5 and PRC Section 5097 et seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated and would preclude the potential for significant impacts to human remains.</p>	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.6 ENERGY					
<u>Threshold a: Less than Significant Impact.</u> The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy facilities or energy delivery systems.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less than Significant Impact.</u> The Project would not cause or result in the need for additional energy production or transmission facilities, the Project would not conflict with or obstruct the achievement of energy conservation goals identified in State and local plans for renewable energy and energy efficiency.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.7 GEOLOGY AND SOILS					
<u>Threshold a: Less than Significant Impact.</u> Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes and has a low to moderate susceptibility to liquefaction; however, mandatory compliance with local and State regulatory requirements and building codes, and adherence to recommendations from site-specific geotechnical report(s) (via conditions of approval), would ensure that the Project minimizes potential hazards related to seismic ground shaking and seismic-related ground failure, including liquefaction, to less than significant levels.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less than Significant Impact.</u> Implementation of the Project would not result in substantial soil erosion or loss of topsoil. Construction activities would be conducted in compliance with regulations addressing erosion during construction (e.g., NPDES permit and preparation of a SWPPP), and preparation of an erosion control plan is required to minimize water and wind erosion. Following completion of development, implementation of a WQMP during operation is required (via conditions of	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
approval), which would preclude substantial long-term erosion impacts.					
<u>Threshold c: Less than Significant Impact.</u> There is no potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides. Potential hazards associated with unstable soils would be precluded through mandatory adherence (via conditions of approval) to the recommendations contained in the site-specific geotechnical report(s) during Project construction.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: No Impact.</u> The Project site does not contain expansive soils. As such, the Project is not located on a geologic unit with a high expansion potential.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold e: No Impact.</u> The Project does not propose the use of septic tanks or alternative wastewater disposal system.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold f: Potentially Significant Impact.</u> The Project site contains sediment deposits with a sensitivity for paleontological resources. Accordingly, construction activities on the Project site have the potential to unearth and adversely impact paleontological resource that may be buried beneath the ground surface.	MM 4.7-1 Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Project Applicant shall provide written evidence to the City of Moreno Valley that the Project Applicant has retained a qualified Paleontologist to observe grading activities into the paleontologically sensitive fluvial fan deposits and to conduct salvage excavation of paleontological resources as necessary. Sediment samples should also be recovered to determine the small-fossil potential of the site. The Paleontologist shall be present at the pre-grading conference; shall establish procedures and a schedule for paleontological resources surveillance; and shall establish, in cooperation with the City, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils as appropriate. These actions, as well as final mitigation and	Property Owner/Developer and Project Paleontologist	City of Moreno Valley Building and Safety Division and Land Development Division	Prior to the issuance of a grading permit and/or action that would permit site disturbance.	Less than Significant Impact with Mitigation.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>disposition of the resources, shall be subject to the approval of the City of Moreno Valley.</p> <p>The Project Paleontologist shall prepare a final paleontological resource monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). All recovered fossils will be offered for curation in perpetuity to the Western Science Center in Hemet, the principal fossils repository in Riverside County. A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. The report, when submitted to (and accepted by) the City of Moreno Valley, shall signify satisfactory completion of the project program to mitigate impacts to any nonrenewable paleontological resources.</p>				
4.8 GREENHOUSE GAS EMISSIONS					
<p><u>Threshold a: Cumulatively Considerable Impact.</u> The Project would exceed the SCAQMD significance threshold of 3,000 MTCO₂e/yr. As such the Project would generate substantial, cumulatively-considerable GHG emissions that may have a significant impact on the environment.</p>	<p>MM 4.8-1 The project applicant shall design and build future non-residential development to meet/include the following:</p> <ul style="list-style-type: none"> • The project will utilize on-site renewable energy sources such as solar, to reduce electrical demand as per Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. • The project will incorporate measures to reduce the overall use 	<p>Property Owner/Developer</p>	<p>City of Moreno Valley Planning Division and Building and Safety Division</p>	<p>Prior to issuance of building permits.</p>	<p>Significant and Unavoidable Impact.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>of potable water within the building by 12% as per Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.1 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.</p> <p>Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Moreno Valley Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p> <p>MM 4.8-2 The project applicant shall design and build future residential development to meet/include the following:</p> <ul style="list-style-type: none"> • No wood-burning fireplaces shall be installed in any of the dwelling units. • All buildings shall be electric, to the extent feasible, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) within the building, excluding pool heating. • All major appliances provided/installed shall be EnergyStar-certified or of equivalent energy efficiency, where applicable. 	<p>Property Owner/Developer</p>	<p>City of Moreno Valley Planning Division and Building and Safety Division</p>	<p>Prior to issuance of building permits.</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Moreno Valley Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p> <p>MM 4.8-3 Exterior electric receptacles on non-residential buildings shall be provided for charging or powering electric landscaping equipment.</p> <p>MM 4.8-4 The Project shall use light-color roofing and building materials to minimize the heat island effect and reduce lighting, heating, and cooling needs.</p> <p>Mitigation measures MM 4.3-2 through MM 4.3-6 shall also apply.</p>	<p>Property Owner/Developer</p> <p>Property Owner/Developer</p> <p>Refer to Air Quality Threshold a</p>	<p>City of Moreno Valley Planning Division and Building and Safety Division</p> <p>City of Moreno Valley Planning Division and Building and Safety Division</p> <p>Refer to Air Quality Threshold a</p>	<p>Prior to issuance of building permits.</p> <p>Prior to issuance of building permits.</p> <p>Refer to Air Quality Threshold a</p>	
Threshold b: <u>Less than Significant Impact</u> . The Project would be consistent with or otherwise would not conflict with applicable regulations, policies, plans, and goals that would further reduce GHG emissions.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.9 HAZARDS AND HAZARDOUS MATERIALS					
Thresholds a and b: <u>Less than Significant Impact</u> . The Project site does not contain any RECs. During Project construction and operation, mandatory compliance with federal, State, and local regulations would ensure that the Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous substances or materials. Additionally, due to the nature of the Project, routinely used hazardous materials would not	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
be of the type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment.					
<u>Threshold c: Less than Significant Impact.</u> The Project site is located within one-quarter mile of existing schools; however, there would be no hazardous emissions, and the handling of hazardous materials, substances, or waste would not involve the type or quantity that would pose a significant hazard to public health and safety or the environment. Additionally, the Project would be required to comply with federal, State, and local regulations to ensure that the Project would not create a significant hazard to the public or environment.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: No Impact.</u> The Project site is not identified on any list of hazardous materials sites complied pursuant to <i>Government Code</i> Section 65962.5.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold e: Less than Significant Impact.</u> The Project site is located more than two miles northeast of MARB/IP Airport and is not within the AIA. Additionally, the Project does not involve any construction or operations that require FAA notification pursuant to FAR Part 77. As such, the Project would not result in an airport safety hazard for people residing or working in the Project area.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold f: No Impact.</u> The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, adequate emergency vehicle access is required to be provided. The Project would involve the construction of new roadways, which would improve local access. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	No mitigation is required	NA	NA	NA	No Impact.
<u>Threshold g: Less than Significant Impact.</u> The Project site does not contain wildlands and is not within a VHFHSZ; the nearest VHFHSZ is approximately 0.4-	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
mile from the Project site. The Project would not expose people or structures to a significant wildfire risk.					
4.10 HYDROLOGY AND WATER QUALITY					
<u>Threshold a: Less than Significant Impact.</u> The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Adherence to a SWPPP and site-specific WQMPs is required as part of the Project's implementation to address construction- and operational-related water quality.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less than Significant Impact.</u> The Project would not physically impact any groundwater recharge facilities. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Groundwater Basin.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold c: Less than Significant Impact.</u> The Project would increase stormwater runoff from the Project site, which would be discharged to the public storm drain system. The Project would not substantially alter the drainage pattern or site or area and would be required to comply with applicable water quality regulatory requirements to minimize erosion and siltation. Additionally, the Project would not result in flooding onsite or offsite or impede/redirect flood flows. Lastly, the Project would not create or contribute to increased flooding risks due to insufficient capacity of existing or planned stormwater drainage systems or and would not provide substantial additional sources of polluted runoff.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: No Impact.</u> The Project site would not be subject to inundation from tsunamis, seiches, or hazards.	No mitigation is required.	NA	NA	NA	No Impact.
<u>Threshold e: Less than Significant Impact.</u> The Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.11 LAND USE PLANNING					
Threshold a: <u>No Impact</u> . The Project would involve development of the currently vacant Project site with residential, commercial/civic, and park uses, on a vacant site planned for development. The Project would not obstruct access to and from the existing neighborhoods, and would improve connectivity with implementation of proposed roadway improvements. The implementation of the Project would not physically divide an established community and no impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.
Threshold b: <u>Less than Significant Impact</u> . Implementation of the Project would not conflict with the City's existing 2006 General Plan or proposed 2040 General Plan, which the City is in the process of readopting; MVMC; or SCAG's <i>Connect SoCal 2024</i> , and specifically would not conflict with applicable environmental plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.12 MINERAL RESOURCES					
Threshold a: <u>No Impact</u> . The Project site does not have any known mineral resources that would be of value to the region or residents of the State. Accordingly, with implementation of the Project, there would be no impact on known mineral resources.	No mitigation is required.	NA	NA	NA	No Impact.
Threshold b: <u>No Impact</u> . The Project site is not within a mineral resource recovery site. Therefore, the Project would not 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 would occur.	No mitigation is required.	NA	NA	NA	No Impact.
4.13 NOISE					
Threshold a: <u>Less than Significant Impact</u> . During construction and operation (onsite noise sources and off-site traffic noise) the Project would not generate substantial temporary or permanent increase in	No mitigation is required; however, the following COAs would be implemented.			During Construction	Less than Significant Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Nason Street represented by the on-site receiver location ON2. With the following noise abatement measures, the on-site interior traffic noise levels would satisfy the 45 dBA CNEL interior noise requirements.</p> <p>Windows/Sliding Glass Doors: All residential units require windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, and the following sound transmission class (STC) ratings:</p> <ol style="list-style-type: none">1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded windows and sliding glass doors with minimum STC ratings of 30 (all windows/glass doors, all floors);2. All other residential lots require windows and sliding glass doors with minimum sound transmission class (STC) ratings of 27. <p>Exterior Doors (Non-Glass): All exterior doors shall be well weather-stripped and have well-sealed perimeter gaps around the doors to achieve the STC ratings recommended below:</p> <ol style="list-style-type: none">1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded doors with minimum STC ratings of 30 (all floors);2. All other residential lots require doors with minimum sound				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>transmission class (STC) ratings of 27.</p> <p>Exterior Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.</p> <p>Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.</p> <p>Ventilation: Consistent with MVMC Section 9.03.040(F)(3), in all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed 60 dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.</p> <p>Future Noise Studies: Final noise studies shall be prepared for the future noise-sensitive residential uses prior to issuance of building permits. Each</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>noise study shall finalize the noise attenuation measures described in the Town Center at Moreno Valley Noise Analysis using the precise grading plans and actual building design specifications, and may include additional mitigation, if necessary, to meet the interior noise level standards for residential land uses. These noise studies would utilize any recommendations identified in this study and use the precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary, based on the site-specific noise impacts within these planning areas.</p>				
<p><u>Threshold b: Less than Significant Impact.</u> The Project's construction and operational activities would not result in a perceptible groundborne vibration or noise. This impact is less than significant.</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>Less than Significant Impact.</p>
<p><u>Threshold c: Less than Significant Impact.</u> The Project site is not within an area exposed to high levels of noise from the MARB/IP Airport. As such, the Project would not expose people to excessive noise levels associated with a public airport or public use airport. This impact is less than significant.</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>Less than Significant Impact.</p>
<p>4.14 POPULATION AND HOUSING</p>					
<p><u>Threshold a: Less than Significant Impact.</u> The Project would include the development of residential, commercial/civic, and park uses, and associated roadways and utility infrastructure that would be used to accommodate the proposed development. The estimated 800 units (3,080 residents) and 421 new employment opportunities resulting from</p>	<p>No mitigation is required.</p>	<p>NA</p>	<p>NA</p>	<p>NA</p>	<p>Less than Significant Impact.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
implementation of the proposed TCMV Specific Plan would not directly or indirectly induce substantial unplanned population growth. Impacts would be less than significant.					
<u>Threshold b: No Impact.</u> The Project site is undeveloped and implementation of the proposed TCMV Specific Plan would not displace a substantial number of existing people or housing. No impacts would occur.	No mitigation is required.	NA	NA	NA	No Impact.
4.15 PUBLIC SERVICES AND RECREATION					
<u>Threshold a: Less than Significant Impact.</u> The proposed TCMV Specific Plan would generate new residents and employees at the Project site, which is currently undeveloped, and would increase the demand for public services compared to existing conditions. With payment of mandatory DIFs pursuant to MVMC Title 3, payment of school impact fees, and adherence to requirements for the provision of parkland, the Project's potential impacts related to public services and facilities would be less than significant and the Project would not result in or require the construction of new or physically altered facilities. No physical impacts would occur and Project impacts related to fire, police, school, park and other public facilities would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less Than Significant Impact.</u> The total parkland demand for the Project (approximately 8.9 acres) would be accommodated by the park and recreational facilities anticipated by the proposed TCMV Specific Plan, and through mandatory compliance with the MVMC Chapter 3.40 of the MVMC, which requires the payment of park in-lieu fees in the event a project does not provide adequate parkland onsite. With adherence to requirements for the provision of parkland or payment of in-lieu fees, and payment of the required DIFs for park and community/recreation center facilities, which ensure that adequate park and recreational facilities are provided to serve Project residents, the Project would not result in the substantial physical deterioration or	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
accelerate the deterioration of existing parks or recreational facilities and impacts would be less than significant.					
<u>Threshold c: Less Than Significant Impact.</u> The proposed TCMV Specific Plan anticipates the development of park and recreational uses, and the physical impacts resulting from construction and operational of these uses is evaluated for each environmental topic in this EIR. No additional physical impacts would result and this impact would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.16 TRANSPORTATION					
<u>Threshold a: Less than Significant Impact.</u> The Project, which includes roadway improvements, and features to encourage non-vehicular travel and use of transit, would not conflict with a program, plan, ordinance, and/or policy addressing the circulation system, including SCAG's Connect SoCal, the General Plan, and the MVMC resulting in a less than significant impact.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less than Significant Impact.</u> The Project's proposed commercial/civic uses meet the Project Type Screening for VMT, and the Project's proposed residential uses would not exceed the City's per capita VMT threshold for the base year and the cumulative year. Therefore, VMT impacts would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold c: Less than Significant Impact.</u> The Project would not introduce traffic safety hazards through Project design features or incompatible uses resulting in a less than significant impact.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: Less than Significant Impact.</u> Adequate emergency access would be provided to the Project site during construction and long-term operation and this impact would be less than significant.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.17 TRIBAL CULTURAL RESOURCES					
<u>Threshold a.i: No Impact.</u> The Project site does not contain any known tribal cultural resources listed or	No mitigation is required.	NA	NA	NA	No Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
eligible for listing in the CRHR or a local register of historical resources. Therefore, no impact would result.					
<u>Threshold a.ii: Significant Direct and Cumulatively-Considerable Impact.</u> The Project site does not contain known tribal cultural resource sites; therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Nonetheless, because the Project site is within a Native American traditional use area, the Project construction activities have the potential to unearth and adversely impact tribal cultural resources that may be buried at the Project site.	Refer to MM 4.5-1 through MM 4.5-5 under Cultural Resources.	Refer to Cultural Resources Threshold a	Refer to Cultural Resources Threshold a	Refer to Cultural Resources Threshold a	Less than Significant Impact with Mitigation.
4.18 UTILITIES AND SERVICE SYSTEMS					
<u>Threshold a: Less than Significant Impact.</u> The physical environmental effects associated with installing the Project's water, wastewater, stormwater drainage, natural gas, electric power, and telecommunications infrastructure is evaluated throughout this EIR and no significant impacts specific to the provision of utilities services have been identified.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold b: Less than Significant Impact.</u> EMWD would have sufficient water supplies to service the Project. The Project would not exceed the EMWD's available supply of water during normal years, single-dry years, or multiple-dry years.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold c: Less than Significant Impact.</u> EMWD would provide wastewater treatment services to the Project via the MVRWRF, which would have adequate capacity to service the Project and no new or expanded facilities would be needed.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
<u>Threshold d: Less than Significant Impact.</u> There is adequate capacity available at the Badlands Landfill, El Sobrante Landfill, and Lamb Canyon Landfill to accept the Project's solid waste during both construction and long-term operation. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure to handle the solid waste.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<u>Threshold e: Less than Significant Impact.</u> The Project would comply all applicable statutes and regulations related to the management and reduction of solid waste and pertaining to waste disposal, reduction, and recycling.	No mitigation is required.	NA	NA	NA	Less than Significant Impact.
4.19 WILDFIRE					
Thresholds a, b, c, and d: No Impact. The Project site is not within or near an SRA or a VHFHSZ. Therefore, the Project would not expose people or structures to wildfire hazards, impair emergency plans, or exacerbate the spread of wildfires. No impact would occur.	No mitigation is required.	NA	NA	NA	No Impact.



1.0 INTRODUCTION

This Environmental Impact Report (EIR) is an informational document that represents the independent judgment of the City of Moreno Valley (“City”), acting as the Lead Agency pursuant to the California Environmental Quality Act (“CEQA”), and evaluates the physical environmental effects that could result from constructing and operating the proposed Town Center at Moreno Valley (TCMV) Specific Plan Project (hereafter, the “Project”). To implement the Project, the Project Applicant has requested that the City approve the TCMV Specific Plan (SP222) (Case No. PEN21-0334), and approve Tentative Tract Map (TTM) No. 38421 (Case No. PEN22-0077). Additionally, as further described in Section 3.0, Project Description, of this EIR, the Project Applicant has requested that the City approve the required General Plan Amendment and Change of Zone as necessary based on the status of the City’s 2040 General Plan Update and associated Change of Zone and Municipal Code Update and Climate Action Plan (CAP).

On June 15, 2021, the City of Moreno Valley City Council approved and adopted the City of Moreno Valley General Plan 2040 Update (referred to herein as the “2040 General Plan”), a Change of Zone and Municipal Code Update, and a Climate Action Plan (CAP), and certified an EIR (State Clearinghouse [SCH] No. 2020039022), as having been prepared in compliance with the California Environmental Quality Act (CEQA) in connection with the approvals. A lawsuit entitled *Sierra Club v. The City of Moreno Valley*, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the 2040 General Plan, the CAP, and the EIR. In June 2024, the City Council set aside the 2021 approvals and certification based on a May 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan, Municipal Code, Zoning, and CAP consistent with the court’s decision and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024. The 2040 General Plan designated a mixed-use “Downtown Center” district to serve as a focal point of the community and destination for people from around the region. The Downtown Center is located around the prominent cross-roads of Nason Street and Alessandro Boulevard and encompasses approximately 1,200 acres near the center of the City. The proposed TCMV Specific Plan area is within the previously designated Downtown Center (DC) District and land use designation, per the City’s Zoning Atlas and 2040 General Plan, respectively. However, until such time that the City’s proposed 2040 General Plan, and associated Municipal Code and Zoning amendments are readopted, the prior general plan (2006 General Plan) land use and zoning designations in effect prior to the June 2021 approvals remain. Based on the 2006 General Plan and prior zoning, the TCMV Specific Plan area currently has a general plan land use designation of Public Facilities and is zoned Public (P) District. Under the current land use and zoning designation, the Project would require a change in the general plan land use designation from Public Facilities to Open Space, Commercial and Residential (30 du/acre maximum), and a change in the zoning district from Public (P) District to TCMV Specific Plan.

When the term “Project” is used in this EIR, it shall mean all aspects of the planning, construction, and operation of uses allowed by the TCMV Specific Plan, including all discretionary and administrative



approvals and permits required for the Project. When the term “Project Applicant” is used, it shall mean Lewis Acquisition Company, LLC, which is the entity that submitted applications for the Project as proposed and as evaluated in this EIR.

1.1 TYPE OF EIR

As discussed in Section 1.5, *Scope of the EIR*, the City determined that an EIR will be required for the Project. This EIR has been prepared in conformance with CEQA (*California Public Resources Code* [PRC], Section 21000 et seq.), the CEQA Guidelines (Title 14, *California Code of Regulations* [CCR], Chapter 3, Section 15000 et seq.), and the *City of Moreno Valley Environmental Impact Report Format and Content Guidelines*. This EIR is a Program EIR per CEQA Guidelines, Section 15168, and the City, as the Lead Agency, will review and consider this EIR in its decision to approve, revise, or deny the Project. This EIR is intended to serve as the primary environmental document for all future entitlements associated with the implementation of the TCMV Specific Plan, including all discretionary approvals requested or required to implement the Project. Subsequent actions will be reviewed as required by CEQA and the CEQA Guidelines.

Pursuant to CEQA Guidelines Section 15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision-makers and the public generally of the significant environmental effects associated with all phases of the Project; (2) identify possible ways to minimize or avoid those significant effects; and (3) describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

1.2 LIST OF PROJECT APPROVALS

As further described in Section 3.0, *Project Description*, the Project would involve approvals to allow for the future development of residential, commercial/civic, and park uses at the approximately 69.6-gross-acre Project site. The Project site is located south of Cottonwood Avenue, west of Nason Street, and north of Alessandro Boulevard in the City of Moreno Valley, Riverside County, California. The Project Applicant has filed applications for the following discretionary actions for the City’s consideration:

- General Plan Amendment (PEN25-0007) to change the land use designation for the Project site from Public Facilities to Open Space, Commercial and Residential (30 du/acre maximum) to allow a mixed-use development with residential, commercial, park, and civic uses.
- Zone Change from Public (P) District to TCMV Specific Plan (PEN21-0335) (SP 222).
- Approve the TCMV Specific Plan (SP 222) (PEN 21-0334), which would serve as the regulatory document governing the orderly growth and development of the Project site.
- Approve Tentative Tract Map (TTM) No. 38421 (PEN 22-0077) to create parcels to accommodate the development of the uses anticipated by the Specific Plan.



- If the City readopts the 2040 General Plan, Municipal Code, and Zoning prior to consideration of the proposed Project for approval, the proposed discretionary actions include approval of the TCMV Specific Plan (PEN21-0334) and TTM No. 38421 (PEN22-0077), as identified above.

1.3 STATEMENT OF LEGAL AUTHORITY

This EIR was prepared in accordance with all criteria, standards, and procedures of CEQA (*California Public Resource Code* Section 21000 et seq.) and the CEQA Guidelines (*California Code of Regulations*, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to Public Resources Code Section 21067, and CEQA Guidelines Article 4 and Section 15367, the City is the Lead Agency under whose authority this EIR has been prepared. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the Project, the City has the obligation to: (1) ensure that this EIR has been completed in accordance with CEQA and the CEQA Guidelines; (2) review and consider the information contained in this EIR as part of its decision-making process; (3) make a statement that this EIR reflects the City’s independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are not feasible and citing the specific benefits of the Project that outweigh its unavoidable adverse effects (CEQA Guidelines Section 15090 through 15093).

Pursuant to CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority under CEQA – and in conjunction with discretionary powers granted to the City by other laws – to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Deny the Project in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed¹; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

¹ The State Constitution grants the City of Moreno Valley broad discretionary powers to consider the City’s “general welfare” (i.e., preservation of the public peace, safety, morals, and/or health) when making decisions to approve or disapprove a project, in addition to the environmental considerations under Sections 15040 through 15043 of the CEQA Guidelines.



This EIR fulfills the CEQA environmental review requirements for the proposed actions described above and all other governmental discretionary and administrative actions related to the Project.

1.4 RESPONSIBLE AND TRUSTEE AGENCIES

Public Resources Code Section 21104 requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Sections 15082 and 15086[a]). As defined by CEQA Guidelines Section 15381, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency that have discretionary approval power over the Project.” A “Trustee Agency” is defined in CEQA Guidelines Section 15386 as “a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.” The following Responsible and Trustee agencies would use this EIR for Project approvals.

- **Eastern Municipal Water District (EMWD)** is identified as a Responsible Agency for the Project because the EMWD Board of Directors is responsible for the approval of the Project’s Water Supply Assessment (WSA), and EMWD would issue administrative approvals for the construction of water and sewer infrastructure and connections to the water and sewer distribution and conveyance systems.
- **Riverside County Flood Control & Water Conservation District (RCFC&WCD)** is identified as a Responsible Agency for the Project because it is the governing agency for the regional flood control system serving the Project. The RCFC&WCD would approve the storm drain plans for the off-site public regional storm drains constructed as part of the Project.
- **Santa Ana Regional Water Quality Control Board (RWQCB)** is identified as a Trustee Agency for the Project because it is responsible for the protection of California’s water resources and water quality. The Santa Ana RWQCB is responsible for issuance of a National Pollutant Discharge Elimination System (NPDES) Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality.
- **South Coast Air Quality Management District (SCAQMD)** is identified as a Responsible Agency for the Project because SCAQMD is responsible for regulating air emissions from stationary sources in the region. The SCAQMD would issue permits to install and/or permits to operate new stationary equipment sources that may emit air contaminants, if needed.

There are no other known Trustee Agencies or Responsible Agencies identified for the Project that would use this EIR for Project approvals. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the Project.

1.5 SCOPE OF THE EIR

1.5.1 EIR SCOPE

The City filed a Notice of Preparation (NOP) with the State Clearinghouse (SCH) of the California Office of Planning and Research. Pursuant to CEQA Guidelines Section 15082, the Lead Agency must send a copy of a NOP to the SCH and State Responsible and Trustee agencies; the SCH has responsibility for ensuring that the State Responsible and Trustee agencies reply to the Lead Agency within the required time. The NOP was filed with the SCH and distributed to potential Responsible Agencies, Trustee Agencies, and other interested parties on April 21, 2022, for a 30-day public review period. The NOP was distributed for public review to solicit responses that would help the City identify the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR.

In addition, a publicly-noticed EIR Scoping Meeting was held on May 4, 2022. The City hosted the EIR Scoping Meeting via an internet-based video and phone conferencing service. The EIR Scoping Meeting provided public agencies, interested parties, and members of the general public an additional opportunity to learn about the Project and the CEQA review process, and how to submit comments on the scope and range of potential environmental concerns to be addressed in this EIR. No public agencies or individuals attended the EIR Scoping Meeting.

The NOP, public review distribution list, and written comments received by the City during the NOP public review period are provided in *Technical Appendix A* to this EIR. A summary of environmental issues raised in response to the NOP are summarized below in Table 1-1, *Summary of NOP Comments*. The purpose of Table 1-1 is to present a summary of the environmental topics that were identified by public agencies, interested parties, and members of the general public to be of primary interest. Table 1-1 does not list every comment received by the City during the NOP review period. Regardless of whether or not an environmental or CEQA-related comment is listed in Table 1-1, all relevant comments received in response to the NOP are addressed in this EIR.



Table 1-1 Summary of NOP Comments

Commentor	Date	Comments	Addressed in Section(s)
State Agencies			
California Department of Fish and Wildlife (CDFW)	May 17, 2022	<ul style="list-style-type: none"> • CDFW is the State’s Trustee Agency for fish and wildlife resources, and may be a Responsible Agency for the Project. • The Draft EIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. Recommendations on the scope of the analysis are provided. • Address direct, indirect and cumulative impacts to biological resources. • Evaluate a reasonable range of alternatives, including a “no project” alternative. • Identify mitigation measures and alternatives that avoid or minimize potential impacts to biological resources; recommendations for mitigation are provided. • Compliance with the California Endangered Species Act, Western Riverside County Multiple Species Habitat Conservation Plan, Stephens’ Kangaroo Rat Habitat Conservation Plan, Fish and Game Code Section 1602 (Lake and Streambed Alteration Program), is required. • Incorporate water-wise concepts in project landscape designs. • Report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). • Payment of CDFW Notice of Determination filing fees will be required. 	<p>Section 3.0 Section 4.4 Section 6.0 Appendix C</p>



Commentor	Date	Comments	Addressed in Section(s)
California Native American Heritage Commission (NAHC)	April 27, 2022	<ul style="list-style-type: none"> • Outlines requirements for Native American consultation pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18. • Provides standard guidance on the scope of the analysis of potential impacts to tribal cultural resources. • Recommends Native American tribal consultation with tribes that are traditionally and culturally affiliated with the geographic area of the Project site. • In areas with archaeological sensitivity, monitoring of ground-disturbing activities should be required as part of the mitigation monitoring and reporting program, along with provisions for actions to take if cultural items or human remains are discovered. 	Section 4.17
Regional Agencies			
Southern California Association of Governments (SCAG)	May 12, 2022	<ul style="list-style-type: none"> • Local agencies have the discretion in determining a local project’s consistency with Connect SoCal. • Land use and transportation strategies are included in Connect SoCal and its accompanying technical reports, and provide context for local lead agencies. • A formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county-level growth. Adopted forecasts for Moreno Valley are provided. • The Connect SoCal Final Program EIR provides project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. 	Section 4.11
South Coast Air Quality Management District (SCAQMD)	May 17, 2022	<ul style="list-style-type: none"> • Provides recommendations on the scope of the air quality, greenhouse gas emissions, and health risk analysis for the Project, including modeling. • Identifies that Project-related air quality impacts should be identified and quantified against the SCAQMD regional and localized significance thresholds. • If a permit from SCAQMD is required, SCAQMD should be identified as a responsible agency. • Identifies the requirement for feasible mitigation measures be identified for significant impact, and identifies suggested mitigation measures and design considerations to reduce air quality and health risk impacts. 	Section 3.0 Section 4.1 Section 4.8



Commentor	Date	Comments	Addressed in Section(s)
Local Agencies			
Eastern Municipal Water District (EMWD)	May 6, 2022	Consult with EMWD to establish Project water demands and sewer flows, define impacts on the environment and existing EMWD facilities, and develop a Plan of Service.	Section 4.13
Moreno Valley Unified School District (MVUSD)	May 20, 2022	There would be developer impact fees associated with the Project.	Section 4.15
Riverside Transit Agency (RTA)	May 18, 2022	Involve RTA in the planning process as RTA has several routes that operate in the area	Section 4.16
Individuals			
George Hague	May 23, 2022	<ul style="list-style-type: none"> Address consistency of the Project with General Plan policies and development principles addressing the designated Downtown Center area. The Central Park should be located at the Project site. Address safety for students and bicyclists traveling to and from schools. Identify complete streets and how the Project addresses alternative modes of transportation (pedestrian, bicycle, transit). The Project should incorporate sustainable features. Incorporate sustainable features to address air quality and greenhouse gas emissions. Address traffic noise impacts of future uses. Identify the environmentally superior alternative. 	Section 3.0 Section 4.3 Section 4.8 Section 4.11 Section 4.13 Section 4.16 Section 6

EIR Section 4.0, *Environmental Analysis*, provides an analysis of the Project’s potential to cause adverse effects under the following topic areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.5.2 EIR FORMAT AND CONTENT

This EIR contains the information required to be included in an EIR as specified by CEQA and the CEQA Guidelines (Title 14, CCR, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA Required Topics*, provides a quick reference guide for locating the CEQA-required sections within this document.

Table 1-2 Location of CEQA Required Topics

CEQA Required Topic	CEQA Guidelines Section Reference	Location in this EIR
Table of Contents	15122	Table of Contents
Summary	15123	Section S.0
Environmental Setting	15125	Section 2.0
Project Description	15124	Section 3.0
Significant Environmental Effects of the Project	15126.2(a)	Section 4.0
Energy Impacts	15126.2(b) & Appendix F	Section 4.6
Significant Environmental Effects Which Cannot be Avoided if the Project is Implemented	15126.2(c)	Section 4.0 & Section 5.1
Significant Irreversible Environmental Changes Which Would be Caused by the Project Should it be Implemented	15126.2(d)	Section 5.2
Growth-Inducing Impact of the Project	15126.2(e)	Section 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Project	15126.6	Section 6.0
Effects Found Not to be Significant	15128	Section 5.4
Organizations and Persons Consulted	15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	15130	Section 4.0

In summary, the content and format of this EIR are as follows:

- **Section S.0, Executive Summary**, provides an overview of the EIR and the CEQA process and provides a brief project description, the location and regional setting of the Project site, and potential alternatives to the Project as required by CEQA. The Executive Summary also provides a summary of the Project's impacts, mitigation measures, and conclusions in a table that forms the basis of the Project's MMRP.
- **Section 1.0, Introduction**, provides introductory information about the CEQA process and the responsibilities of the City in its role as Lead Agency, a brief project description, the type and purpose of the EIR, information regarding the scope of the EIR, and an overview of the EIR's format.



- **Section 2.0, Environmental Setting**, describes the environmental setting, including descriptions of the Project site's physical conditions and surrounding context used as the baseline for analysis in the EIR.
- **Section 3.0, Project Description**, pursuant to CEQA Guidelines Section 15124, includes a detailed project description that identifies the precise location and boundaries of the Project, a map showing the Project's location in a regional perspective, a statement of the Project's objectives, a general description of the Project's technical, economic, and environmental characteristics, and a statement describing the intended uses of the EIR, including a list of agencies expected to use the EIR, and a list of approvals for which the EIR will be used. The purpose of the detailed Project Description is to identify the Project's main features and other information needed for an assessment of the Project's environmental impacts.
- **Section 4.0, Environmental Analysis**, provides an analysis of potential impacts that may occur with implementation of the Project. A determination concerning the significance of each impact is addressed and mitigation measures are presented when warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. CEQA Guidelines Section 15358 describes the terms "effects" and "impacts" as being synonymous.

In each subsection of Section 4.0, the existing conditions pertaining to the subject area being analyzed are discussed accompanied by a specific analysis of physical impacts that may be caused by implementing the Project. Impacts are evaluated on a direct, indirect, and cumulative basis. Direct impacts are those that would occur directly as a result of the Project. Indirect impacts represent secondary effects that would result from Project implementation. Cumulative effects are defined in CEQA Guidelines, Section 15355 as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The analyses in Section 4.0 are based in part upon technical reports that are included in this EIR. Information is also drawn from other sources of analytical materials that directly or indirectly relate to the Project and are cited in Section 7.0, *References*.

Where the analysis identifies a potentially significant environmental effect, feasible mitigation measures are recommended. Pursuant to CEQA and the CEQA Guidelines, an EIR must propose and describe mitigation measures to minimize the significant environmental effects identified in the EIR. The identified mitigation measures are analyzed to determine whether they would effectively reduce or avoid any significant environmental effects. In most cases, implementation of the mitigation measures would reduce an identified significant environmental effect to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a Statement of Overriding Considerations would need to be adopted by the Lead Agency pursuant to CEQA Guidelines Section 15093.



- **Section 5.0, Other CEQA Considerations**, includes specific topics that are required by CEQA. These include a summary of the Project’s significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not to be significant during preparation of this EIR.
- **Section 6.0, Project Alternatives**, describes and evaluates alternatives to the Project that could reduce or avoid the Project’s adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives, including a “No Project” alternative, that will foster informed decision-making and public participation.
- **Section 7.0, References**, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted in preparing this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.

1.6 INCORPORATION BY REFERENCE

CEQA Guidelines Section 15147 states that the “information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public,” and that the “[p]lacement of highly technical and specialized analysis and data in the body of an EIR shall be avoided through the inclusion of supporting information and analyses as appendices to the main body of the EIR.” CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document... [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” Where this EIR incorporates a document by reference, the document is identified in the body of the EIR. Refer to EIR Section 7.0, *References*, for a list of documents incorporated into this EIR by reference. In most cases, documents or websites not included in the EIR’s Technical Appendices are cited by a link to the online location where the document/website can be viewed.

Notably, the City’s 2006 General Plan and 2006 General Plan EIR were relied upon or consulted in the preparation of this EIR, as applicable, and are hereby incorporated by reference:

- *City of Moreno Valley General Plan*, City of Moreno Valley, adopted on July 11, 2006.
- *Final Environmental Impact Report for the City of Moreno Valley General Plan* (SCH No. 200091075), certified July 11, 2006.

This EIR also relies on a number of Project-specific technical appendices that are bound separately as Technical Appendices. The Technical Appendices, along with references relied upon for the preparation of this EIR, are available for review at the City of Moreno Valley Community Development Department Planning Division, 14177 Frederick Street, Moreno Valley, California, 92552, during the City’s regular business hours or can be accessed on the City’s website at



<https://moval.gov/cdd/documents/about-projects.html>. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- A: Notice of Preparation and Written Comments on the NOP
- B: Air Quality Impact Analysis
- C: Biological Technical Report
- D: Phase I Cultural Resources Assessment
- E: Energy Analysis
- F: Geotechnical Exploration
- G: Greenhouse Gas Analysis
- H: Phase I and Limited Phase II Environmental Site Assessment
- I: Preliminary Water Quality Management Plan (WQMP)
- J: Drainage Report
- K: Noise and Vibration Impact Analysis
- L: Vehicle Miles Traveled (VMT) Analysis
- M: Water Supply Assessment Report



2.0 ENVIRONMENTAL SETTING

2.1 REGIONAL SETTING AND LOCATION

The Project site is located in the City of Moreno Valley (City), which is located in western Riverside County, California. The City is situated north of the City of Perris, northwest of the City of Hemet and City of San Jacinto, west of the City of Beaumont, east of the City of Riverside, and northeast of the unincorporated community of Mead Valley. The Project site is located approximately 1.1-miles south of the Nason Street on/off-ramp to State Route 60 (SR-60) and approximately 5.3 miles east of Interstate 215 (I-215). The site's location and regional context are shown on Figure 3-1, *Regional Map*, in EIR Section 3.0, *Project Description*.

The Project site is located in an urbanized area of southern California commonly referred to as the "Inland Empire." The Inland Empire is an approximate 28,000-square-mile region comprising Riverside County, San Bernardino County, and the eastern tip of Los Angeles County. According to U.S. Census data, the 2020 population of Riverside County was 2,418,185 (USCB 2020). The Southern California Association of Governments (SCAG) forecast models predict that the population of Riverside County will grow to approximately 2.99 million persons by the year 2050 (SCAG 2024c).

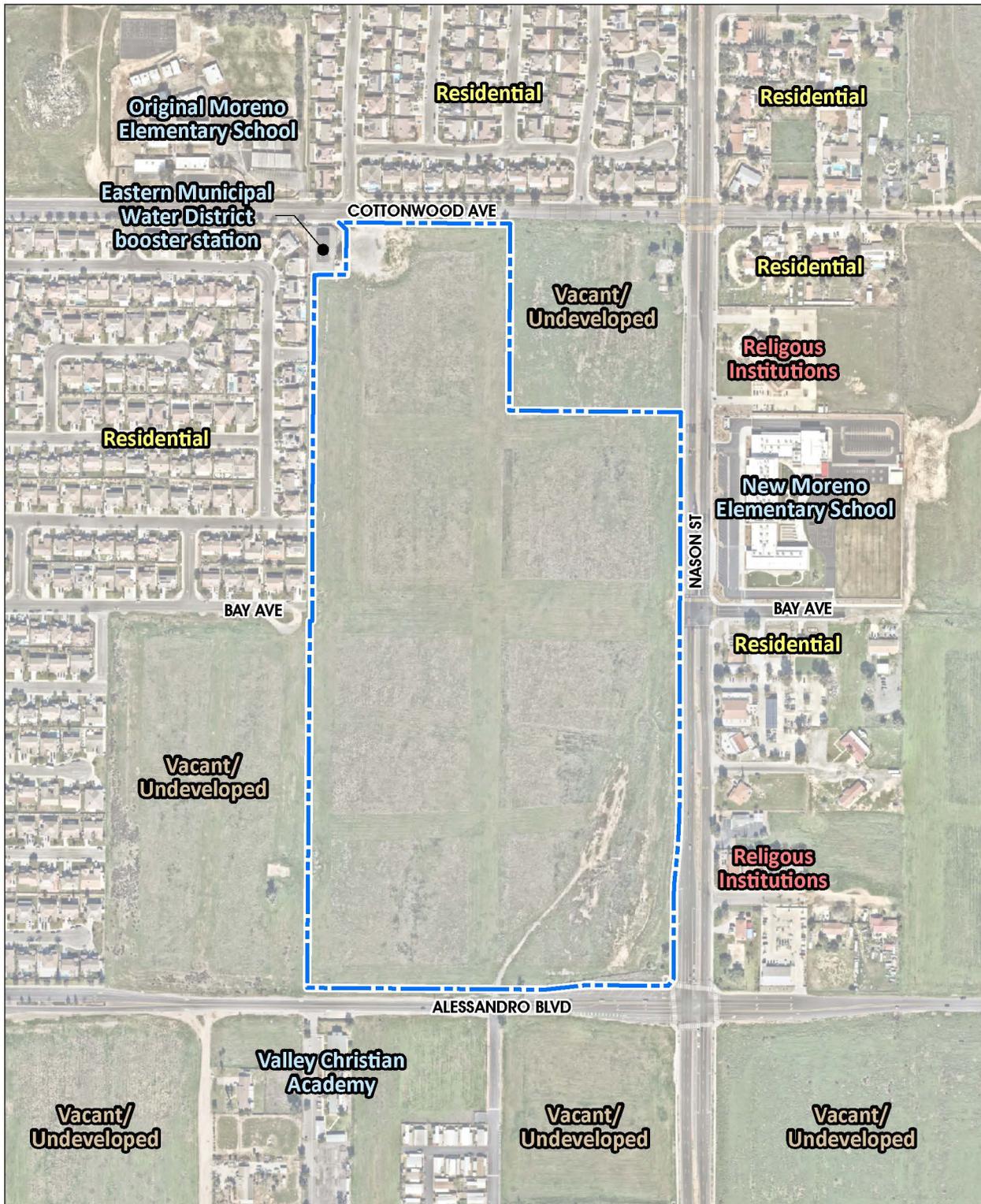
2.2 LOCAL SETTING AND LOCATION

The Project site is located south of Cottonwood Avenue, west of Nason Street, north of Alessandro Boulevard, and east of the current terminus of Bay Avenue, as illustrated on Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGS Topographic Map*, in EIR Section 3.0, *Project Description*.

2.3 SURROUNDING LAND USES

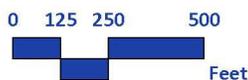
Existing land uses in the immediate vicinity of the Project site are illustrated on Figure 2-1, *Existing On-Site and Surrounding Land Uses*, and are described below.

- **North:** Cottonwood Avenue abuts the Project site to the north. South of Cottonwood Avenue, there is a vacant parcel northeast of the Project site (southwest of the Nason Street and Cottonwood Avenue intersection) and an Eastern Municipal Water District (EMWD) booster station northwest of the Project site (southeast corner of Cottonwood Avenue and Letterman Street) that are not part of the Project. North of Cottonwood Avenue, there are existing residential uses to the north and northeast of the Project site, and the former Moreno Elementary School site is to the northwest on the north side of Cottonwood Avenue (the nearest building is approximately 351 feet from the Project site). The area immediately north of the Project site has an "R5 Residential" land use designation in the City of Moreno Valley General Plan (General Plan) and is zoned "Residential 5 (R5) District." The former elementary school site, which is now occupied by the Moreno Valley Unified School District (MVUSD) Early



Source(s): City of Moreno Valley (2021), ESRI, NearMap Imagery (February 2024), RCTLMA (2022)

Figure 2-1



Existing On-Site and Surrounding Land Uses



Learning Academy, has a General Plan land use designation of “Public” and is zoned “Public (P) District.” The area to the northeast (north of Cottonwood Avenue and east of Nason Street) has a General Plan land use designation of “R2 Residential” and is zoned “Residential Agriculture 2 (RA-2) District with a Primary Animal Keeping Overlay” (PAKO). The PAKO is intended to maintain animal keeping and the rural character of the area noted within the overlay district and designates a portion of the parcel for medium and large animal keeping.

- **South:** Alessandro Boulevard abuts the Project site to the south. South of Alessandro Boulevard is vacant/undeveloped land and the Valley Christian Academy (the nearest building is approximately 163 feet south of the Project site). The area south of the Project site currently has a General Plan land use designation of “Residential/Office” and is zoned “Office” within a Mixed Use District.
- **West:** Immediately west of the northern portion of the Project site are residential uses; this area has a General Plan land use designation of “R5 Residential” and is zoned “Residential 5 (R5) District.” The area immediately west of the southern portion of the Project site consists of vacant/undeveloped land; this area currently has a General Plan land use designation of “Residential/Office” and is zoned “Office.”
- **East:** Immediately east of the Project site is Nason Street. There are existing residential and religious uses, vacant/undeveloped land, and the new Moreno Elementary School (opened in 2023) east of Nason Street. The area east of the Project site currently has a General Plan land use designation of “R3 Residential” and “Residential/Office” and is zoned “Residential (R3) District” and “Office.” However, if the City readopts the 2040 General Plan and Zoning Update, the areas east and south of the Project site and the area west of the southern portion of the Project site would have a General Plan land use designation of “Downtown Center” and would be zoned “Downtown Center (DC) District.”

2.4 PLANNING CONTEXT

2.4.1 CITY OF MORENO VALLEY GENERAL PLAN

The City’s current prevailing planning document is its 2006 General Plan (adopted July 11, 2006). As depicted on Figure 3-4, *Existing and Proposed General Plan Land Use Map*, the Project site has a General Plan land use designation of “Public Facilities.” The primary purpose of areas designated Public Facilities is to provide property for civic, cultural, and public utility uses, including, but not limited to, schools, libraries, fire stations, museums, and government offices. However, if the City readopts the 2040 General Plan and Zoning Update, the Project site would have a General Plan land use designation of Downtown Center. This designation provides for the development of a vibrant new Downtown Center at the heart of the city to serve as a focal point of the community and a destination for people from around the region. It allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses to activate the Downtown Center throughout the day and into the evening. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses that encourages people to live, work, play, and shop within the Downtown Center.



2.4.2 ZONING

As shown on Figure 3-5, *Existing and Proposed Zoning Map*, the City's current Zoning Map applies the "Public (P) District" zoning to the entire Project site. The primary purpose of this district is to provide for the conduct of public and institutional activities, including providing protected designated areas for public and institutional facilities.

However, if the City readopts the 2040 General Plan and Zoning Update, the Downtown Center (DC) District zoning would be applied to the entire Project site. According to the City-proposed City of Moreno Valley Municipal Code (MVMC) Section 9.07.010.B (Downtown Center (DC) District), and consistent with the City-proposed General Plan land use designation of Downtown Center, the Downtown Center (DC) District is envisioned as the primary hub and focal point of Moreno Valley and an economic and cultural engine in the region. The district establishes standards to foster development of a vibrant downtown center at the heart of the City to serve as a focal point of the community and a destination for people from around the region. The district allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses with the focus of the highest intensity of development along Nason Street. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses that encourages people to live, work, play, and shop within the downtown center.

2.4.3 SCAG REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans, including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and other plans for the region (SCAG 2024a).

SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to as "Connect SoCal," develops long-range regional transportation plans including a sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal provides objectives for meeting air pollution emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill (SB) 375, which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning.



2.4.4 WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan (HCP) focusing on conservation of species and their habitats in Western Riverside County. The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the USFWS, CDFW, and participating entities (including the City). Rather than focusing on one species at a time, implementation of the Western Riverside County MSHCP Section 10 Permit preserves native vegetation and meets the habitat needs of multiple species.

The Project site is located within the Reche Canyon/Badlands Area Plan of the Western Riverside County MSHCP but is not located within a Criteria Cell, Public or Quasi Public Conserved Lands, or any of the following Survey Areas: Narrow Endemic Plant Species, Criteria Area Species, Amphibians, or Mammals. The Project is not located within or near any areas currently identified as or anticipated in the future as MSHCP conservation. A portion of the Project site is within the Burrowing Owl Survey Area for the MSHCP; therefore, a habitat assessment, focused burrow survey, and focused burrowing owl surveys are required.

2.5 EXISTING PHYSICAL SITE CONDITIONS

CEQA Guidelines Section 15125(a)(1) recommends that the physical environmental condition that existed at the time an EIR's NOP is released for public review normally be used as the comparative baseline for the EIR analysis. The NOP for this EIR was released for public review on April 21, 2022, and the following pages include a description of the Project site's physical environmental condition ("existing conditions") as of that approximate date, unless otherwise noted. More information regarding the environmental setting of the Project site is provided in the specific subsections of EIR Section 4.0, *Environmental Analysis*.

2.5.1 LAND USE

Under existing conditions, the Project site is undeveloped. The majority of the Project site has not been previously developed. As discussed in Section 2.5.4 below, one structure (the Mellor House) was present in the southeast corner of the site before 1966 (the earliest available aerial photograph). A large mound of sediment was placed in this location after 1985 and before 1997. The Mellor House was removed prior to the placement of the fill.

Pursuant to CEQA Guidelines Section 15125(d), the environmental setting should identify any inconsistencies between a proposed project and applicable general, specific, or regional plans. The proposed Town Center at Moreno Valley (TCMV) Specific Plan would allow for development of the Project site with a mixed use development consisting of residential, commercial, civic, and open space (park) use. The principal discretionary actions required of the City to implement the Project are described in detail in EIR Section 3.0, *Project Description*. The potential environmental effects associated with the Project's inconsistency with existing land use designations are evaluated in Section 4.0, *Environmental Analysis*, of this EIR.



2.5.2 AESTHETICS AND TOPOGRAPHIC FEATURES

The topography of the Project site slopes gently to the south with an elevation of approximately 1,640 feet above mean sea level (amsl) in the north at Cottonwood Avenue, to approximately 1,590 amsl in the south at Alessandro Boulevard. Figure 3-3, *USGS Topographic Map*, in EIR Section 3.0, *Project Description*, depicts the Project site's existing topographic conditions. There are soil stockpiles in the southeastern portion of the Project site; the soil was generated during construction for street improvements in the City. The smaller of the two stockpiles is approximately 90 feet wide, 410 feet long, and three feet high. The larger stockpile is approximately 160 feet wide, 975 feet long, and 20 feet high at its highest point. There are no rock outcroppings or other unique topographic or aesthetic features present at the Project site; ornamental trees are located along the northern property boundary and in the southeast portion of the Project site, near the location of the previous residential structure.

Refer to EIR Section 4.1, *Aesthetics*, for a more detailed discussion of the existing visual character of the Project site and surrounding area.

2.5.3 AIR QUALITY AND CLIMATE CONDITIONS

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, the San Jacinto Mountains to the north and east, and San Diego County to the south. The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. Although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana(s)" each year.

At the regional level, air quality in the SCAB has improved over the past several decades; however, the SCAB is currently not in attainment of State and/or federal standards established for Ozone (O₃; one-hour and eight-hour), particulate matter (PM₁₀ (State standard only) and PM_{2.5}), and Lead (only in Los Angeles County). No areas of the SCAB exceeded federal or State standards for nitrogen dioxide (NO₂), sulfur dioxide (SO₂), carbon monoxide (CO), or sulfates (SO₄).

Refer to EIR Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, for a more detailed discussion of the existing air quality and climate setting in the Project area.

2.5.4 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

The Project site is located in an area that was historically used for agriculture purposes. One historic resource (P-33-007277; the Mellor House) is recorded within the Project site at 26960 Alessandro



Boulevard. Originally built in 1915 and a good example of rural architecture in the area, the Mellor House has been removed. The Project is located within traditional territory of the Cahuilla tribe, northeast of the Luiseño tribe, and due east of the Gabrielino tribe; however, this area was likely occupied or at least visited by all three tribes. No prehistoric resource sites or isolates were identified on the Project site or off-site improvement areas during a field survey conducted by a professional archaeologist and, based on archaeological records from the Eastern Information Center (EIC) at University of California, Riverside, no prehistoric artifacts have been previously recorded on the Project site or off-site improvement areas (VCS 2024).

Refer to EIR Section 4.5, *Cultural Resources*, and Section 4.17, *Tribal Cultural Resources*, for a more detailed discussion of the existing setting for these resources.

2.5.5 GEOLOGY

Regionally, the Project site is located in the Peninsular Ranges geomorphic province. It is characterized by steep, elongated ranges and valleys that trend northwestward. More specifically, the site is situated within the Perris Block, an eroded mass of Cretaceous and older crystalline rock. The Perris Block, approximately 20 miles by 50 miles in extent, is bounded by the San Jacinto Fault Zone to the northeast, the Elsinore Fault Zone to the southwest, the Cucamonga Fault Zone to the northwest, and the Temecula Basin to the southeast. The southeast boundary of the Perris block is poorly defined. The Perris Block has had a complex tectonic history, apparently undergoing relative vertical land movements of several thousand feet in response to movement on the Elsinore and San Jacinto Fault Zones. Thin sedimentary and volcanic materials locally mantle the crystalline bedrock. Alluvial and colluvial deposits fill the lower valley areas. The Project site is underlain by young and very old fan deposits. (Leighton 2025a)

The geologic structure of the entire southern California area is dominated mainly by northwest-trending faults associated with the San Andreas system. Similar to other properties throughout southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events. However, the Project site is not situated within an “Alquist-Priolo” Earthquake Fault Zone (Leighton 2025a).

As noted above, there are soil stockpiles in the southeastern portion of the Project site. The Project site is underlain by artificial fill, which was encountered in some borings in the upper 12 to 24 inches of the on-site soils and appears to be the result of previous site grading and agricultural activities. Native alluvial soils were observed throughout the Project site to the depths explored (51 feet below the ground surface [bgs]). These soils typically consisted of brown to reddish brown, medium dense to very dense, moist silty sand (SM) and well-graded sand with variable amounts of silt (SW-SM) and interbedded low plasticity sandy silt (ML) layers. Additionally, the Project area is mapped as fluvial fan deposits dating from the early Pleistocene to Holocene era. The presence of Pleistocene fossil localities within alluvial sediments indicates that the Project area is paleontologically sensitive.



Refer to EIR Section 4.7, *Geology and Soils*, for a more detailed discussion of the existing geologic setting.

2.5.6 HYDROLOGY

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650-square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in Santa Ana Canyon in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The Project site and vicinity are within the purview of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan is the governing water quality plan for the region, which sets forth goals and objectives for protecting water quality within the region (RWQCB 2019).

Under existing conditions, stormwater flows from the Project site to existing storm drains in the roadways surrounding the Project site. Groundwater was not encountered to the depths explored as part of the geotechnical exploration (51.5 feet bgs) (Leighton 2025a).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0765G, dated August 28, 2008, the Project site is located within FEMA Flood Zone X, in an area of minimal flood hazard. The Project site is not located in a special flood hazard area (i.e., 100-year floodplain) (FEMA 2008).

Refer to EIR Section 4.10, *Hydrology and Water Quality*, for a more detailed discussion of the existing hydrology and water quality setting.

2.5.7 NOISE SOURCES

Primary sources of noise in the Project site's vicinity include traffic noise from vehicles traveling along roadways that abut the site (i.e., Nason Street, Alessandro Boulevard, and Cottonwood Avenue). Urban Crossroads, Inc. collected 24-hour noise measurements at nine locations in the Project vicinity on December 4, 2024, to determine the baseline for the existing noise environment. Measured daytime noise levels in the area ranged from 47.8 A-weighted decibels (dBA) equivalent continuous (average) sound level (L_{eq}) to 71.6 dBA L_{eq} and measured nighttime noise levels ranged from 41.8 dBA L_{eq} to 65.1 dBA L_{eq} . Refer to EIR Section 4.13, *Noise*, for a more detailed discussion of the existing noise setting.

2.5.8 TRANSPORTATION

The Project site is located immediately north of Alessandro Boulevard, immediately west of Nason Street, and immediately south of Cottonwood Avenue. Existing traffic on nearby roadways consists of both passenger vehicles and trucks passing through the area and accessing nearby land uses. The primary regional vehicular travel routes serving the Project area are SR-60, which is located



approximately 1.1 mile north of the Project site and accessed from Nason Street, and I-215, which is located approximately 5.3 miles west of the Project site and accessed from Alessandro Boulevard.

The Project site is currently undeveloped and there is no existing trip generation or associated vehicle miles traveled (VMT). In the vicinity of the Project site, Nason Street is a designated Arterial in the 2006 General Plan Circulation Element, Alessandro Boulevard is a designated Divided Major Arterial (along the length of the TCMV Specific Plan area), and Cottonwood Avenue is a designated Minor Arterial. Under the 2040 General Plan and Zoning Update, which the City is in the process of readopting, Nason Street is a designated Divided Arterial and Bay Avenue is a designated Neighborhood Collector that runs east-west, west of the Project site. There is an existing Class II Bike Lane (on-street striped) along Nason Street, an existing Class III Bike Route along Cottonwood Avenue, and a proposed Class II Bike Lane along Alessandro Boulevard.

Public transit service in the region is provided by Riverside Transportation Agency (RTA) and commuter rail transportation (Metrolink), which is operated by the Southern California Regional Rail Authority (SCRRA). Currently, there are bus stops on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwestern corner of the Specific Plan area). The nearest Metrolink Station is located just southwest of the Alessandro Boulevard/I-215 intersection (Moreno Valley/March Field Station), approximately 5.3 miles west of the Project site.

Refer to EIR Section 4.16, *Transportation*, for a more detailed discussion of the existing transportation setting.

2.5.9 UTILITIES AND SERVICE SYSTEMS

EMWD provides water and sewer service to the Project area. Under existing conditions, water mains are installed beneath the roadways adjacent to the Project site. Sewer lines are located in Bay Avenue (east and west of the Project site) and along the Project site's northwestern boundary. Wastewater flows generated in the City are conveyed to the Moreno Valley Regional Water Reclamation Facility, which is operated by EMWD.

MoVal Electric and the Southern California Gas Company provide electric and natural gas service to the Project site, respectively, and a number of service providers provide cable and telecommunication services. Existing electric, natural gas, and telecommunications facilities are located in the roadways surrounding the Project site. Solid waste generated in the City is collected by Waste Management and is disposed at either the El Sobrante Landfill, Badlands Sanitary Landfill, or Lamb Canyon Sanitary Landfill.

Refer to EIR Section 4.18, *Utilities and Service Systems*, for a more detailed discussion of the existing public utility and service systems.



2.5.10 VEGETATION COMMUNITIES

The Project site and off-site improvement areas do not contain special-status plant species and do not support sensitive vegetation communities. There is also no evidence of riparian/riverine resources. The Project site and off-site improvement areas do not contain special-status plant species; however, San Diego tarplant (*Deinandra paniculata*) has a moderate potential to occur. The majority of the vegetation is characterized by maintained open fields comprised of disturbed annual grassland cover vegetated with a variety of non-native and early successional weedy plant species. Native species throughout this area include common fiddleneck (*Amsinckia intermedia*), sunflower (*Helianthus annuus*), and sacred datura (*Datura wrightii*). Non-native species observed consisted of brome grasses (*Bromus madritensis*, *Bromus diandrus* and *Bromus hordeaceus*.), silver leaf nightshade (*Solanum elaeagnifolium*), short-pod mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon piluliferum*), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Additionally, adjacent to the northern border of the Project site, some non-native ornamental trees are present at a low cover including olive trees (*Olea europea*) and Mexican fan palms (*Washingtonia robusta*). Herbaceous non-native forbs and grasses were mapped within the southeastern portion of the Project site. This portion of the site appears to undergo less frequent disturbance/weed abatement activities. The vegetation within this area is largely consistent with the vegetation observed in the disturbed/maintained grassland fields. One Peruvian pepper tree cluster (*Schinus mole*) with multiple trunks was observed within this area (VCS 2025).

Refer to EIR Section 4.4, *Biological Resources*, for a more detailed discussion of the existing biological setting.

2.5.11 WILDLIFE

The Project site and off-site improvement areas do not contain critical habitat and are not located in an area designated as wildlife habitat with conservation value; however, the Project site and off-site improvement areas are within the general distributional range of several special status wildlife species. One sensitive species, Cooper's hawk (*Accipiter cooperii*), was observed within the Project site, and two additional special status species were determined to have at least a "low to moderate" potential of occurring within the Project site but were not observed during the biological assessment: burrowing owl (*Athene cunicularia*) and western mastiff bat (*Eumops perotis californicus*). Burrowing owl were also not identified during focused surveys conducted in August 2021 and are assumed absent from the Project site (VCS 2025).

Refer to EIR Section 4.4, *Biological Resources*, for a more detailed discussion of the existing biological setting.

2.5.12 RARE AND UNIQUE RESOURCES

As required by CEQA Guidelines Section 15125(c), the environmental setting should place special emphasis on resources that are rare or unique to that region and would be affected by the Project. Based on the existing conditions of the Project site and surrounding area described above and discussed in



more detail in Section 4.0, *Environmental Analysis*, the Project site does not have any resources that are rare or unique to the region.

3.0 PROJECT DESCRIPTION

This section provides the information required of an Environmental Impact Report (EIR) Project Description pursuant to CEQA Guidelines Section 15124, including a description of the Project’s precise location and boundaries; a statement of the Project’s objectives; a description of the Project’s characteristics; a description of the intended uses of this EIR (including a list of the government agencies that are expected to use this EIR in their decision-making processes); and a list of the permits and approvals that are required to implement the Project. Project background information is also provided for informational purposes.

3.1 PROJECT BACKGROUND

The City of Moreno Valley (“City”) has engaged in years of strategic planning that involved the identification of locations for a “town center.” These efforts included, but are not limited to, the Nason Street Corridor Plan (October 2015), the 2016 City of Moreno Valley Strategic Plan, and the Nason Street Corridor Phase II Study Area Plan (May 2019).

The Nason Street Corridor Plan specifically addresses the City-owned property at the northwest corner of Nason Street and Alessandro Boulevard as a potential location for a town center and the Nason Street Corridor Phase II Study Area Plan further evaluated the City-owned land for its potential as a town center and the best timing for its development. The City issued a Request for Proposals on November 18, 2019, to an extensive list of developers seeking proposals to develop the site as a mixed-use master-planned town center project consisting of office, residential, commercial, and public uses. On March 20, 2020, Lewis Acquisition Company, LLC (referred to herein as “Project Applicant”) was selected as the developer and negotiated a purchase of the vacant city parcels to create the proposed Town Center at Moreno Valley (TCMV) Specific Plan (referred to herein as “Project”).

On June 15, 2021, the City of Moreno Valley City Council approved and adopted the City of Moreno Valley General Plan 2040 Update (referred to herein as the “2040 General Plan”), a Change of Zone and Municipal Code Update, and a Climate Action Plan (CAP), and certified an EIR (State Clearinghouse [SCH] No. 2020039022), as having been prepared in compliance with the California Environmental Quality Act (CEQA) in connection with the approvals. A lawsuit entitled *Sierra Club v. The City of Moreno Valley*, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the 2040 General Plan, the CAP, and the EIR. In June 2024, the City Council set aside the 2021 approvals and certification based on a May 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan, Municipal Code, Zoning, and CAP consistent with the Court’s direction and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024. The 2040 General Plan designated a mixed-use “Downtown Center” district to serve as a focal point of the community and destination for people from around the region. The Downtown Center is located around the prominent cross-roads of Nason Street and Alessandro Boulevard and encompasses approximately



1,200 acres near the center of the City. The proposed TCMV Specific Plan area is within the designated Downtown Center (DC) District and land use designation, per the City's Zoning Atlas and 2040 General Plan, respectively.

However, until such time that the 2040 General Plan and associated Municipal Code and Zoning amendments are readopted, the prior General Plan (2006 General Plan) land use and zoning designations in effect prior to the June 2021 approvals remain. Based on the 2006 General Plan and prior zoning, the TCMV Specific Plan area currently has a general plan land use designation of Public Facilities and zoning of Public (P) District.

3.2 PROJECT LOCATION

As shown on Figure 3-1, *Regional Map*, the approximately 69.6-gross-acre¹ TCMV Specific Plan area (also referred to herein as the "Project site") is located in the central portion of the City of Moreno Valley, Riverside County, California. The City of Moreno Valley is located north of the City of Perris, northwest of the City of Hemet and City of San Jacinto, west of the City of Beaumont, east of the City of Riverside, and northeast of the unincorporated community of Mead Valley.

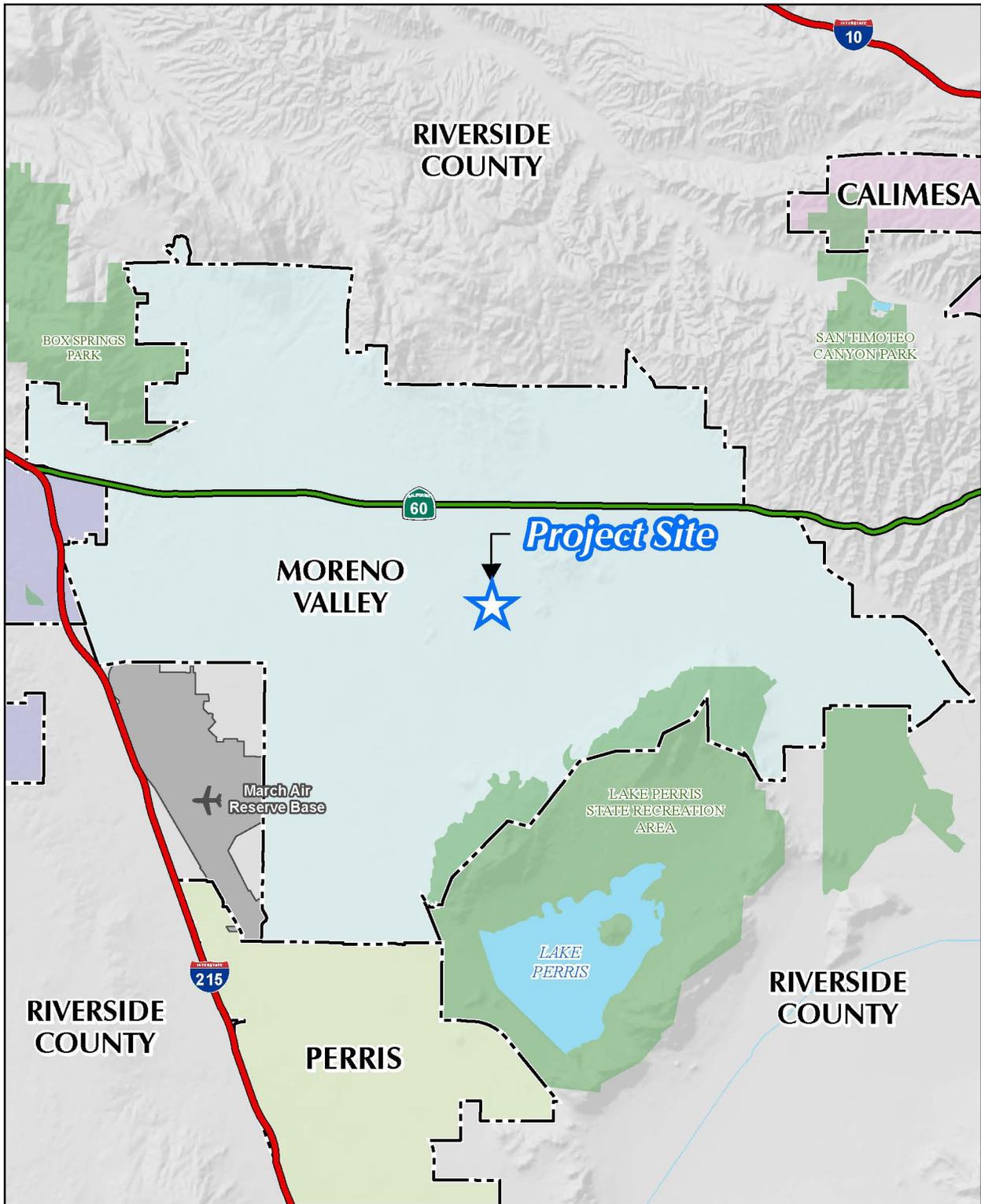
At the local scale, the Project site is bound by Cottonwood Avenue to the north, Nason Street to the east, Alessandro Boulevard to the south, and vacant land planned for development and a residential subdivision to the west (see Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGS Topographic Map*). The Project site consists of the following Assessor Parcel Numbers (APNs): 487-470-030 and 487-470-031. Refer to Section 2.3, *Surrounding Land Uses*, for a description of existing land uses that surround the Project site.

3.3 STATEMENT OF OBJECTIVES

Section 15124 of the State CEQA Guidelines establishes the requirement to address project objectives in an EIR project description. In addition to addressing the underlying project purpose, the objectives are also relevant to the development of the alternatives that are considered in the EIR and in the preparation of Findings of Fact and a Statement of Overriding Considerations, if necessary, in support of the decision-making action by the City. The objectives that have been established for the TCMV Specific Plan Project are listed below.

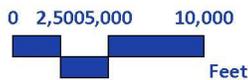
1. Establish the zoning criteria to guide the orderly development of the Project site with a mixed-use neighborhood composed of residential, open space, and commercial uses.

¹ The gross acres include areas adjacent to and within the Project site that would be dedicated for roadway right-of-way. The Project site is 57.3 net acres (not including the roadway right-of-way).

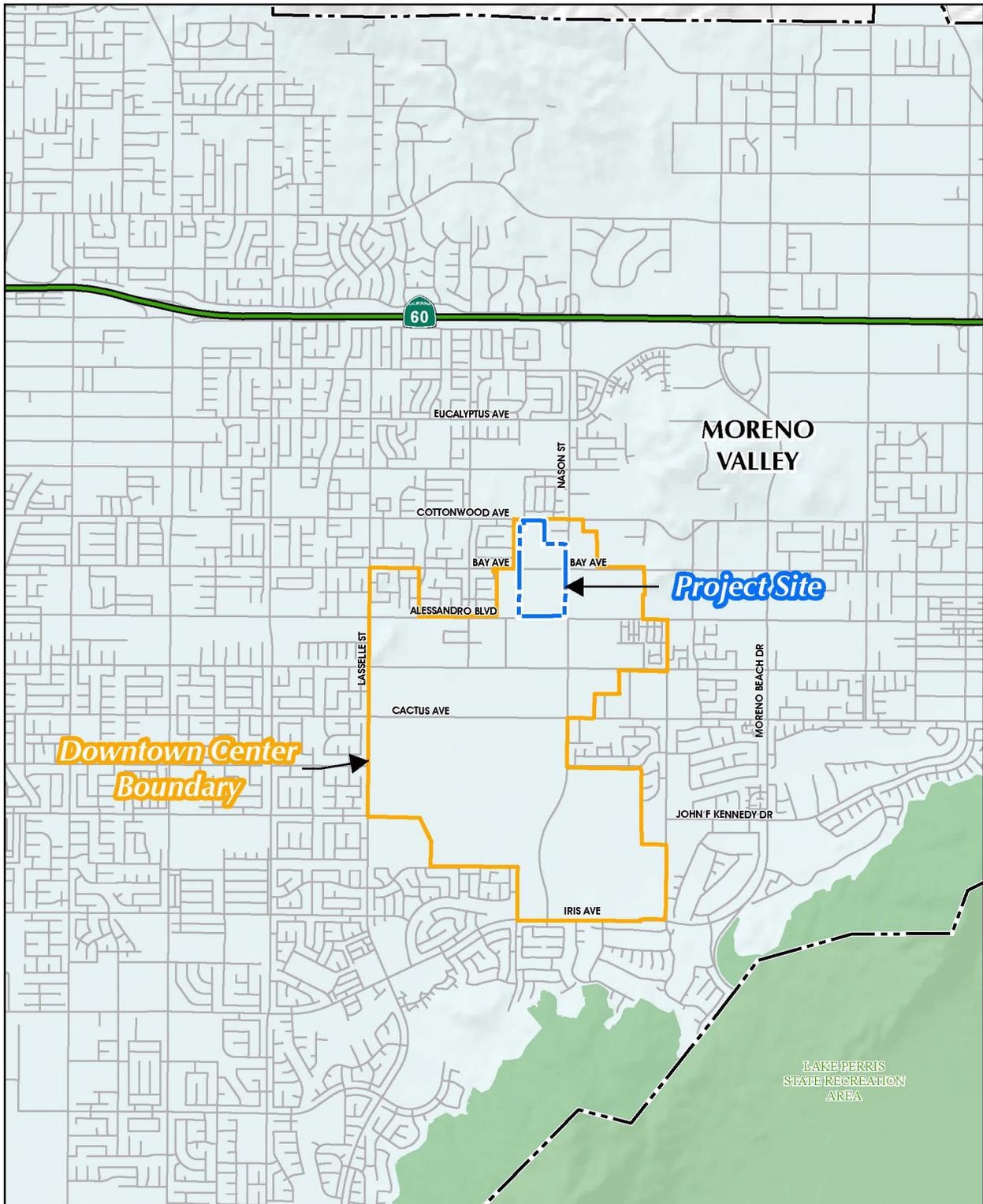


Source(s): ESRI, RCTLMA (2019)

Figure 3-1

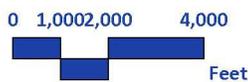


Regional Map

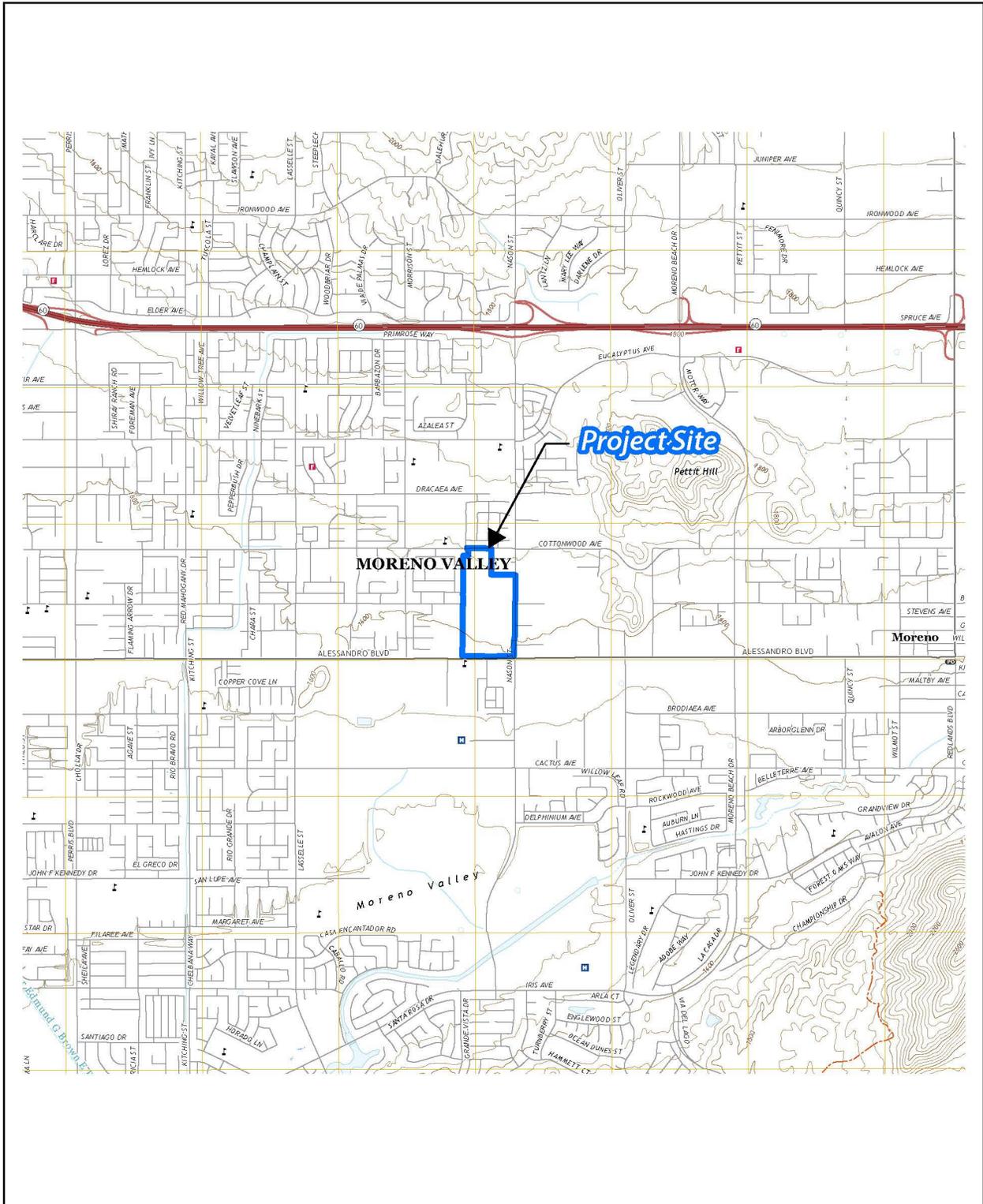


Source(s): ESRI, RCTLMA (2021)

Figure 3-2



Vicinity Map



Source(s): USGS (2021)

Figure 3-3



Not to Scale



USGS Topographic Map



2. Maximize housing opportunities to further achievement of local housing goals and provide a variety of housing types to meet the needs of various market segments and lifestyle considerations.
3. Create local employment opportunities.
4. Expand economic development in the City by establishing new commercial/civic uses on vacant land in a developing area.
5. Decrease automobile dependency by locating new housing, parks, and commercial/civic uses within walking distance of other business, entertainment, residential, cultural, and civic uses.
6. Provide a diverse combination of new shopping and dining opportunities for City residents and visitors.
7. Develop an attractive and active community centerpiece for the City.

3.4 PROJECT COMPONENTS

The Project evaluated in this EIR includes legislative and land use/development entitlement actions. If the City does not readopt the 2040 General Plan and associated Municipal Code and Zoning amendments, prior to consideration of the proposed Project for approval, the proposed legislative actions include:

- General Plan Amendment (PEN25-0007) to change the land use designation for the Project site from Public Facilities to Residential (30 du/acre maximum), Open Space, and Commercial to allow a mixed-use development with residential, commercial, park, and civic uses.
- Zone Change from Public Facilities (P) to TCMV Specific Plan (PEN21-0335) for the TCMV Specific Plan (SP 222).
- Approve the TCMV Specific Plan (SP 222) (PEN 21-0334), which would serve as the regulatory document governing the orderly growth and development of the Project site.
- Approve Tentative Tract Map (TTM) No. 38421 (PEN 22-0077) to create parcels to accommodate the development of the uses anticipated by the Specific Plan.

If the City readopts the 2040 General Plan and associated Municipal Code and Zoning amendments prior to consideration of the proposed Project for approval, the proposed legislative actions include approval of the TCMV Specific Plan (PEN21-0334) and TTM No. 38421 (PEN22-0077), as identified above. These actions are described below.

3.4.1 GENERAL PLAN AMENDMENT

The current 2006 General Plan land use designation for the Project site is Public Facilities (P). The primary purpose of areas designated Public Facilities is to allow for public/quasi-public uses such as civic, cultural, and public utility uses, including, but not limited to, schools, libraries, fire stations,



museums, and government offices. Based on the 2006 General Plan land use designation, the Project would require a General Plan Amendment to change the land use designation for the Project site from Public Facilities to Residential (30 du/acre maximum), Open Space, and Commercial to allow a mixed-use development with residential, commercial, park, and civic uses within the TCMV Specific Plan area (refer to Figure 3-4, *Existing and Proposed General Plan Land Use Map*).

If the City readopts the 2040 General Plan prior to consideration of the Project for approval, a General Plan Amendment would not be required because the proposed TCMV Specific Plan is consistent with the City's proposed Downtown Center land use designation.

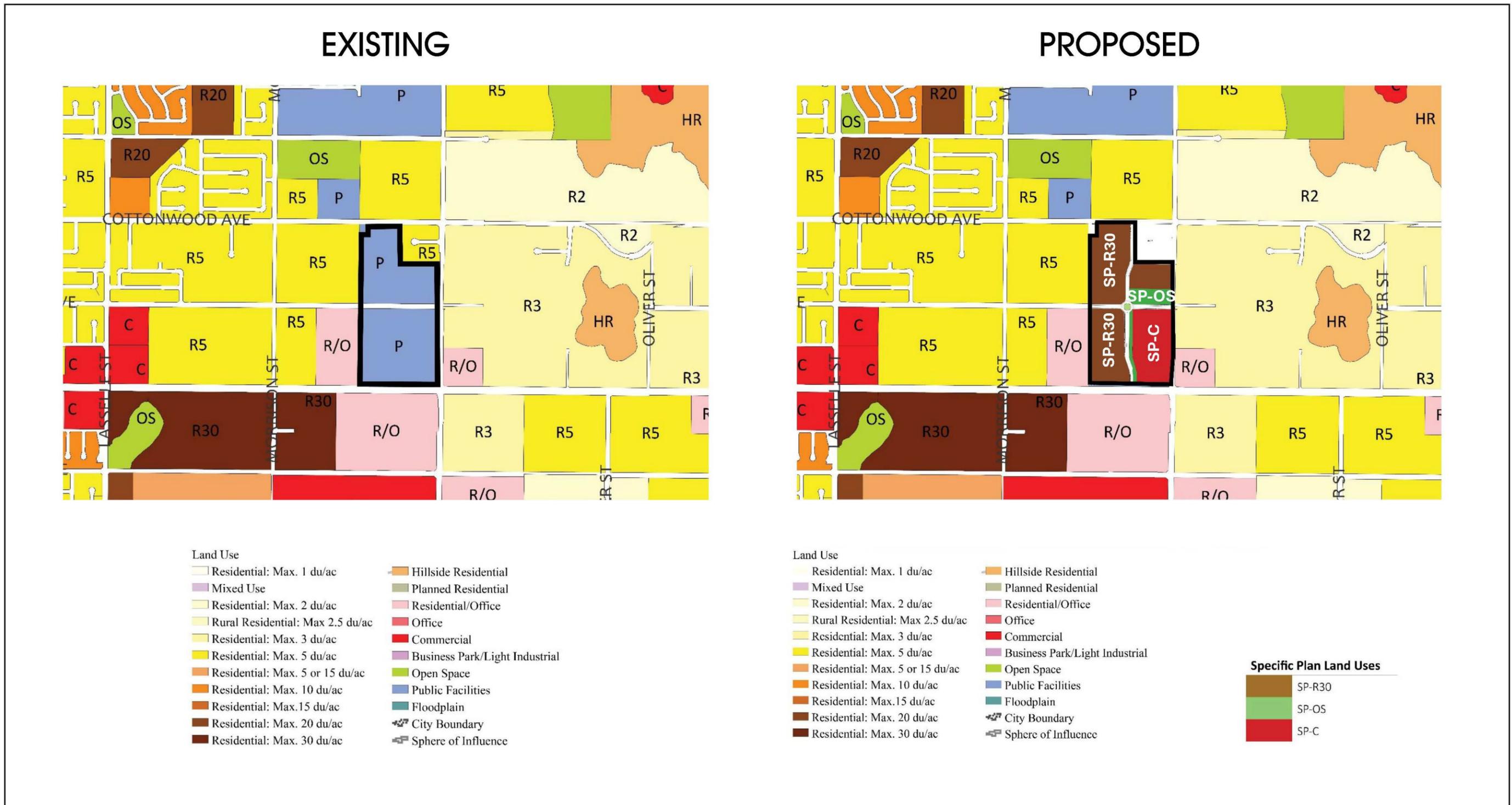
3.4.2 CHANGE OF ZONE

The City's current zoning map designates the Project site as Public (P) District. The primary purpose of this zoning district is to provide for the conduct of public and institutional activities, including providing protected designated areas for public and institutional facilities. The southern portion of the Project site is also within the designated Mixed-Use Institutional Anchor (MUI) Overlay District, which applies to areas around prominent anchor institutions, such as civic centers, medical centers, and educational campuses.

Pursuant to Moreno Valley Municipal Code (MVMC) Section 9.13, Specific Plans, the Specific Plan zoning district allows for "flexibility in design and development requirements which will afford the opportunity to create major developments on large tracts of land which will implement the general plan and the planned industrial, planned residential and planned commercial designations shown on the general plan map, in a manner that ensures that specific plans and amendments thereto will provide a public benefit to the community beyond those that may be unilaterally imposed by the city through the traditional exaction process."

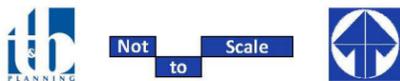
Consistent with the provisions of the MVMC, the Project Applicant is proposing a Specific Plan to establish the zoning, development, and design standards for implementing projects within the Project site, as described in Section 3.4.3, *Town Center at Moreno Valley Specific Plan*. Therefore, the Project includes a proposed change of zone for the Project site to change the existing zoning designation from Public (P) District to TCMV Specific Plan (SP 222) (refer to Figure 3-5, *Existing and Proposed Zoning*).

However, the zoning designation for the Project site would be Downtown Center (DC) under the zoning code the City is in the process of readopting in connection with the 2040 General Plan. Pursuant to MVMC Section 9.07.010, Mixed Use Zones/Corridors (B-F, DC, COMU, CEMU, HO/C), "[t]he downtown center is envisioned as the primary hub and focal point of Moreno Valley and an economic and cultural engine in the region. The district establishes standards to foster development of a vibrant downtown center at the heart of the city to serve as a focal point of the community and destination for

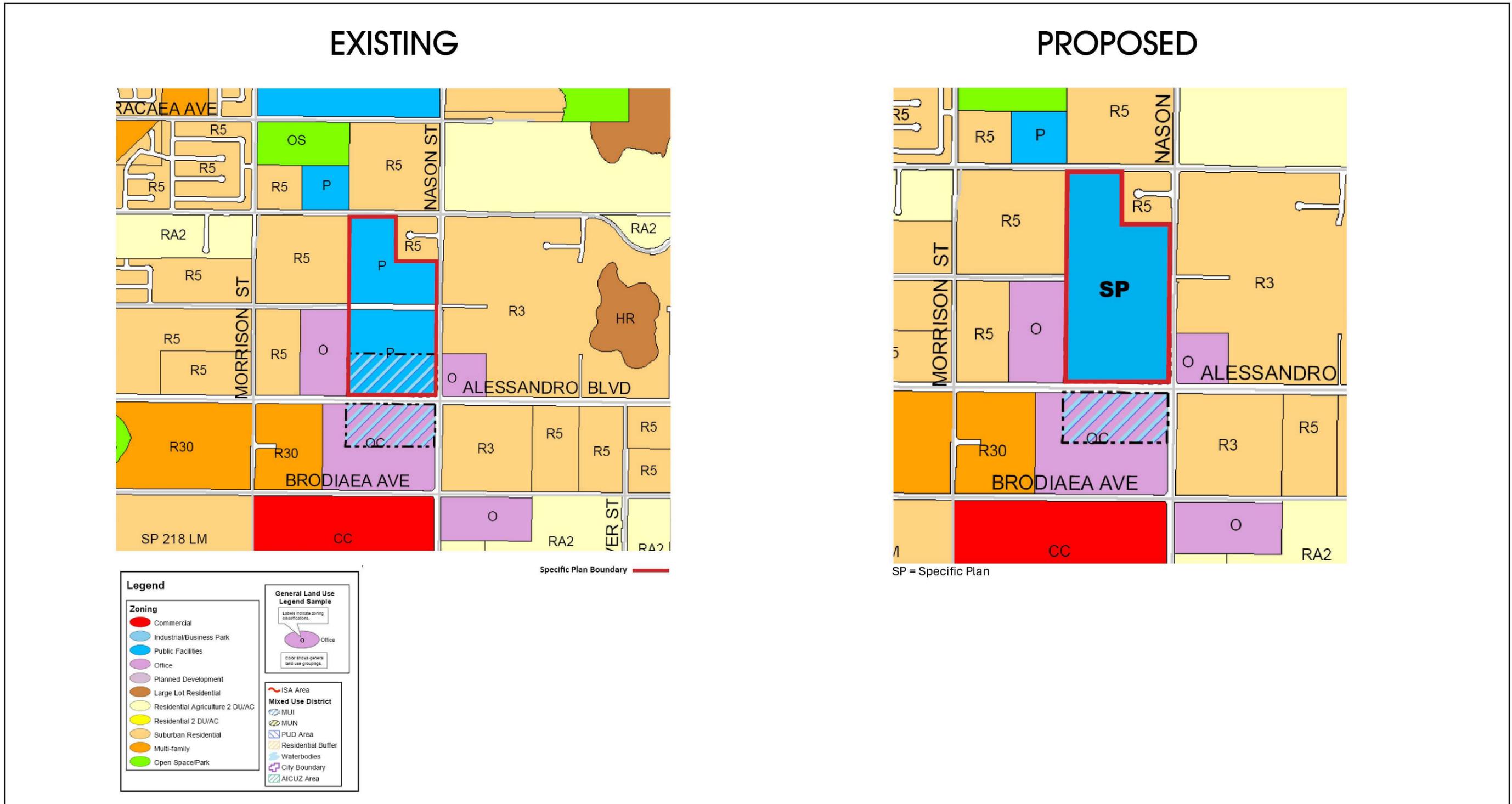


Source(s): WHA (February 2025)

Figure 3-4

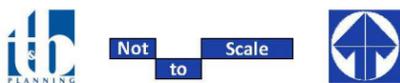


Existing and Proposed General Plan Land Use Map



Source(s): WHA (12-13-2024)

Figure 3-5



Existing and Proposed Zoning Map



people from around the region. Consistent with the General Plan Downtown Center mixed use designation, the DC zoning district allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses with the focus of the highest intensity of development along Nason Street. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses.” MVMC Section 9.07.010(B)(3) indicates that in order to implement the DC district General Plan policies, an area plan will be required which demonstrates consistency with the principles outlined in the Land Use and Community Character (LUCC) Element; however, for large projects, an existing or proposed specific plan may be used in lieu of an area plan.

Therefore, under the Downtown Center (DC) zoning, a Specific Plan to establish the zoning, development, and design standards for implementing projects within the Project site would also be requested by the Project Applicant, and the Project would also require a proposed change of zone for the Project site to change the zoning designation from Downtown Center to (DC) to TCMV Specific Plan (SP 222).

3.4.3 TOWN CENTER AT MORENO VALLEY SPECIFIC PLAN

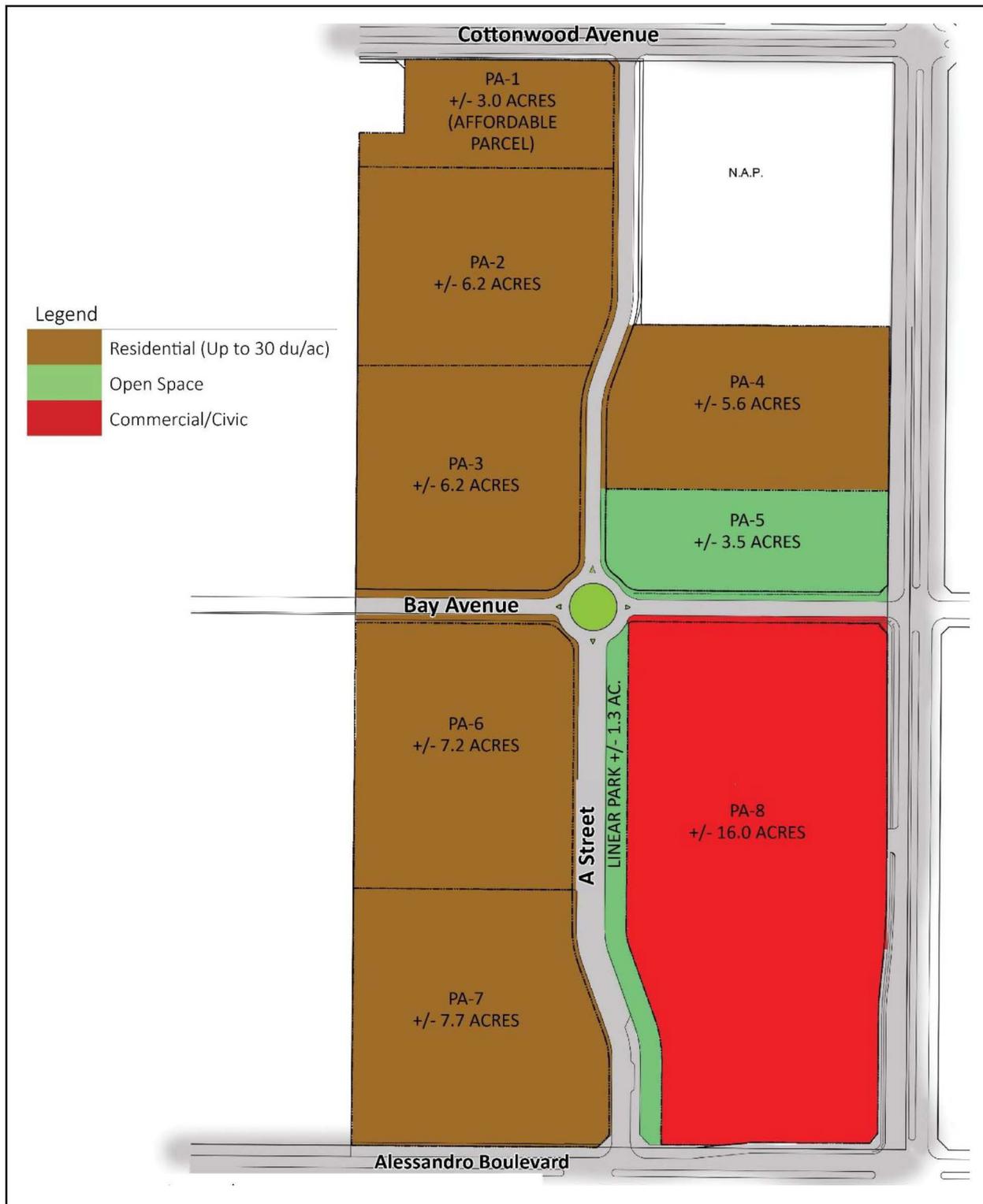
California Government Code Sections 65450 to 65553 permit the adoption and administration of specific plans as an implementation tool for elements contained within the local general plan. Section 65451 mandates that specific plans demonstrate consistency regarding proposed regulations, guidelines and programs that are set forth in the general plan. The City of Moreno Valley encourages the use of the specific plan process on larger projects, to assure improved City functions and to better address coordination between a proposed project and surrounding development. Consistent with the provisions of the MVMC, the Project Applicant is proposing a specific plan to establish the zoning, development, and design standards for implementing projects within the Project site. The proposed TCMV Specific Plan complies with MVMC Chapter 9.13, which governs the content of specific plans and procedures for their adoption and enforcement. The proposed TCMV Specific Plan supersedes the City’s zoning for the Project site in both the designation of land and its regulations and would govern the future development of the Project site.

The development anticipated by the proposed TCMV Specific Plan and evaluated in this EIR is discussed below.

A. Land Uses and Development Standards

1. Proposed Land Uses

The proposed TCMV Specific Plan involves a mixed-use development consisting of residential (including affordable housing), commercial/civic, and open spaces uses organized as Planning Areas. Figure 3-6, *Conceptual Land Use Plan*, depicts the location of proposed uses. The TCMV Specific Plan encourages a range of housing densities (up to 30 du/ac) to accommodate various typologies identified in the TCMV Specific Plan and to encourage housing choice consistent with the policy recommendations of the City’s Housing Element.



Source(s): WHA (February 2025)

Figure 3-6



Not to Scale



Conceptual Land Use Plan



The commercial/civic and open space uses would provide locally serving amenities, quality of life enhancements, and recreational opportunities. Uses permitted by the proposed TCMV Specific Plan are listed in Table 3-1, *TCMV Specific Plan Permitted Uses*.

Table 3-1 TCMV Specific Plan Permitted Uses

Agricultural Uses—Crops Only
Athletic Clubs, Gymnasiums and Spas ⁴
Auditoriums
Auto Service Stations a. Accessory uses include convenience store and car wash b. Minor repairs to include auto/boat/motorcycle/RV (excludes major repair, paint, body work)
Auto Supply Stores
Bakery Shops ¹
Banks—Financial Institutions
Barber and Beauty Colleges ⁴
Bars ^{2,5}
Bars, with Limited Live Entertainment ^{2,5}
Bowling Alley ⁵
Bus and Taxi Stations
Business Equipment Sales (includes repairs)
Business Schools
Business Supply Stores
Catering Service
Religious Facilities
Clubs ⁵
Commercial Radio or Television Stations Without on-site antenna
Computer Sales and Repairs
Convalescent Homes/Assisted Living
Convenience Stores ⁵ Without drive-through With alcohol sales
Convention Hall, Trade Show, Exhibit Building with Incidental Food Services
Copy Shops
Dancing, Art, Music and Similar Schools
Day Care Centers
Delicatessens ^{1,2}
Drapery Shops
Dressmaking Shops



Driving School
Drug Stores ⁵
Dry Cleaning or Laundry
Emergency Shelters
Fire and Police Stations
Floor Covering Stores (may include incidental repairs with installation service)
Gasoline Dispensing—Non-Retail Accessory to an Auto-Related use
Glass Shops and Glass Studios—Stained, etc.
Hotels (with or without kitchens)
Ice Cream Stores—Including Yogurt Sales
Jewelry Stores
Laboratories (medical and dental)
Libraries
Liquor Stores ⁵
Live-Work Unit ³
Locksmith Shops
Lodge Halls and Similar Facilities
Urgent care
Medical device services and sales (retail), including, but not limited to, fittings for and sale of prosthetic and orthotic devices
Medical equipment supply, including retail sales for in-home medical care, such as wheelchairs, walkers, and respiratory equipment
Museums
Newspaper and Printing Shops
Nightclubs ⁵
Offices (administrative and professional)
Open Air Theaters
Parking Lot
Parks and Recreation Facilities (public)
Personal Services (e.g., nail salons, spa facilities, barber and beauty shops, and tattoo parlors) ⁴
Pharmacy ⁵
Photo Studios
Pool Hall ⁶
Postal Services
Pottery Sales with Outdoor Sales
Public Administration, Buildings and Civic Centers
Record Store
Recording Studio
Recreational Facilities (private) such as Tennis Club, Polo Club, with Limited Associated Incidental Uses ⁶



Recycling, Small Collection Facility
Research and Development
Single-family ^{3,6}
Multiple-family ^{3,6}
Affordable Housing in Commercial Zones ^{3,6}
Residential Care Facility
For Six or Less Persons
For Seven or More Persons
Restaurants (eating and drinking establishments) ^{2,5}
Without entertainment
With limited live entertainment
With alcoholic beverage sales
With outdoor seating
With drive-through
Without drive-through
Retail Sales
Sandwich Shops ¹
Schools, Private
Senior Housing
Shoe Shine Stands
Shoe Repair Shop
Sign Shop
Skating Rinks
Stationery Stores
Swim Schools/Center with Incidental Commercial Uses
Theaters (excludes open air) ⁵
Trade and Vocational Schools
Transit Center
Veterinarian Facilities (All activities within an enclosed structure)
Weight Reduction Center

Notes:

- (1) Sandwich shops shall not have cooking hoods, nor shall they exceed five percent of the gross floor area of the complex where they are located
- (2) See MVMC Section 9.09.270 (Outdoor dining).
- (3) See MVMC Section 9.09.250 (Live-work development).
- (4) For spa facilities refer to MVMC Title 11, Chapter 11.96.
- (5) This permitted use does not include permits for alcohol sales. Alcohol sales shall be under a separate permit.
- (6) Residential uses within the TCMV Specific Plan are permitted by-right if in conformance with the TCMV Specific Plan.

2. Development Standards

The proposed TCMV Specific Plan development standards provide requirements for development within the TCMV Specific Plan area and apply to residential, retail, commercial, and civic uses, as shown in Table 3-2, *TCMV Specific Plan Development Standards*. The development standards are designed to encourage creativity and innovative housing design as well as functional and well-planned commercial and civic uses. In any given Planning Area, a variety of lot design and product options may exist, subject to the maximum permissible density and floor area ratio or combination of footprint and building height for non-residential uses. Where a development standard pertains to a specific use (residential or nonresidential), a distinction is made in the requirement column.

The development standards are designed to encourage creativity and innovative housing design as well as other commercial and civic uses. In any given parcel, the builder has the choice of using a variety of lot design options, subject to the maximum permissible density and the maximum number of dwelling units allowed (800 units).

Table 3-2 TCMV Specific Plan Development Standards

Requirement	Development Standards
Residential	800 dwelling units (maximum)
Density - Dwelling Units (Du)/Acre	30 du/ac (maximum)
Minimum Site Area	As determined through site plan review
Minimum site width, in feet	As determined through site plan review
Minimum site depth, in feet	As determined through site plan review
Maximum residential front building setback, in feet (after dedications for right-of-way) ground floor use	10'
Maximum residential front-facing private access garage (from back of sidewalk)	18'
Maximum residential side street building setback area, in feet (after dedications for right-of-way)	10'
Maximum residential interior side yard setback in feet	10'
Maximum residential rear yard setback in feet	10'
Lot coverage, maximum (applies to residential only planning areas)	75%
Lot coverage, maximum (applies to nonresidential planning area)	75%
Building height, in feet, maximum (residential and/or nonresidential uses)	75'
Nonresidential Floor Area Ratio (FAR)	N/A (per MVMC Section 9.07.010)
Minimum Dwelling Size	As determined through site plan review
Parking (surface) front street setback, in feet (after dedications for right-of-way)	5'
Parking (surface) side street setback, in feet (after dedications for right-of-way)	5'



Requirement	Development Standards
Garage/Tuck-Under Parking	Prohibited along front lot lines
Garage Size (direct access residential garages)	2-car garage: 19' x 19' clear and 16'-wide door or two single doors. Tandem: 10' x 36'
Underground/Podium Parking	Allowed beneath building footprints
Above Ground Parking Structure	Allowed if vehicles are screened from view from public right-of-way and single-family residential zones
Setback Landscaping	All setbacks exclusive of required walkways and driveways will be landscaped planting areas
Publicly Accessible Open Space (nonresidential)	15% of net lot area
Combined Private and Common Open Space (residential uses)	100 sq ft per unit
Ground floor building frontages clear glazing material (nonresidential and mixed uses)	40%
Ground floor-to-ceiling minimum height in feet (nonresidential and mixed uses)	12'
Fences and Walls (residential and nonresidential uses)	Per MVMC Section 9.08.070
Landscape Palettes (residential and nonresidential uses)	Landscape plans shall incorporate climate-appropriate, water-wise landscaping features that are identified in the County of Riverside Guide to California Friendly Landscaping (MVMC Section 9.17.030).

As discussed in Section 3.5.1 of the proposed TCMV Specific Plan, the “Residential” land use component of the Project is required to include an approximately 3-acre parcel (the “Affordable Housing Site”) for the development of affordable housing units. The total number of affordable housing units would be equal to the greater of 100 affordable housing units or 15% of the total number of residential units developed in the TCMV Specific Plan area, including the “Affordable Housing Site”. The developer of the Affordable Housing Site would be required to record a covenant or restriction against the Affordable Housing Site that would provide that the affordable housing units developed on the Affordable Housing Site would be sold or rented at affordable housing cost, as defined in *Health and Safety Code* Section 50052.5, or affordable rent, as defined in *Health and Safety Code* Section 50053, to lower income households, as defined in *Health and Safety Code* Section 50079.5. The covenant or restriction would require that rental units remain affordable to, and occupied by, lower income households for a period of at least 55 years for rental housing and 45 years for ownership housing. The initial occupants of all ownership units on the Affordable Housing Site would be lower income households, and the ownership units would be subject to an equity sharing agreement consistent with *Government Code* Section 65915, Subdivision (c)(2).

Parcels 6 and 7 have been designated as locations for multiple-family homes. As such, a site plan has been developed as part of the TCMV Specific Plan to acknowledge Parcel 6 and 7 as a multiple-family residential community location.



3. *Development Assumptions for Purposes of Analysis*

The proposed TCMV Specific Plan, including the associated development standards presented above, is designed to provide flexibility for development within the Specific Plan area. As the proposed TCMV Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the Project site, the exact type and amount of uses that would be developed at buildout of the TCMV Specific Plan is unknown. Therefore, a reasonable potential buildout development scenario has been developed for purposes of analysis in this EIR. This development scenario encompasses a range of anticipated uses as allowed by the TCMV Specific Plan. It is important to note that market demand for uses may change, resulting in the ultimate development of a different mix of uses. Actual development would be governed by the requirements of the proposed TCMV Specific Plan, which provides the regulatory framework to implement the proposed Project. If the market demand results in development proposals that differ from that described herein and/or the environmental impacts are not within the scope of the analysis presented in this EIR, additional environmental analysis pursuant to CEQA may be required prior to the approval of those developments. For purposes of analysis in this EIR, the following uses are anticipated in the respective land use areas shown in Figure 3-6, *Conceptual Land Use Plan*, as analyzed in this EIR:

Residential Land Use Area

- 800 residential dwelling units

Commercial/Civic Land Use Area

- 105,890 square feet (sf) of general retail
- 15,000 sf of business professional office uses
- 106-room hotel
- 30,000 sf civic center
- 20,160 sf eating establishment/high turnover restaurant, including a drive-thru restaurant

Open Space Land Use Area

- 4.9 acres of park area

B. Circulation and Parking

The TCMV Specific Plan Circulation Plan dictates the standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the Specific Plan area, which is designed to enhance easy vehicular, pedestrian, and bicycle access.

1. Vehicular Circulation

The Project site would be accessed by the following existing roads adjacent to the Project site: Nason Street to the east, Cottonwood Avenue to the north, and Alessandro Boulevard to the south. Access

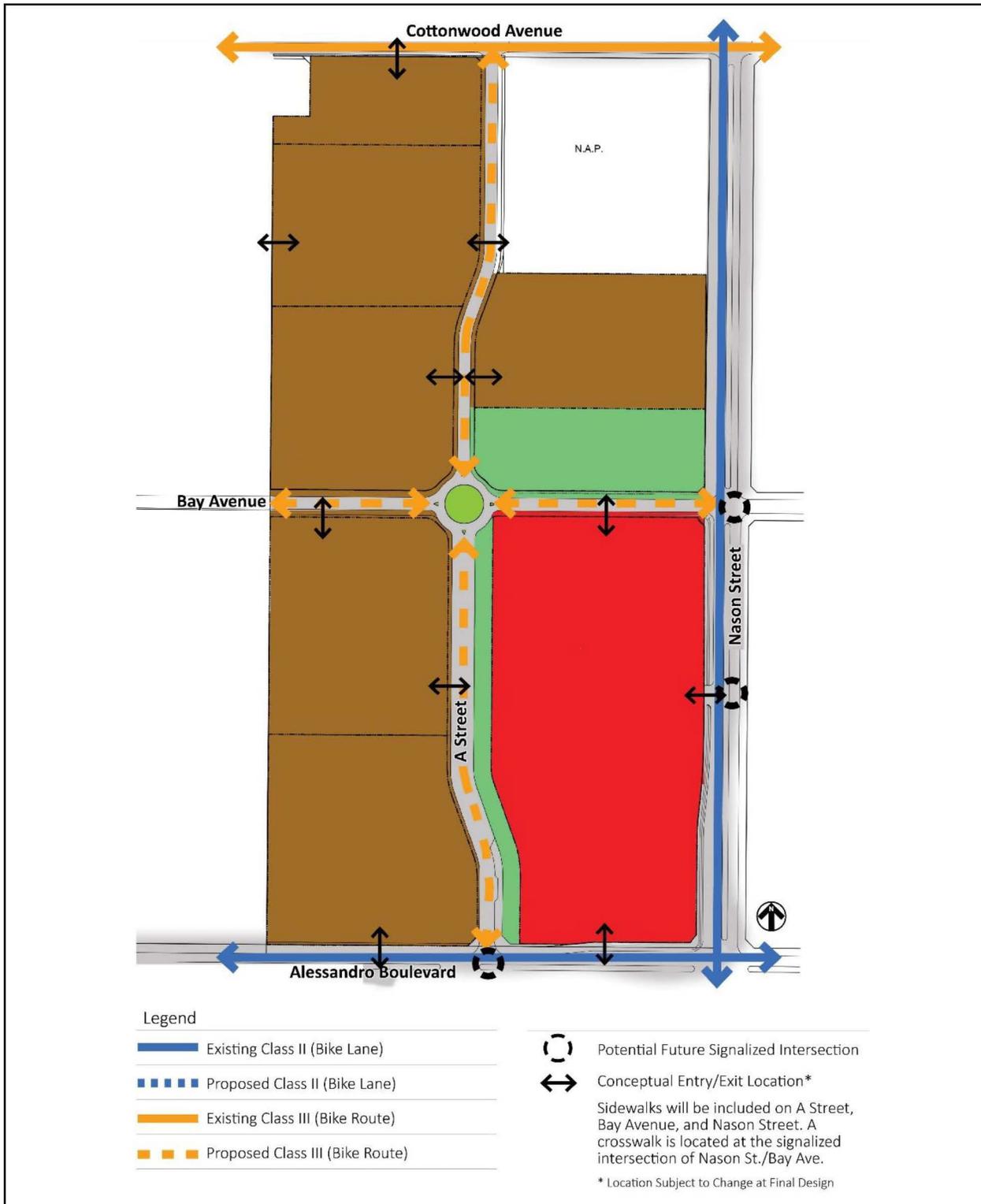


would also be provided from Bay Avenue, which runs east-west, west of the Project site, and the proposed north-south street through the center of the Specific Plan area (referred to herein as “Street A”). In the vicinity of the Project site, Nason Street is a designated Arterial in the 2006 General Plan Circulation Element, Alessandro Boulevard is a designated Divided Major Arterial (along the length of the Specific Plan area), and Cottonwood Avenue is a designated Minor Arterial. Under the 2040 General Plan Circulation Element, Nason Street is a designated Divided Arterial and Bay Avenue is a designated Neighborhood Collector. Access to the Specific Plan area would be provided via the following streets (refer to Figure 3-7, *Project Access*):

- Cottonwood Avenue
- Bay Avenue
- Alessandro Boulevard
- Nason Street

The following street and site access improvements would be implemented as part of the Project consistent with the City’s standards:

- **Cottonwood Avenue** is an east-west oriented roadway located on the Project’s northern boundary. The Project would include construction of Cottonwood Avenue at its ultimate half-width as a Minor Arterial (88-foot right-of-way) from Letterman Street and the Project’s eastern boundary. A two-way left-turn median along Cottonwood Avenue would be installed along the Project site frontage.
- **Bay Avenue** is an east-west oriented roadway bisecting the Project. The Project would include construction of Bay Avenue at its ultimate full width as a Neighborhood Collector (66-foot right-of-way) from its existing terminus near the Project’s western boundary to Nason Street.
- **Alessandro Boulevard** is an east-west oriented roadway located on the Project’s southern boundary. The Project would include construction of Alessandro Boulevard at its ultimate half-width as a Divided Major Arterial (134-foot right-of-way) from the Project’s western boundary to Nason Street. Alessandro Boulevard would be widened to provide sufficient pavement to include an eastbound left turn lane onto Street A.
- **Nason Street** is a north-south oriented roadway located along the Project’s eastern boundary and is already constructed at its ultimate full-width as a Divided Arterial (110-foot right-of-way) from the Project’s northern boundary to Alessandro Boulevard. The Project would accommodate any curb and gutter and sidewalk modifications to accommodate site access along Nason Street. In addition, the Project would implement required landscaping along its frontage on Nason Street.



Source(s): WHA (February 2025)

Figure 3-7



Not to Scale



Project Access/Circulation



- **Street A** is a proposed north-south oriented public street that would be constructed to its ultimate full-width as a Neighborhood Collector (66-foot right-of-way) from Cottonwood Avenue to Alessandro Boulevard.
- **Letterman Street and Cottonwood Avenue** – The following improvements would be implemented to accommodate site access:
 - Restripe the west leg to accommodate a 150-foot eastbound left turn pocket and a 2nd eastbound through lane.
 - Construct a westbound left turn pocket with a two-way left-turn lane.
- **Street A and Cottonwood Avenue** – The following improvements would be implemented to accommodate site access:
 - Install a stop control on the northbound approach and a northbound shared left-right turn lane (Project Driveway).
 - Construct a 2nd eastbound through lane.
 - Construct a westbound left turn pocket within a two-way left-turn lane.
- **Street A and Bay Avenue** – The following improvement would be implemented to accommodate site access:
 - Construct the intersection as a roundabout with a through lane in each approach.
- **Street A and Alessandro Boulevard** – The following improvements would be implemented to accommodate site access:
 - Install a traffic signal.
 - Construct a southbound shared left-through-right turn lane (Project Driveway).
 - Construct a 200-foot eastbound left turn lane and a 100-foot westbound left turn lane.
 - Construct a westbound shared through right-turn lane.
- **Nason Street and Bay Avenue** – The following improvements would be implemented to accommodate site access:
 - Modify existing traffic signal.
 - Construct a 200-foot eastbound left turn lane and shared through-right turn lane.
- **Nason Street and Driveway 1/Larkmead Court** – The following improvements would be implemented to accommodate site access:
 - Install a traffic signal.
 - Modify the existing median to provide a 250-foot northbound left-turn pocket and modify the existing southbound left-turn pocket at the adjacent intersection to the south to provide sufficient vehicular stacking area for the northbound left-turn pocket.
 - Construct an eastbound shared left-through-right turn lane (Project Driveway).
 - Construct a westbound shared left-through-right turn lane.
- **Nason St. & Driveway 1/Larkmead Court (Alternative)** – The following improvements would be implemented to accommodate site access if the intersection is not signalized and



instead is maintained as a cross-street stop-controlled intersection with right-in/right-out/left-in access only:

- Project to install a stop sign on the eastbound approach.
- Project to modify the existing median to provide a 250-foot northbound left turn pocket. The existing southbound left turn pocket should be modified at the adjacent intersection to the south to provide sufficient vehicle stacking area for the northbound left turn pocket.
- Project to construct an eastbound right turn lane (Project Driveway).
- Westbound right turn lane and stop control to be maintained.

The existing intersection control and lanes at the intersection of Nason Street and Alessandro Boulevard would be maintained. On-site traffic signing and striping to be defined in conjunction with detailed construction plans for the Project site would adhere to the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD). Sight distance at each project access point would adhere to standard California Department of Transportation (Caltrans) and City of Moreno Valley sight distance standards in effect at the time of preparation of final grading, landscape, and street improvement plans. The proposed Specific Plan would authorize the City Engineer to approve alternative residential street sections, provided that it is substantiated that the alternate designs are functional. The proposed circulation systems would also be constructed in compliance with the Fire Department access requirements.

2. *Pedestrian and Bicycle Circulation*

The proposed TCMV Specific Plan encourages multi-modal circulation system with an internal focus on pedestrian activity. Driveway access to parcels would provide safe vehicular movement and prevent traffic congestion by minimizing pedestrian/bicycle and vehicular conflicts and providing safe and thoughtful pedestrian paths of travel through parking lots. Where possible, curb-separated sidewalks, and off-street paseos would be implemented.

For residential areas, pedestrian/bicycle access and connections to public sidewalks and bikeways, paseos, and open space systems would be emphasized. The proposed residential uses are within walking distance to the proposed commercial uses and residents can use the commercial center for convenience and entertainment. Residents would have the ability to access proposed commercial and retail by foot, bicycle or neighborhood electric vehicle (NEV).

The proposed commercial area would have pedestrian and bicycle facilities, including bicycle parking in compliance with the California Green Building Standards Code (CalGreen). Walkways throughout the Specific Plan's commercial development would connect the various buildings to each other and to the sidewalks, and well-defined pedestrian connections would be provided from the parking areas to the building entrances.



There is an existing Class II Bike Lane (on-street striped) along Nason Street, an existing Class III Bike Route along Cottonwood Avenue, and a proposed Class II Bike Lane along Alessandro Boulevard, which would be constructed as part of the Project. The on-site circulation system would provide direct connections to these bikeways to encourage and facilitate bicycle travel. Proposed Street A and Bay Avenue within the Specific Plan area would have Class III Bike Routes (shared travel lanes for bikes and vehicles with no striping) which would provide connectivity to the existing and proposed bicycle facilities along site-adjacent roadways (refer to Figure 3-7, *Project Access/Circulation*).

3. *Transit*

The Riverside Transit Agency (RTA) would serve the TCMV Specific Plan area. Currently, there are bus stops on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwestern corner of the Specific Plan area). Potential new bus routes and bus stops may be implemented within the Specific Plan area with the specific locations to be determined in coordination with RTA during the processing of site development plans. Bus stops would incorporate features to encourage transit use such as lighting, shading, ample seating spaces, and landscaping, and would be reviewed and approved by RTA and the City.

Additionally, a Metrolink station (Moreno Valley/March Field Station) is located just southwest of the Alessandro Boulevard/I-215 intersection, and TCMV Specific Plan residents and visitors would be able to travel to and from the Metrolink station via the RTA Alessandro bus route. Pedestrian access and circulation from bus stops and public sidewalks into and through the Specific Plan area would be convenient and well-marked with wayfinding signage.

4. *Vehicle Parking*

The TCMV Specific Plan requires parking be provided for the proposed uses. Table 3-3, *Parking Requirements*, identifies the parking requirements within the TCMV Specific Plan area. As identified in Table 3-2, *TCMV Specific Plan Development Standards*, parking facilities may include surface parking, garage/tuck-under parking, underground/podium parking, and aboveground parking structures. The development of parking structures would be subject to a site plan review process, and the proposed TCMV Specific Plan includes additional requirements related to the design, access, and landscaping for parking structures.



Table 3-3 Parking Requirements

Requirement	Standard
Single-Family	2.0 spaces per unit
Multiple Family*	Studio: 1.25/unit 1 bedroom: 1.5/unit 2 bedroom: 2.0/unit 3 or more bedroom: 2.3/unit (Guest accounted for in requirement)
Covered Parking (residential uses only)	1 space per unit shall be covered (minimum)
Other Uses	MVMC Section 9.11.040, Off-Street Parking Requirements, will apply or as determined by an approved parking study, indicating the proposed use would have a parking or loadingspace demand other than the requirements of this Section.
Shared Parking Reduction	15% parking reduction permissible when multiple uses are present on-site (i.e., civic, commercial, residential). Shared parking is pursuant to MVMC Section 9.11.070.

* For purposes of the TCMV Specific Plan and development of the Project, the terms “multiple-family” and “attached” shall refer to configurations of residential units consisting of two (2) or more units sharing at least one (1) common wall.

C. Park and Recreation Facilities

As shown on Figure 3-6, *Conceptual Land Use Plan*, the proposed TCMV Specific Plan includes approximately 4.9 acres of open space area, including an approximately 3.5-acre area to be centrally located and open to the public, and an approximately 1.4-acre linear park. The open space areas would provide passive and recreational opportunities for the community. The location of parks near the commercial/civic uses would add an enhanced visitor and resident experience to the community as people could conveniently spend time in both the commercial and the park spaces. The parks would be constructed by the developer and operated/maintained by the City of Moreno Valley.

Park plans have not been developed; however, for purposes of analysis in this EIR it is anticipated that the park amenities and activities in the central park area could include, but not be limited to, the following: public space for events, festivals, and informal gatherings; turf area and landscaping; shade structures; and decorative hardscape. The linear park would be an extension of the gathering space in the commercial area; would have pathways for pedestrian travel; and would offer the ability to recreate, picnic, and socialize in the open air.

D. Design Guidelines

Chapter 5 of the proposed TCMV Specific Plan includes Design Guidelines, which serve as the design basis for future neighborhood development. The community character would be captured through carefully integrating architecture and landscape. The Design Guidelines are intended to help ensure a high level of design quality while providing the flexibility necessary to encourage creativity. The Design Guidelines are also meant to promote development which is pedestrian-oriented, interconnected, and encourages sustainable neighborhood design principles. Detailed information



about the Design Guidelines is provided in Chapter 5 of the proposed TCMV Specific Plan. A summary of key design elements is provided below.

1. *Residential and Non-residential Uses*

The proposed TCMV Specific Plan provides design and architectural guidelines for residential buildings, attached neighborhoods, and commercial uses to achieve the intended community character, as summarized below. Additionally, the proposed TCMV Specific Plan outlines design guidelines for colors and materials to be used.

- **Residential Uses.** The design guidelines describe architectural styles, building form and massing, colors and materials, roofs, parking and garages, alley treatments, and space for refuse storage bins for residential buildings. Homes would be broken down into smaller components to reduce the massing volume. This would be achieved through a variety of architectural techniques and treatments such as: varied roof forms and heights, changes in materials and color, architectural articulation, and clearly defined entry features. Architectural screens, fences, and accessory structures would be compatible in material, color, and texture to the main buildings.

Each multi-family (attached) neighborhood would be designed for compatibility within itself, using a blend of compatible architectural styles and a balanced palette of colors and materials. However, these neighborhoods would also share a cohesive aesthetic with the rest of the community. The following general concepts would be considered when planning for and designing multi-family housing: design and site buildings with a strong physical relationship to common areas of the community; and emphasize pedestrian access and connections to public sidewalks, paseos, and open space systems. The design guidelines outline site planning criteria, parking, and garage placement, solid waste enclosures for attached neighborhoods.

The design guidelines also provide general design criteria and guidance for residential architectural styles, addressing the design philosophy, authentic adaptations, streetscape diversity, and enhancements.

- **Commercial/Civic Uses.** Throughout the commercial and civic areas, landscaping, site planning, and architectural design would create friendly and welcoming places to shop, work, and gather. These non-residential uses would continue the vision established in the residential community, including integrated pedestrian-friendly design, recreation, and an active environment. The design guidelines establish guiding principles; site planning for amenities/gathering places, access and site circulation, parking/parking structures, signage, and utilities, services, and refuse collection; architectural guidelines; and guidelines for furniture and landscaping. Commercial areas would be visually attractive and cohesive with the surrounding residential and natural environment, which would be accomplished through the following:



- Be scaled appropriately and authentic to the location and use of the building.
- Present a unified development character without creating repetitious or redundant forms or design.
- Be complementary to the color of architectural features of the community.
- Avoid singular building forms through the use of architectural elements, offset wall planes or changes in building massing/height.
- Highlight and accentuate entries through architectural elements or details such as materials, color, massing or similar.
- Finish metal panels, elements or wall systems to reduce reflection and glare.
- Orient loading and storage areas away from major roadways or residential edge conditions. Where this is not feasible, appropriate shielding should be used to blend with site design vocabulary.

2. *Streetscape Design*

The thoroughfares, streets, and walkways would include a planting design that reinforces the community's character and creates a strong neighborhood identity utilizing such design features as theme trees and places of respite. Curb-separated sidewalks, on-street bicycle lanes, and off-street paseos would be implemented to provide for a pleasant and safe pedestrian and bicycling environment. The following methods are suggestions to enhance the community design:

- Orient residences toward the street with clearly defined entries. When using motor court configurations, the end unit adjacent to the street would locate the front door along the street frontage, where feasible.
- Provide a direct pedestrian path between the home and the sidewalk.
- Use low courtyard walls or fences to delineate between the public and private realm.
- Use landscape plantings to enhance the street scene and soften the built environment.
- Landscape shall entail low water use features and be native when possible.
- Building elevations should reflect variety to enhance the overall community aesthetic but also feel cohesive.

3. *Monuments, Entry Features, and Signage*

The following types of monuments, entry features, and signage would be provided within the TCMV Specific Plan area.

- ***Community Entry Monuments*** would serve as the community identifier, would facilitate wayfinding, and would be placed at major and secondary points of entry.



- ***Neighborhood Pilasters*** would be placed at the entry of each neighborhood and would be of pedestrian scale.
- ***Park Monuments*** would be placed in the open space areas to identify park names and would have similar aesthetic characteristics to enhance community visual cohesion.
- ***Nonresidential Land Use Monuments*** would be placed at or near the entries and/or major street intersections and would feature the names of stores easily identifiable by motorists.
- ***Private Entry Gates*** are permitted for individual planning areas and the wall/gate/fence and would match the visual character of the community by using similar materials and styles.

4. *Walls and Fences*

Community walls and fences would be implemented to define and enhance the visual character of the community, but would be designed to provide aesthetic variety, maximize view opportunities, and enable privacy. Where common or private areas interface with perimeter streets, public open space, and/or residential lots, a solid decorative theme wall, a tubular steel view fence with matching themed pilasters, and/or a combo wall would be constructed. Privacy fences are permitted in residential conditions where they create a delineation between the public and private realm. They are also permitted between homes to create individual outdoor spaces.

5. *Lighting and Mechanical Equipment*

Lighting would be utilized along streets, within the public realm (commercial center and public open space areas) and in residential areas for security and aesthetics. To reduce light pollution, exterior lighting would be unobtrusive, reduce off-site glare, and light only the intended area. Lighting would be subject to compliance with the proposed TCMV Specific Plan requirements and MVMC Section 9.08.100, *Lighting*.

Mechanical equipment (i.e., HVAC equipment, electric and gas meters, electrical transformers, pool and spa equipment, and exterior landscape/lighting equipment) would be screened from public view to the extent feasible. Screening methods would include, but not be limited to, landscaping and/or low walls and parapets.

E. Sustainable Features

The TCMV Specific Plan would be implemented in conformance with building regulations included in CalGreen. CalGreen is a comprehensive set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption, and water use.

F. Utility Infrastructure Improvements

The municipal and private utility infrastructure necessary to serve the proposed development are currently available within or adjacent to the Project site. On-site utility infrastructure necessary to serve



the proposed development, including domestic water, sanitary sewer, drainage, water quality treatment, and dry utilities (e.g., electricity, natural gas, cable, telephone), would be installed with the proposed development and would connect to the existing utility lines adjacent to the Project site. The final sizing and design of on-site facilities would occur during final design. Following is a description of existing and proposed infrastructure.

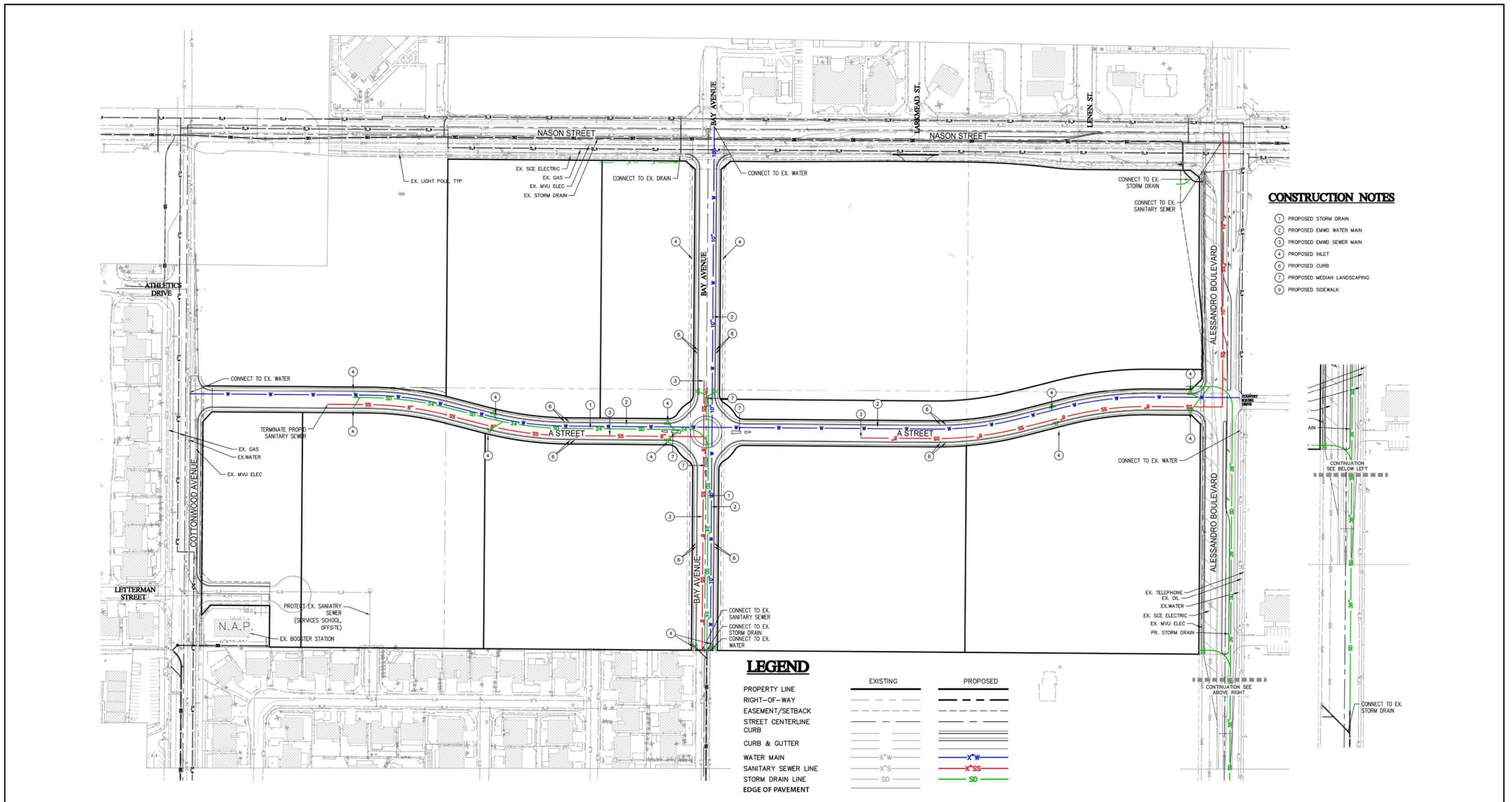
1. Water

EMWD provides potable and non-potable water facilities for the region. The Project is not a candidate for reclaimed water due to the lack of existing or planned reclaimed water lines in the area. As shown on Figure 3-8, *Conceptual Utility Plan*, there are existing water lines located in the roadways adjacent to the Project site (Nason Street, Alessandro Boulevard, Bay Avenue, and Cottonwood Avenue). The Project's water service would be connected to the existing 8-inch water line in Bay Avenue, 12-inch water line in Alessandro Boulevard and Nason Street, and the 24-inch watermain along Cottonwood Avenue, which then continue north along Nason Street and ultimately connect to the Moreno Beach 3.38- MG Tank located east on Fir Avenue and Eucalyptus Avenue.

2. Sewer and Wastewater

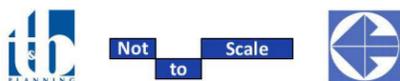
EMWD also provides sanitary sewer and wastewater services to the Project site. As shown on Figure 3-8, *Conceptual Utility Plan*, there is an existing 8-inch sewer line located in Bay Avenue (west of the Project site) and an 18-inch sewer line in Nason Street. The Project would involve the installation of 8-inch sewer lines along the proposed north-south public street and Bay Avenue. The proposed sewer line in Bay Avenue would connect to the existing sewer line in Bay Avenue west of the Project site.

The proposed sewer line in the proposed north-south public street would connect to a new 10-inch sewer line to be installed in Alessandro Boulevard, which would extend to the east to its point of connection with the existing sewer line in Nason Street. The primary trunk sewer line serving the Project site is located in Iris Avenue south of the Project site, which continues in a southerly direction at La Fortuna Lane, then southwest across El Potrero Park, and crossing Mariposa Avenue to convey wastewater to the Moreno Valley Regional Water Reclamation Facility (MVRWRF) located in the southwestern portion of the City near Kitching Street and Mariposa Avenue. Wastewater generated from the TCMV Specific Plan area would be treated at the MVRWRF, which has the capacity to treat 16 million gallons per day (MGD) of wastewater.



Source(s): Cannon (February 2025)

Figure 3-8





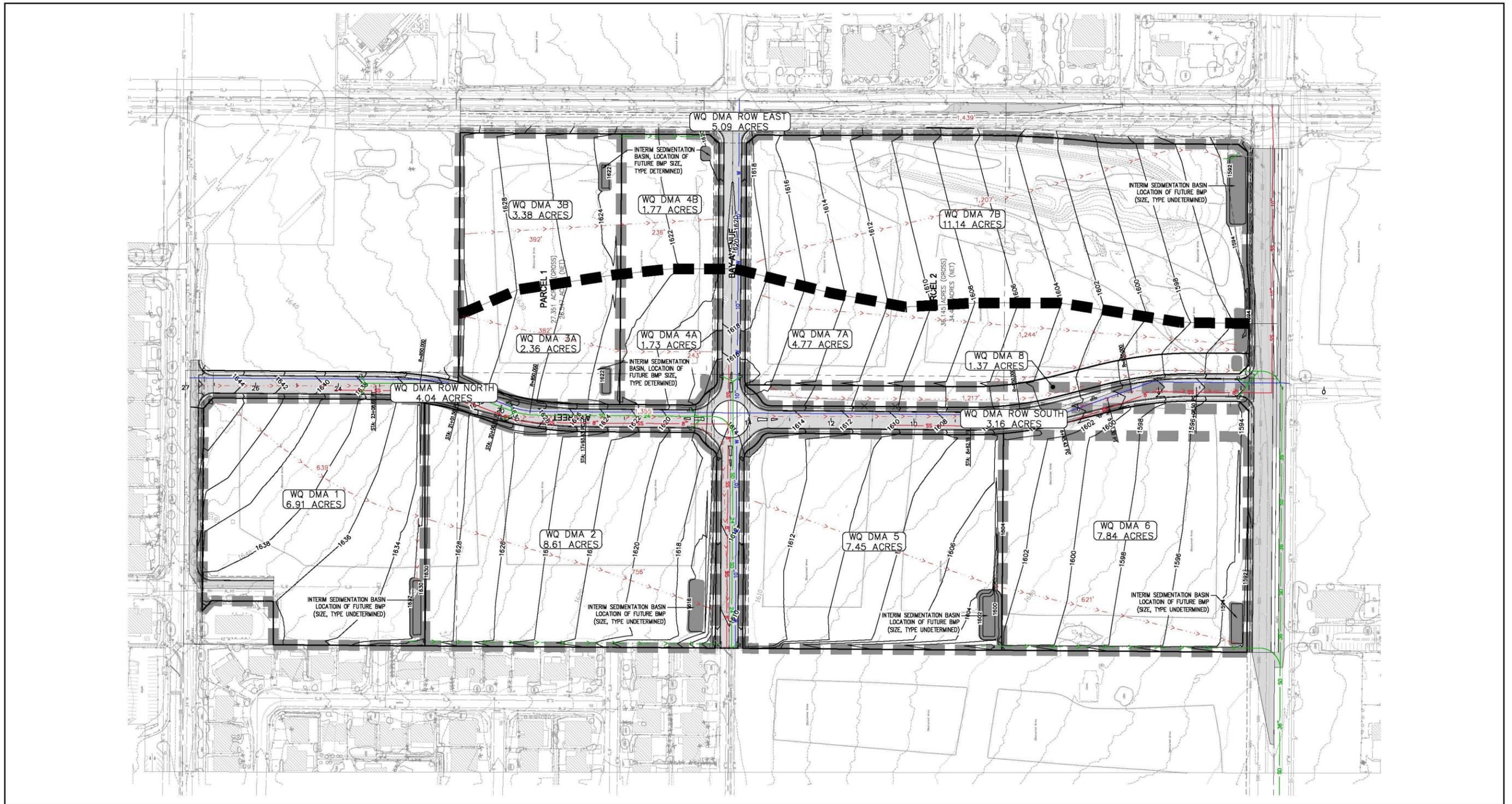
3. *Storm Drain and Water Quality Features*

Riverside County Flood Control and Water Conservation District (RCFC&WCD) is the governing agency for the regional flood control system serving the Project. The Project site is within the Moreno Master Drainage Plan (MDP) area. Stormwater flows from the eastern portion of the Project site drain to an existing storm drain in Nason Street; there are several storm drain stubs to the Project site. At the northwest corner of Alessandro Boulevard and Nason Street is a field inlet and 36-inch drain, which drains the entirety of the Project site's eastern area that currently drains to Nason Street. This line discharges into the 78-inch and 84-inch reinforced concrete pipes (RCP) within Nason Street. There is an existing 36-inch storm drain line in Alessandro Boulevard west of the Project site, which accepts flow from the western portion of the Project site. There is an existing storm drain in Bay Avenue that accepts drainage from the northern portion of the Project site. The Project would maintain the existing drainage patterns and would involve the installation of on-site storm drains that would connect to existing storm drains along Alessandro Boulevard, Nason Street, and Bay Avenue. Additionally, a 36-inch storm drain would be installed along Alessandro Boulevard extending from Street A to the east (approximately 650 feet west of the Project site's westerly boundary).

With respect to water quality protection, as shown on Figure 3-9, *Conceptual Water Quality Exhibit*, temporary sedimentation basins would be installed on-site after grading is complete to capture sediment. During the processing of future plot plans, required site-specific Water Quality Management Plans (WQMPs) would be prepared and would identify structural and non-structural best management practices (BMPs) that would be installed with each development project implementing the proposed TCMV Specific Plan. The type and size of BMPs would be dependent on the feasibility of infiltration. If infiltration is feasible, BMPs would include but not be limited to infiltration trenches, infiltration basins, permeable pavement, etc. If infiltration is not feasible, the BMPs would include, but not be limited to, harvest and reuse and bioretention facilities. Non-structural BMPs would also be implemented.

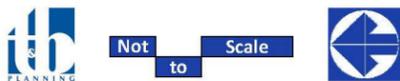
4. *Dry Utilities*

MoVal Electric is the electricity provider for the Project site and has an existing system of underground electrical facilities along Alessandro Avenue, Nason Street, and Cottonwood Avenue. Southern California Gas Company (SoCalGas) is the natural gas provider for the Project site, and both Frontier Communications and Charter Communications provide telecommunications and cable. Dry utility infrastructure would be installed on-site and would connect to existing utilities in the roadways adjacent to the Project site. All dry utilities would be installed underground.



Source(s): Cannon (2022)

Figure 3-9



Conceptual Water Quality Exhibit



3.4.4 TENTATIVE TRACT MAP (TTM No. 38421)

The Project site currently consists of two lots (69.6 gross acres) on the north and south sides of the currently dedicated Bay Avenue. Proposed TTM No. 38421 would subdivide the Project site into six (6) residential-use lots, one (1) commercial-use lot, two (2) open space lots, and associated dedicated areas for necessary infrastructure (refer to Figure 3-10a and b, *Proposed Tentative Tract Map 38421*). Proposed Street A and the east-west extension of Bay Avenue would divide the Project site into four quadrants. The existing alignment of Bay Avenue would be vacated and existing road easements along Alessandro Boulevard, Cottonwood Avenue, and Nason Street would be dedicated to the City.

3.5 PROJECT CONSTRUCTION CHARACTERISTICS

Development pursuant to the TCMV Specific Plan would occur in phases based on market demands. The estimated Project construction schedule, organized by construction stage, is summarized in Table 3-4, *Estimated Construction Schedule*. For purposes of analysis in this EIR, it is estimated that construction would begin in November 2025 and be complete by November 2028.

Construction generates on-road vehicle emissions from vehicle usage for workers and vendors commuting to and from the site. The estimated number of worker and vendor trips for purposes of analysis are presented below in Table 3-5, *Construction Trip Assumptions*.

Table 3-4 Estimated Construction Schedule

Construction Activity	Start Date	End Date	Days
Site Preparation	11/5/2025	11/26/2025	40
Grading	11/26/2025	03/23/2026	110
Building Construction	03/23/2026	11/6/2028	550
Paving	07/23/2026	11/6/2026	75
Architectural Coating	08/23/2028	11/6/2028	75

Source: (Urban Crossroads 2025a)

Table 3-5 Construction Trip Assumptions

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day
Site Preparation	18	15
Grading	20	13
Building Construction	372	107
Paving	15	0
Architectural Coating	74	0

Source: (Urban Crossroads 2025a)

LEGAL DESCRIPTION:

THE LAND IS SITUATED IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A: APN 487-470-31
21.94 ACRES M/L IN POR LOTS 2 & 8 BLK 93 AND LOT 7 BLK 93 NE 01/0100 SR BEAR VALLEY & ALESSANDRO DEVELOPMENT CO LOT 2 BLOCK 93 SUBDIVISIONNAME BEAR VALLEY & ALESSANDRO DEVELOPMENT CO ADRES 021.94 M/L LOT TYPE LOT REC MAP TYPE MAP BOOK RECORDED CO CODE SB MAP PLAT B 011 MAP PLAT P 010 PORTION LOT PORTION LOT 7 LOT TYPE LOT PORTION LOT PORTION LOT B LOT TYPE LOT

PARCEL B: APN 487-470-30
34.48 ACRES M/L IN POR LOTS 1 & 9 BLK 104 AND LOTS 2 & 7 BLK 104 NE 01/0100 SR BEAR VALLEY & ALESSANDRO DEVELOPMENT CO LOT 1 BLOCK 104 SUBDIVISION NAME BEAR VALLEY & ALESSANDRO DEVELOPMENT CO ADRES 034.48 M/L LOT TYPE LOT REC MAP TYPE MAP BOOK RECORDED CO CODE SB MAP PLAT B 011 MAP PLAT P 010 PORTION LOT PORTION LOT 2 LOT TYPE LOT PORTION LOT PORTION LOT 7 LOT TYPE LOT PORTION LOT B LOT TYPE LOT

FLOOD ZONE:

ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN

GENERAL PLAN LAND USE DESIGNATION:

EXISTING: SITE: VACANT
NORTH: RESIDENTIAL
SOUTH: VACANT, RESIDENTIAL
NORTHWEST: RESIDENTIAL
SOUTHWEST: VACANT
EAST: RESIDENTIAL, CIVIC, COMMERCIAL

PROPOSED: LOTS 1,2,3,5,6: RESIDENTIAL
LOT 7: COMMERCIAL
LOTS 4 AND 8: PARK / OPEN SPACE

ZONING DESIGNATION:

EXISTING: SITE: DC-DOWNTOWN CENTER
NORTH: DC-DOWNTOWN CENTER
SOUTH: DC-DOWNTOWN CENTER
NORTHWEST: DC-DOWNTOWN CENTER
SOUTHWEST: DC-DOWNTOWN CENTER
EAST: DC-DOWNTOWN CENTER

PROPOSED: SITE: SPECIFIC PLAN 222 OVERLAY, TO BE ADDED TO DC-DOWNTOWN CENTER

APN:

487-470-031 & 487-470-030

PROJECT AREA:

GROSS: 69.62 ACRES
NET: 57.34 ACRES
(SEE TABLE BELOW)

EARTHWORK:

92,378 CY CUT
82,480 CY FILL
9,898 CY SUBGRADE
0 CY IMPORT/EXPORT (BALANCE)

CITY PEN NUMBERS:

(FEN22-0077)

STREET MORATORIUM:

PROJECT MAY BE IMPACTED BY ADJACENT STREET IMPROVEMENT MORATORIUM AT TIME OF CONSTRUCTION. COORDINATE FINAL IMPROVEMENTS & SIGNAGE WITH CITY AT TIME OF PREPARATION OF FINAL DOCUMENTS.

LEGEND AND ABBREVIATIONS

	EXISTING	PROPOSED
PROPERTY LINE	---	---
RIGHT-OF-WAY	---	---
EASEMENT/SETBACK	---	---
STREET CENTERLINE	---	---
CURB	---	---
CURB & CUTTER	---	---
EDGE OF PAVEMENT	---	---
WATER MAIN	X-W	X-W
SANITARY SEWER LINE	X-S	X-S
STORM DRAIN LINE	SD	SD
GAS LINE	X-G	X-G
EDISON	SCC	SCC
TELEPHONE	T	T
DIL	DL	DL
CITY OF MORENO VALLEY	MV	MV
TV	TV	TV
ACRE	AC	AC
SQUARE FEET	SF	SF
CENTERLINE	CL / E	CL / E
CURB	CB	CB
EXISTING	(E)	(E)
FLOW LINE	FL / E	FL / E
MEDIAN	MED	MED
OPEN SPACE	OS	OS
PUBLIC FACILITY	PF	PF
PRIVATE ACCESS EASEMENT	PAE	PAE
PROPERTY LINE	PL / E	PL / E
RIGHT OF WAY	R/W or RW	R/W or RW
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
TOP OF CURB	TC	TC
TOP OF GRATE	TG	TG
TOP OF WALL	BW	BW
TOP OF WALL	TW	TW
UNION	UN G	UN G
MAP	MAP	MAP
UNLESS NOTED OTHERWISE		
NOT A PART OF THIS PLAN		
SIGHT VISION TRIANGLE		

THOMAS BROS PAGE:

PAGE: 718, GRID: A4
PAGE: 718, GRID: A5
PAGE: 718, GRID: B4
PAGE: 718, GRID: B5

OWNER:

CITY MORENO VALLEY
14177 FREDERICK ST.,
MORENO VALLEY, CA 92553

DEVELOPER/APPLICANT:

LEWIS MANAGEMENT CORP.
ATTENTION: JOSEPH EDWARDS
1156 NORTH MOUNTAIN AVENUE
UPLAND, CALIFORNIA 91785-0670
PHONE: (909) 985-0971

ENGINEER/SURVEYOR:

CANNON
ATTENTION: WILHELM JOHN MAUL
16542 VON KARMAN AVENUE, SUITE 150
IRVINE, CA 92606
PHONE: 949-868-1883

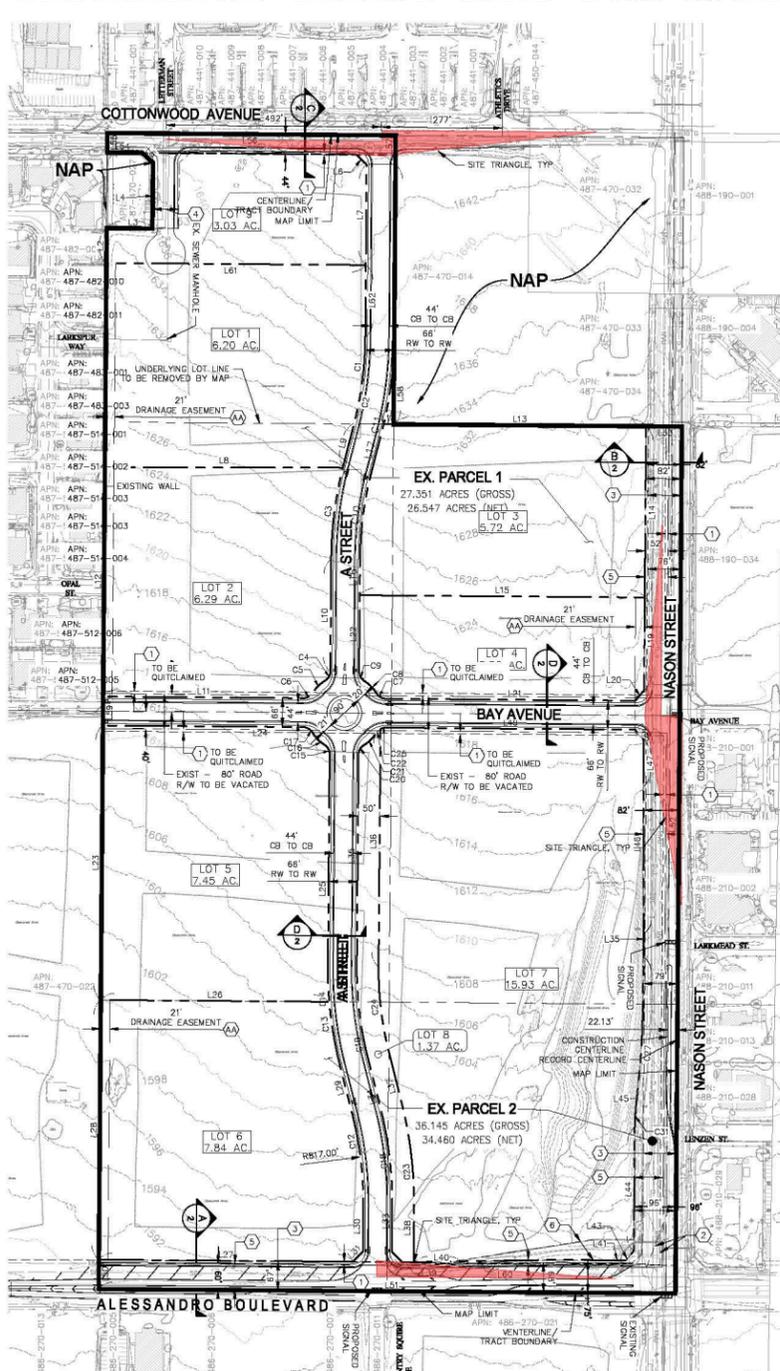
UTILITIES:

WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: CITY OF MORENO VALLEY
TELECOMMUNICATIONS: FRONTIER & SPECTRUM
SCHOOL DISTRICT: MORENO VALLEY UNIFIED

OWNER STATEMENT:

THE OWNER, AS IDENTIFIED HEREIN, IS FEE OWNER OF THE EXISTING LOTS NORTH AND SOUTH OF THE EXISTING BAY AVENUE AT THE TIME OF THE TENTATIVE MAP PREPARATION.

TENTATIVE TRACT MAP NO. 38421



Sheet List Table

#	NAME
1	TITLE SHEET
2	SECTIONS
3	TRACT AREA MAP

SURVEY NOTE

SURVEY PROVIDED BY DEVELOPER, AND SUPPLEMENTED BY CANNON CORP., FIELD DATA 3/18/22

GEO NOTE

NO INDICATIONS OF FAULTING OR FAULT RELATED FISSURING OR FRACTURING IS KNOWN TO EXIST OR OBSERVED ON-SITE. THIS SITE IS NOT LOCATED WITHIN A CURRENTLY DESIGNATED ALIQUOT-PRIOLE EARTHQUAKE FAULT ZONE OR COUNTY OF RIVERSIDE FAULT ZONE. SURVEY PROVIDED BY DEVELOPER, AND SUPPLEMENTED BY CANNON CORP., FIELD DATA 3/18/22



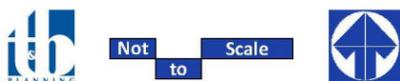
VICINITY MAP

NOT TO SCALE

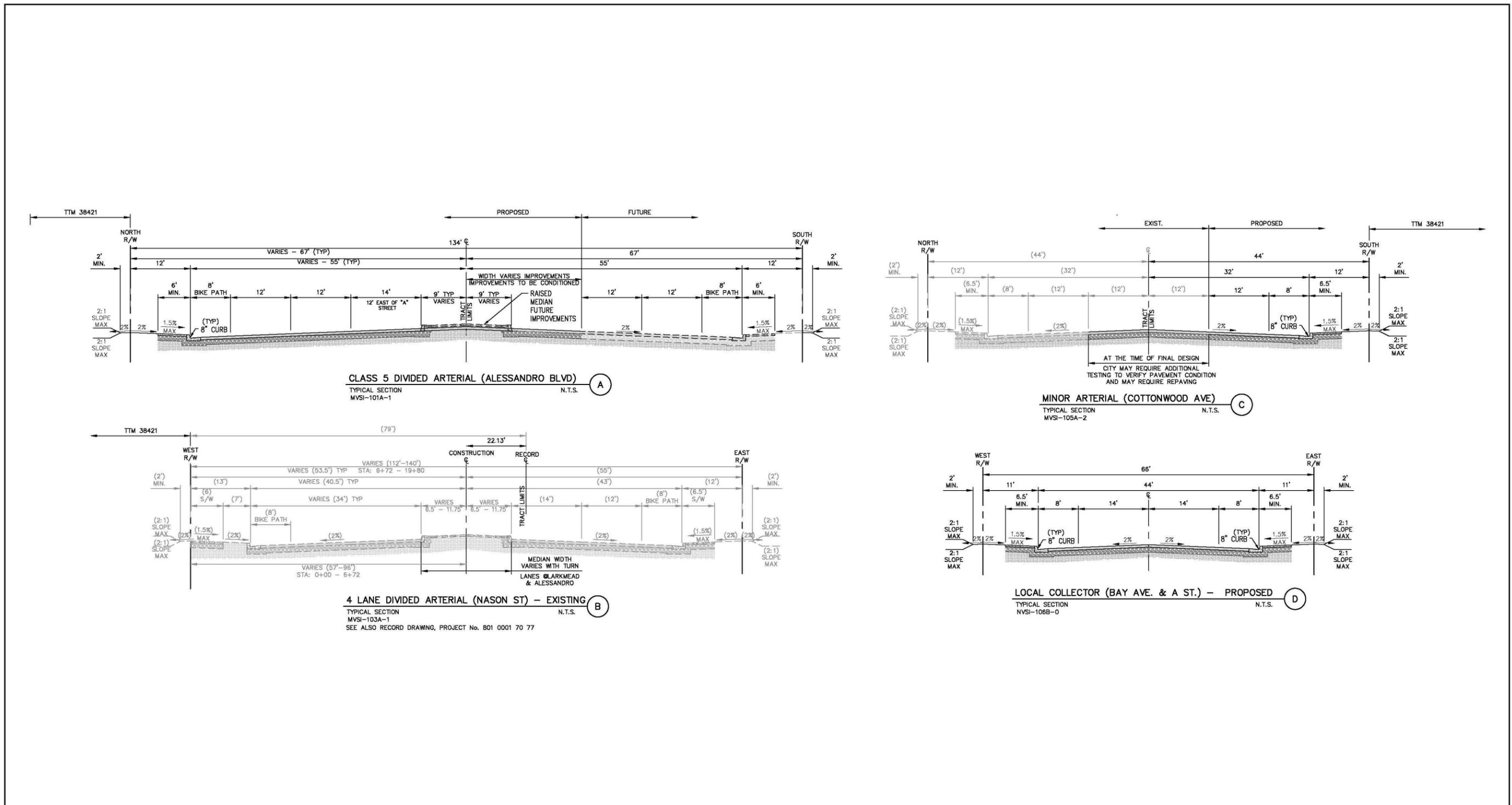
Parcel Line and Curve Table			Parcel Line and Curve Table		
Line #/Curve #	Length	Bearing/Delta	Line #/Curve #	Length	Bearing/Delta
C1	198.14	13.97	L20	31.24	S40° 14' 38.72"W
C2	199.14	13.97	L21	570.84	S89° 33' 38.44"E
C3	210.89	13.68	L22	174.27	N0° 28' 01.30"E
C4	25.49	58.42	L23	627.06	N0° 28' 22.03"E
C5	40.39	26.91	L24	458.15	N89° 33' 38.44"W
C6	25.52	58.50	L25	512.01	N0° 28' 01.30"E
C7	25.52	58.50	L26	519.73	N89° 33' 47.95"W
C8	40.65	27.08	L27	581.84	N89° 34' 59.51"W
C9	25.56	58.58	L28	593.06	N0° 28' 21.06"E
C10	199.11	13.96	L29	120.04	N14° 10' 29.90"W
C11	14.80	0.95	L30	106.36	N0° 25' 51.43"E
C12	208.27	14.61	L31	323.15	N45° 30' 23.34"E
C13	144.10	10.85	L32	36.81	N44° 29' 37.65"W
C14	53.54	3.96	L33	108.16	N0° 17' 10.29"E
C15	25.49	58.42	L34	120.04	N14° 10' 29.90"W
C16	40.41	26.92	L35	186.30	S0° 25' 49.56"W
C17	25.52	58.50	L36	484.24	N0° 29' 05.24"E
C18	225.09	14.61	L37	343.01	N0° 28' 45.33"E
C19	208.31	14.61	L38	120.04	N14° 10' 29.90"W
C20	25.56	58.58	L39	132.24	N0° 19' 23.74"E
C21	40.63	27.07	L40	23.98	N89° 33' 57.44"W
C22	13.27	30.42	L41	114.71	N89° 33' 57.44"W
C23	237.94	14.61	L42	271.02	S89° 33' 57.44"E
C24	195.56	14.61	L43	29.21	N38° 28' 44.58"E
C25	12.25	28.08	L44	281.51	S0° 25' 49.56"W
C26	204.78	5.92	L45	35.75	S6° 20' 47.56"W
C27	53.38	5.92	L46	300.10	N0° 08' 32.44"W
C28	463.29	N0° 25' 55.56"E	L47	104.88	S0° 25' 49.56"W
C29	79.78	N0° 25' 55.56"E	L48	31.25	S39° 23' 40.76"E
C30	104.82	S89° 34' 04.44"E	L49	570.94	S89° 33' 38.44"E
C31	150.00	N0° 25' 55.56"E	L50	67.00	S0° 26' 04.49"W
C32	33.96	N46° 57' 58.44"W	L51	1208.58	S89° 33' 57.44"E
C33	33.99	S46° 57' 51.60"E	L52	1979.03	N0° 28' 36.56"E
C34	228.55	S0° 25' 52.96"W	L53	52.00	N89° 34' 10.44"W
C35	544.75	S89° 34' 04.44"E	L54	79.83	S89° 33' 23.44"E
C36	100.52	S14° 23' 49.21"W	L55	44.00	S0° 26' 32.87"W
C37	256.50	S0° 26' 03.25"W	L56	860.18	N89° 33' 23.44"W
C38	458.18	N89° 33' 38.44"W	L57	40.00	N0° 28' 36.56"E
C39	526.88	N0° 25' 55.56"E	L58	592.94	S0° 25' 52.96"W
C40	578.19	S89° 33' 27.39"E	L59	66.00	S0° 25' 59.12"W
C41	390.90	S0° 25' 49.56"W	L60	100.50	N84° 43' 24.08"E
C42	652.71	N89° 33' 45.25"W	L61	594.18	N89° 34' 04.44"W
C43	82.07	N0° 28' 01.30"E	L62	164.38	S0° 25' 52.96"W
C44	100.52	N14° 23' 49.21"E			
C45	22.70	S89° 33' 27.48"E			
C46	212.01	S0° 25' 49.56"W			

Source(s): Cannon (2022)

Figure 3-10a



Proposed Tentative Tract Map 38421



Source(s): Cannon (2022)

Figure 3-10b





Construction activities would require the use of common equipment and construction equipment is conservatively expected to operate on the Project site up to eight hours per day, six days per week. Even though construction activities are permitted to occur between 7:00 a.m. to 7:00 p.m. on Mondays through Fridays, and 8:00 a.m. to 4:00 p.m. on Saturdays pursuant to MVMC Section 8.14.040(e), construction equipment is not in continuous use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, eight hours of daily use per piece of equipment is a conservative and reasonable assumption. The City of Moreno Valley allows nighttime construction activities only upon special authorization from City staff, as specified in MVMC Sections 8.14.040(e) and 11.80.030(D)(7). The composition of the construction equipment fleet that the Project Applicant intends to use to construct the Project, which also is used for purposes of analysis is in this EIR, is summarized in Table 3-6, *Estimated Construction Equipment Fleet*. No blasting, rock crushing, or pile driving would be required.

Table 3-6 Estimated Construction Equipment Fleet

Construction Activity	Equipment	Amount	Hours Per Day	Horsepower	Load Factor
Site Preparation	Crawler Tractors	4	8	87	0.43
	Rubber Tired Dozers	3	8	367	0.40
Grading	Crawler Tractors	2	8	87	0.43
	Excavators	2	8	36	0.38
	Graders	1	8	148	0.41
	Rubber Tired Dozers	1	8	367	0.40
	Scrapers	2	8	423	0.48
Building Construction	Cranes	2	8	367	0.29
	Forklifts	5	8	82	0.20
	Generator Sets	2	8	14	0.74
	Tractors/Loaders/Backhoes	5	8	84	0.37
	Welders	2	8	46	0.45
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	8	37	0.48

Source: (Urban Crossroads 2025a)

As shown on Figure 3-11, *Conceptual Grading Plan*, the Project would result in approximately 92,380 cubic yards (cy) of cut and 82,480 cy of fill, with approximately 9,900 cy of shrinkage anticipated. Therefore, the earthwork would balance on-site and there would be no need for import or export of soils.

The on-site utilities would be trenched and installed within the Project site and would connect to the existing utilities within the site adjacent roadways. As previously identified, a new storm drain would also be installed along Alessandro Boulevard between proposed Street A and the existing storm drain located approximately 650 feet to the west of the Project site westerly boundary. Off-site impacts along



Cottonwood Avenue, Nason Street, Alessandro Boulevard, and Bay Avenue adjacent to the Project site would be associated with the construction of sidewalks, curbs, and gutters; roadway extensions (Bay Avenue); landscaping within the public right-of-way; and any other roadway repairs/improvements required for the Project. The total Project impact area, including the Project site and off-site improvement areas (referred to in this EIR as the “Project site” or “Project area”) encompasses 70.27 acres and includes approximately 63.24 acres within the Project site (including public roadways that will be constructed as part of the Project) and 7.03 acres associated with site-adjacent roadway improvements.

In addition to the identified construction areas, a staging area is needed to receive, lay down, and prepare materials for use during construction. Construction staging would occur within the Project impact limits and would be located the furthest distance feasible from existing residential uses. Additionally, perimeter screening would be installed to obstruct views from adjacent roadways and uses into the Project construction area from ground-level vantage points.

3.6 PROJECT OPERATIONAL CHARACTERISTICS

As described in Section 3.4.3, *Town Center at Moreno Valley Specific Plan*, the proposed TCMV Specific Plan involves a mixed-use development consisting of residential, commercial/civic, and open spaces uses. Below is a summary of operational characteristics relevant to the analysis presented in this EIR.

A. Residential Population

Based on the estimated maximum number of residential units for analysis purposes (up to 800 residential units), it is estimated that buildout of the TCMV Specific Plan could generate up to 3,080 residents. This is based on the estimated population generation factor of 3.85 people per unit presented in the City’s 2021-2029 Housing Element (adopted by the City on June 15, 2021, and certified on October 11, 2022).

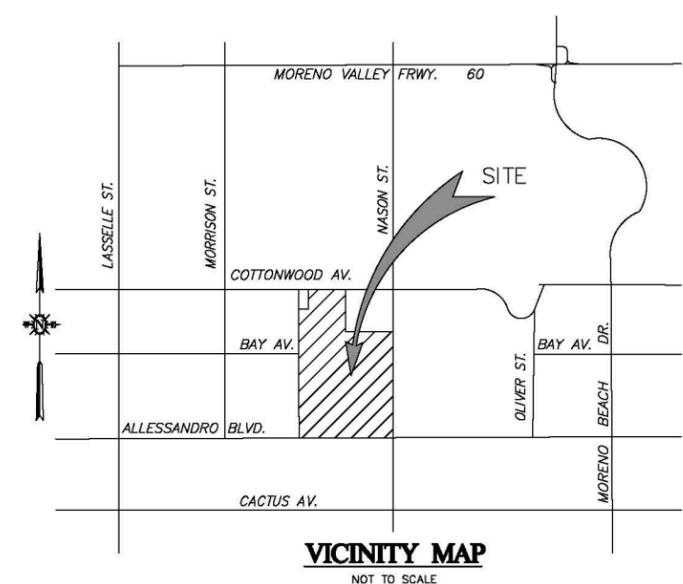
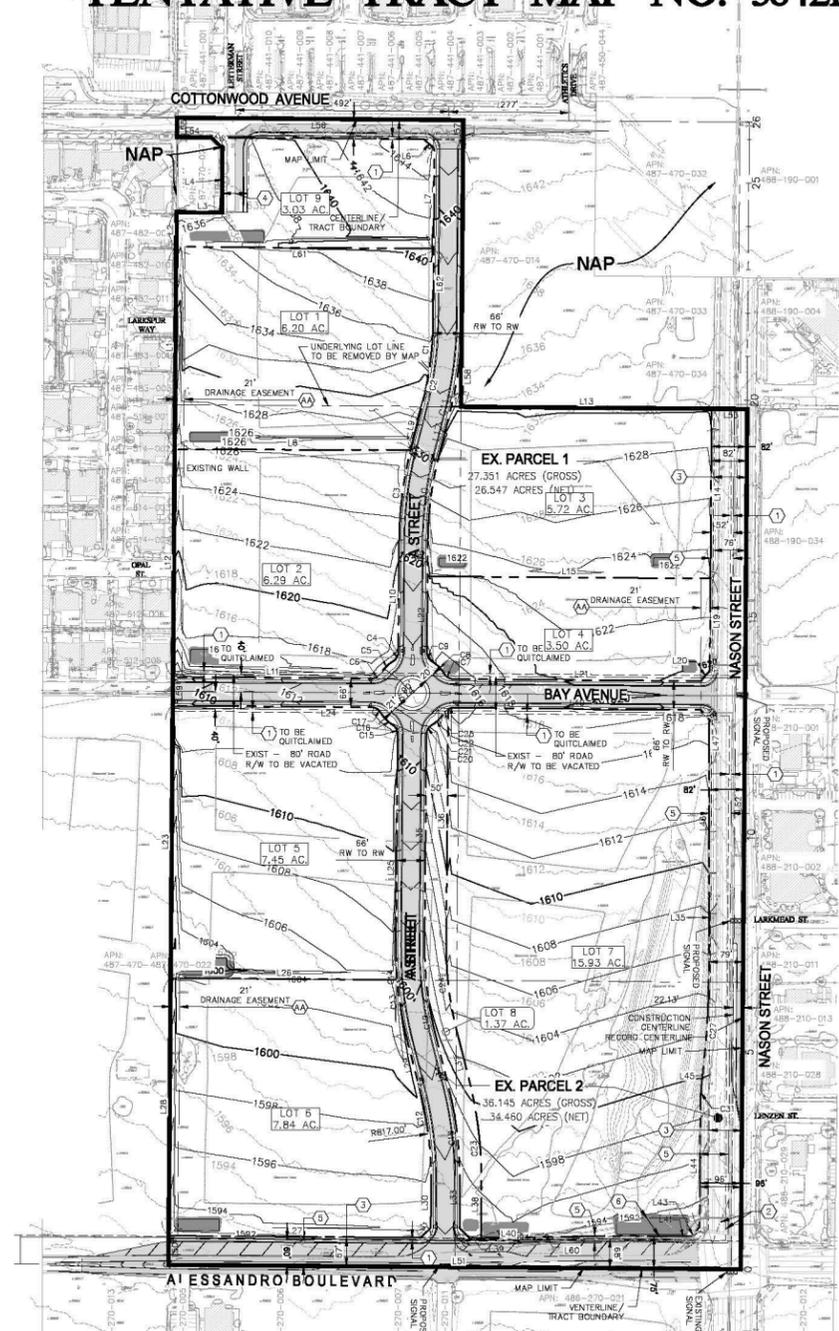
B. Commercial Use Employment Generation

Future tenants for the proposed commercial spaces are not currently known; however, as identified in Section 3.4.3.A, for purposes of analysis in this EIR, it is anticipated that the uses would include office, civic center, library, hotel, high turnover (sit-down) restaurant, fast-foot restaurant with drive-thru, and commercial retail. For purposes of analysis in this EIR, employment generation numbers have been estimated by proposed use based on employment generation factors obtained from the County of Riverside and the Institute of Transportation Engineers (ITE), and are presented in Table 3-7, *Estimated Employment Generation*. As shown, it is estimated that the non-residential development within the TCMV Specific Plan area would generate up to 421 employment opportunities.

PRELIMINARY GRADING PLAN FOR TENTATIVE TRACT MAP NO. 38421

LEGEND AND ABBREVIATIONS

	EXISTING	PROPOSED
PROPERTY LINE	—————	—————
RIGHT-OF-WAY	—————	—————
EASEMENT/SETBACK	—————	—————
STREET CENTERLINE	—————	—————
CURB	—————	—————
CURB & GUTTER	—————	—————
EDGE OF PAVEMENT	—————	—————
WATER MAIN	—X"W	—————
SANITARY SEWER LINE	—X"S	—————
STORM DRAIN LINE	—SD	—————
GAS LINE	—X"G	—————
EDISON	—SCE	—————
TELEPHONE	—T	—————
OIL	—OIL	—————
CITY OF MORENO VALLEY	—MVU	—————
TV	—TV	—————
ACRE	AC	AC
SQUARE FEET		SF
CENTERLINE		CL / CL
CURB		CB
EXISTING	(E)	
FLOW LINE	FL / FL	
MEDIAN	MED	
OPEN SPACE	OS	
PUBLIC FACILITY	PF	
PRIVATE ACCESS EASEMENT	PAE	
PROPERTY LINE	PL / PL	
RIGHT OF WAY	R/W or RW	
STORM DRAIN	SD	
SANITARY SEWER	SS	
TOP OF CURB	TC	
TOP OF GRATE	TG	
BOTTOM OF WALL	BW	
TOP OF WALL	TW	
UNLESS NOTED OTHERWISE	U.N.O.	
NOT A PART OF THIS PLAN	NAP	



GEO NOTE

NO INDICATIONS OF FAULTING OR FAULT RELATED FISSURING OR FRACTURING IS KNOWN TO EXIST OR OBSERVED ONSITE. THIS SITE IS NOT LOCATED WITHIN A CURRENTLY DESIGNATED ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE OR COUNTY OF RIVERSIDE FAULT ZONE. SURVEY PROVIDED BY DEVELOPER, AND SUPPLEMENTED BY CANNON CORP., FIELD DATA 3/18/22

EARTHWORK:

92,378 CY CUT
82,480 CY FILL
9,698 CY SHRINKAGE
0 CY IMPORT/EXPORT (BALANCE)

Source(s): Cannon (2022)

Figure 3-11

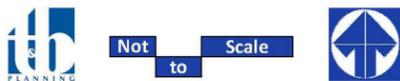




Table 3-7 Estimated Employment Generation

Proposed Use	Size	Conversion Factor	Estimated Employment Generation
Office	15,000 sf	300 sf/employee ^a	50 employees
Civic Center	30,000 sf	500 sf/employee ^a	60 employees
Restaurant	20,160 sf		40 employees
Commercial Retail	105,890 sf		212 employees
Hotel ^b	106 rooms/848 trips	14.33 trips/employee	59 employees
Total Estimated Employment Generation			421 employees

^a Employee density factor was obtained from the County of Riverside General Plan Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology (Table E-5, Commercial Employment Factors).

^b Employee generation factor was obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

C. Trip Generation

During operation, residents, employees, and visitors would travel to and from the Project site on a daily basis. Based on the anticipated development identified in Section 3.4.3.A, Project operations are estimated to generate 12,010 daily trips, taking into consideration internal capture and/or pass-by trip reductions (refer to Section 4.16, Transportation).

3.7 SUMMARY OF REQUESTED ACTIONS

The City of Moreno Valley has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines Section 15050. This EIR is intended to cover all State and local government approvals which may be needed to construct or implement the Project, whether or not such approvals are explicitly listed in the EIR. A list of the current discretionary and anticipated subsequent actions under City of Moreno Valley jurisdiction is provided in Table 3-8, *Project Related Actions/Permits*. Chapter 6, *Implementation and Administration*, of the proposed TCMV Specific Plan, describes the procedures for the processing of discretionary development applications to implement the terms of the Specific Plan. The City would review all development within the Specific Plan area, including uses permitted by right, to ensure compliance with the provisions of the Specific Plan. Additional discretionary and/or administrative actions would be necessary from other government agencies to fully implement the TCMV Specific Plan. Table 3-8 lists the government agencies that may use this EIR during their consultation and review of the Project and its implementing actions.



Table 3-8 Project Related Actions/Permits

Public Agency	Action/Permit
Proposed Project – City of Moreno Valley Discretionary Approvals	
City of Moreno Valley Planning Commission	<ul style="list-style-type: none"> • General Plan Amendment (PEN25-0007) • Change of Zone (PEN21-0335) • TCMV Specific Plan (PEN21-0334) • TTM No. 38421 (PEN22-0077) • Certification of this EIR along with appropriate CEQA Findings and Statement of Overriding Considerations
City of Moreno Valley City Council	<ul style="list-style-type: none"> • General Plan Amendment (PEN 25-0007) • Change of Zone (PEN21-0335) • TCMV Specific Plan (PEN21-0334) • TTM No. 38421 (PEN22-0077) • Certification of this EIR along with appropriate CEQA Findings and Statement of Overriding Considerations
Subsequent City of Moreno Valley Actions/Permits	
City of Moreno Valley	<ul style="list-style-type: none"> • Plot plan(s) and landscaping/irrigation plan (s), and tree removal permit(s), as may be appropriate • Grading Permits • Building Permits • Road Improvement Plans • Encroachment Permits • Public right-of-way dedications • Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) • Future amendments to land use, zoning, or specific plans, if proposed
Other Agencies – Subsequent Approvals and Permits	
Eastern Municipal Water District	<ul style="list-style-type: none"> • Administrative approvals for construction of water and sewer infrastructure and connection to the water and sewer distribution and conveyance systems.
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
Riverside County Flood Control & Water Conservation District (RCFC&WCD)	<ul style="list-style-type: none"> • Approval of storm drain plans for public storm drain(s).
South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"> • Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as the proposed gas station.



4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

In accordance with CEQA Guidelines, Sections 15126-15126.4, this Environmental Impact Report (EIR) Section includes analyses of potential direct, indirect, and cumulatively considerable impacts that could result from the planning, construction, and/or operation of the Project.

As further discussed in EIR Section 1.0, *Introduction*, the City prepared a Notice of Preparation (NOP) that identified the scope of environmental analysis for this EIR (refer to *Technical Appendix A*). The City made the NOP available on its website for review and mailed the NOP to public agencies and interested individuals to solicit input on the scope of study for this EIR. The City also held an EIR Scoping Meeting to inform the public of the Project and the environmental review process and provide additional information on how to submit public comments. Taking all known information and public comments into consideration, 20 environmental subject areas are evaluated in detail in this EIR Section 4.0, as listed below. Each subsection evaluates several specific topics related to the primary environmental subject. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the specific subject matters addressed therein.

4.1	Aesthetics	4.11	Land Use and Planning
4.2	Agriculture and Forestry Resources	4.12	Mineral Resources
4.3	Air Quality	4.13	Noise
4.4	Biological Resources	4.14	Population and Housing
4.5	Cultural Resources	4.15	Public Services and Recreation
4.6	Energy	4.16	Transportation
4.7	Geology and Soils	4.17	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.18	Utilities & Services Systems
4.9	Hazards and Hazardous Materials	4.19	Wildfire
4.10	Hydrology and Water Quality		

4.0.2 SCOPE OF CUMULATIVE EFFECTS ANALYSIS

CEQA Guidelines Section 15130 states that cumulative impacts of a project shall be discussed when the projects' incremental effect is cumulatively considerable, and further states that this discussion shall reflect the level and severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts as “. . . two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15355(b) of the CEQA Guidelines states that “cumulative impacts from several projects is the change in the environment which results from the incremental impact of a project when added to other closely related past, present, and reasonably foreseeable probable future projects.”

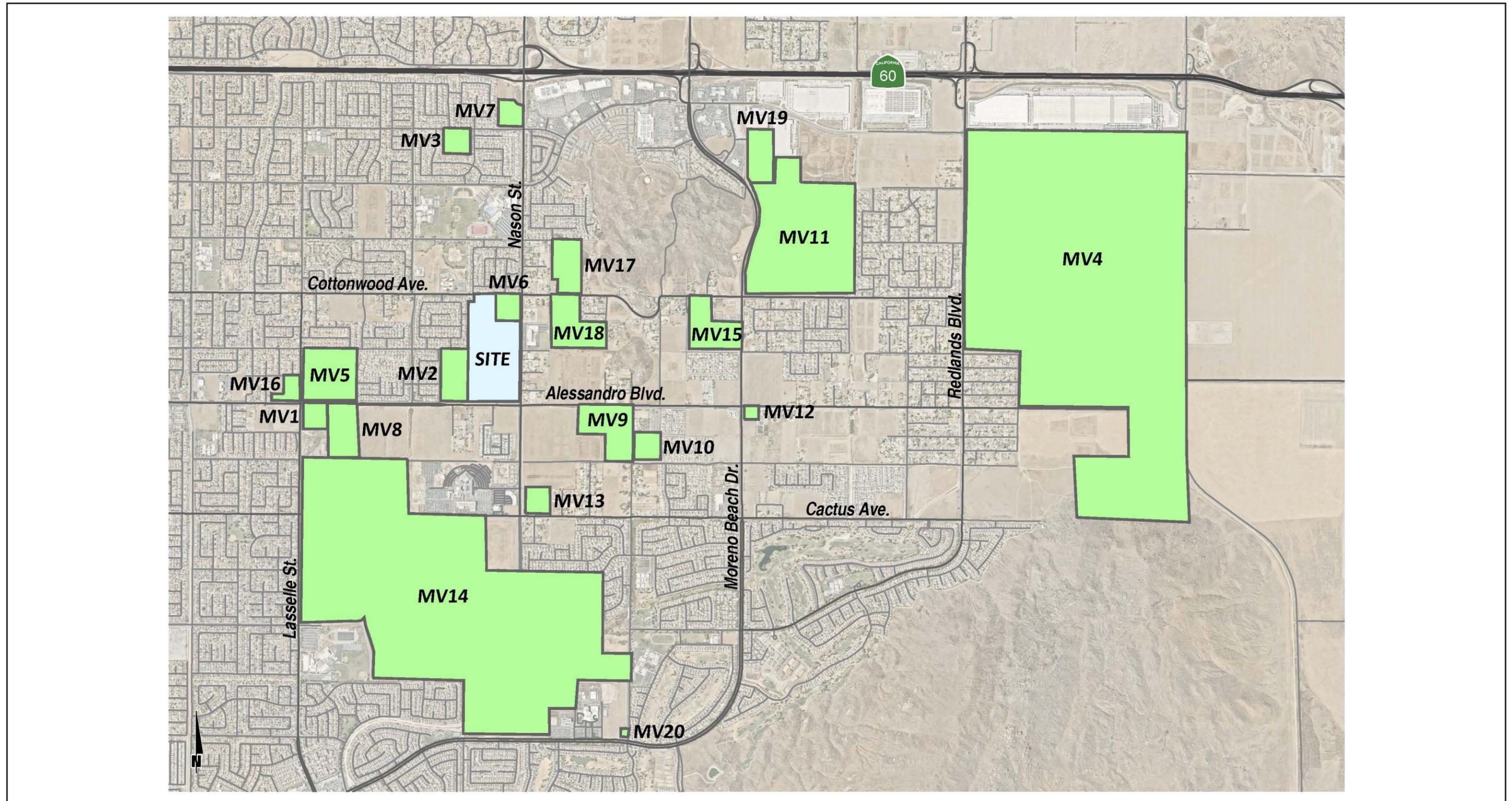


Section 15130(b)(1) of the CEQA Guidelines states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- A. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- B. A summary of projections contained in an adopted local, regional, or Statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

Cumulative impacts are addressed for each topic analyzed in Section 4.1 through Section 4.19 of this EIR. Because of the nature of individual environmental factors, the cumulative area for each topical issue is not the same. The individual cumulative areas for the issues addressed in this EIR are provided in the respective impact sections. The cumulative analysis for individual topical areas may consider specific cumulative study areas designated by respective agencies for regional or area-wide conditions. For instance, topic-specific cumulative study areas have been developed (e.g., South Coast Air Basin for air quality and the Santa Ana River Watershed for hydrology and water quality). Also, this EIR considers regional programs directed at mitigating cumulative impacts of development such as those instituted for urban runoff.

Finally, and where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of cumulative projects as specified in Section 15130(b)(1)(A) of the CEQA Guidelines. A comprehensive cumulative project list was compiled based on information provided by the City of Moreno Valley Planning and Engineering Departments. Figure 4.0-1, *Cumulative Projects Location Map*, illustrates the location of identified cumulative development with respect to the Project site. A summary of cumulative development projects and their proposed land uses are provided in Table 4.0-1, *List of Cumulative Projects*, below.



Source(s): Urban Crossroads (December 2024)

Figure 4.0-1

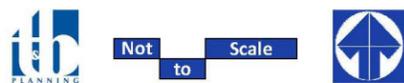




Table 4.0-1 List of Cumulative Projects

1	Rocas Grandes II	Multifamily Housing (Low-Rise)	460	DU
2	Alessandro Walk	Single Family Detached Residential	227	DU
		Office	3.150	TSF
3	TTM38480	Single Family Housing	37	DU
4	World Logistics Center	High-Cube Logistics Center	40,400.000	TSF
		Light Logistics	200.000	TSF
		SCG Valve/Metering Station	0.150	TSF
		SDG&E Gas Compression Station	30.800	TSF
		Fire Station	1	Site
		Gas Station w/ Market	12	VFP
		Convenience Store	3.000	TSF
5	Tract 38123	Single Family Housing	195	DU
6	Cottonwood and Nason	Residential	177	DY
7	Village at Moreno Valley	Gas Station w/ Market	18	VFP
		Retail	33.000	TSF
		Fast-Food Restaurant w/ Drive-Thru	9.956	TSF
		Fast-Food Restaurant w/o Drive-Thru	4.500	TSF
		High Turnover Sit-Down Restaurant	4.500	TSF
8	Rocas Grandes	Multifamily Housing (Low-Rise)	420	DU
9	TR38236	Single Family Detached Residential	204	DU
10	TR38237	Single Family Detached Residential	67	DU
11	Rancho Bella Vista Specific Plan	Single Family Detached Residential	745	DU
12	Moreno Beach Gas Station	Gas Station w/ Market	16	VFP
13	PM 37942 - 7 Commercial Lots	Medical-Dental Office	32.000	TSF
		General Office	40.000	TSF
		Gas Station w/ Market	12	VFP
		Fast-Food w/ Drive-Thru	5.600	TSF
		High Turnover Sit-Down Restaurant	3.500	TSF
		Retail	4.500	TSF
14	Aquabella Specific Plan	Multifamily Housing (Low-Rise)	7,500	DU
		Multifamily Housing (Mid-Rise)	7,500	DU
		Hotel	300	RM



		Commercial	49.900	TSF
		Park	40.0	AC
		Elementary School	3,995	ST
		Middle School/Junior High School	2,049	ST
15	Tract 32408	Single Family Housing	80	DU
16	Alessandro/Lasselle Commercial	Convenience market/gas station	16	VFP
		Fast-Food Restaurant w/ Drive-Thru	6.640	TSF
		High-Turnover Sit-Down Restaurant	7.250	TSF
		Shopping Center	3.200	TSF
		General Office Bldg.	9.900	TSF
		Car Wash	3.850	TSF
		Bank w/ Drive-Thru	3.775	TSF
17	Dracaea and Nason Development	Single Family Detached Residential	146	DU
18	TTM38443	Single Family Residential	133	DU
19	Crystal Windows West Coast Headquarter Project	Light Industrial Building	196.800	TSF
		Light Industrial Building	168.600	TSF
20	Beyond Food Mart	Gas Station w/ Market	16	VFP
		Automated Car Wash	1.790	TSF

¹DU=dwelling units; TSF=thousand square feet; VFP=vehicle fueling position; STU=students

4.0.3 ANALYSIS FORMAT

EIR Section 4.1 through Section 4.19 evaluate the 20 environmental subjects warranting analysis as identified by the City of Moreno Valley in consideration of preliminary research findings, public comments, and technical study. The format of discussion is standardized as much as possible in each section for ease of review. Each topical section includes the following information:

- A description of the existing setting.
- A discussion of the applicable regulatory criteria (laws, policies, regulations) that the Project and its implementing actions are required to comply with (if any).
- Identification of thresholds of significance based on the thresholds included in Appendix G of the CEQA Guidelines.
- Analysis of potential Project impacts that would result from implementation of the Project based on specified thresholds of significance.
- Evaluation of potential cumulative impacts.



- Identification of level of significance of Project impacts before mitigation.
- Identification of Project-specific Mitigation Measures (MMs), if required, to reduce the identified Project impacts; these MMs will be included in the Project's Mitigation Monitoring and Reporting Program (MMRP).
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.

As required by CEQA Guidelines Section 15126.2(a), Project-related effects on the environment are characterized in this EIR as direct, indirect, cumulatively considerable, short-term, long-term, on-site, and/or off-site impacts. Serving as the CEQA Lead Agency for this EIR, the City of Moreno Valley is responsible for determining whether an adverse environmental effect identified in this EIR should be classified as significant or less than significant. The standards of significance used in this EIR are based on the independent judgment of the City of Moreno Valley, taking into consideration the City of Moreno Valley Rules and Procedures for the Implementation of the California Environmental Quality Act (July 2019), the General Plan, the Moreno Valley Municipal Code and adopted City policies, the judgment of the technical experts that prepared this EIR's technical appendices, performance standards adopted, implemented, and monitored by regulatory agencies, and significance standards recommended by regulatory agencies.

The "Project" evaluated in this Draft EIR includes development of the approximately 69.6-gross-acre Project site pursuant to the proposed Town Center at Moreno Valley Specific Plan, construction of new north-south and east-west public roadways on-site, and minor off-site improvement areas adjacent to the Project site primarily for driveway/access improvements and utility connections (site-adjacent improvement areas).

For any impact identified as significant and unavoidable, the City of Moreno Valley would be required to adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 in order to approve the Project despite its significant impact(s) to the environment. The Statement of Overriding Considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.



4.1 AESTHETICS

This section describes the aesthetic qualities and visual resources present on the Project site and in the site's vicinity and evaluates the potential effects that the Project may have on these resources. Descriptions of existing visual characteristics, both onsite and in the vicinity of the Project site, and the analysis of potential impacts to aesthetic resources are based on field observations and site photographs; analysis of aerial photography, and the Project application materials submitted to the City described in Section 3.0, *Project Description*, of this EIR. References used in this section are listed in EIR Section 7.0, *References*.

4.1.1 EXISTING CONDITIONS

A. Scenic Vistas and Scenic Resources

The City generally defines a scenic vista as a view of undisturbed natural lands that exhibit unique or unusual features that comprise an important or dominant portion of the viewshed (City of Moreno Valley 2021a).¹ Scenic vistas may consist of distant views that provide visual relief from less attractive views of nearby features. Designated federal and State lands, and local open space and recreational areas also offer scenic vistas if these resources represent a valued aesthetic view within the surrounding landscape.

According to the 2006 General Plan Conservation Element and as shown on 2006 General Plan Map Figure 7-2, *Major Scenic Resources*, and the City-proposed 2040 General Plan Map OSRC-3, *Scenic Resources and Ridgelines*, principal scenic resources in the City, which include Box Spring Mountain to the north and Bernasconi Hills to the south, are visible from State Route (SR)-60, which extends east-west through the northern portion of the City. At the eastern edge of the City, SR-60 passes through the Badlands area, which is characterized by steep and eroded hillsides. Expanses of open land, San Jacinto Valley, and Mystic Lake are found throughout this area and allow for uninterrupted views from SR-60, Gilman Springs Road, and other roadways. Distant views of the San Bernardino, Box Spring, San Jacinto, and San Gabriel Mountains are visible from the valley floor. Additionally, within the City's limits, Moreno Peak is a prominent landform located south of SR-60 along Moreno Beach Drive, approximately 0.5-mile northeast of the Project site. 2040 General Plan Map OSRC-3 also identifies view corridors along portions of SR-60, Moreno Beach Drive, and Gilman Springs Road.

There are no State-designated or eligible scenic highways in the City. The closest eligible State scenic highway is SR-74, located approximately 8.0 miles south of the City (approximately 11 miles south of the Project site), and the nearest officially designated segment of a State scenic highway is a portion of SR-74 located approximately 20 miles southeast of the City (approximately 22 miles southeast of the Project site) (Caltrans 2022).

¹ The aesthetics information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the existing environmental setting for aesthetics in the City. The court decision did not address this topical issue.



B. Project Site and Surrounding Areas

The Project site is located within a developing area, and as previously shown on Figure 2-1, *Existing Onsite and Surrounding Land Uses*, is surrounded by single-family residences, places of worship, public facilities (e.g., schools and EMWD facility), and vacant lots. Refer to EIR Section 2.3, *Surrounding Land Uses*, for a description of uses in proximity to the Project site.

Topographically, the Project site gently slopes to the south with elevations ranging from approximately 1,640 feet above mean sea level (amsl) in the northern portion of the site to 1,590 feet amsl in the southern portion of the site. There are no rock outcroppings or unique topographical features onsite; however, there are soil stockpiles in the southeastern portion of the Project site. The soil was generated during construction for street improvements in the City. The smaller of the two stockpiles is approximately 90 feet wide, 410 feet long, and three feet high. The larger stockpile is approximately 160 feet wide, 975 feet long, and 20 feet high at its highest point.

A viewshed as an area that is seen from a vantage point and viewing direction and is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view. The on-site stockpiles obstruct views into the Project site from Nason Street near Alessandro Boulevard, but views of the site are accessible from other segments of this roadway and the other roadways adjacent to the site. Due to the relatively flat topography of the Project site and surrounding areas, views of the site from distant vantage points are limited.

Figure 4.1-1 through Figure 4.1-6 provide a representative visual depiction of the Project site and surrounding area's visual characteristics as seen from surrounding public viewing areas, which consist of public roadways adjacent to the Project site. A brief description of the viewshed is provided below.

- **Views 1 through 4 – Views from the West and North.** Views 1 through 4, shown in Figure 4.1-1 and Figure 4.1-2, represent existing views from vantage points west and north of the Project site generally looking east and south, respectively. Views from these vantage points are representative of views that would be experienced from pedestrians, passenger vehicles, and bicyclists traveling east along Bay Avenue (View 1) and Cottonwood Avenue (Views 2 through 4). As illustrated in View 1, the Project site, which is in the foreground, is relatively flat and is covered with limited low vegetation. Existing uses east of Nason Street, and Moreno Peak are visible in the background along with distant mountain views. Views of the San Bernardino Mountain and San Jacinto Mountains are partially obstructed by closer landforms. As illustrated in Views 2 and 4, existing residences and other existing uses are visible in the background from Cottonwood Avenue looking south. Additionally, partially obstructed views of the Bernasconi Hills are provided in Views 2 and 4 and distant views of the Santa Ana Mountains are provided in View 4. As shown in View 3, ornamental trees line the Cottonwood Avenue corridor, and partial views of the Bernasconi Hills and San Jacinto Mountains are provided in the background looking southeast. There are streetlights installed on the north side of Cottonwood Avenue.



View 1 - West of the Project Site looking East.



View 2 - From the Northwest Corner of the Project Site along Cottonwood Avenue looking Southeast.

Key Map



Figure 4.1-1



Not to Scale

Site Photos – Views 1 & 2



View 3 - From the Northwest Corner of the Project Site along Cottonwood Avenue looking East.



View 4 - From the Northeast Corner of the Project Site along Cottonwood Avenue looking Southwest.

Key Map



Figure 4.1-2



Not to Scale

Site Photos – Views 3 & 4



- **Views 5 through 9 – Views from the East.** Views 5 through 9, shown in Figure 4.1-3 and Figure 4.1-4, represent existing views from vantage points generally east of the Project site looking towards the west. Views from these vantage points are representative of views that would be experienced from pedestrians, bicyclists, and passenger vehicles traveling along Nason Street and Alessandro Boulevard. Views 5 and 6 (refer to Figure 4.1-3) depict the relatively flat Project site in the foreground, with existing residences, partial views of the Box Spring Mountains, and distant partial views of the San Gabriel Mountains and Santa Ana Mountains visible in the background. As shown on View 7 (refer to Figure 4.1-4), there is chain-link fencing at the southeast corner of the site, along with ornamental trees, and the soil stockpile. Streetlights and ornamental trees are located along both sides of Nason Street; partial views of natural landforms are visible in the background. Views 8 and 9 (refer to Figure 4.1-4) depict the views looking north along Nason Street and west along Alessandro Boulevard, the current streetscapes, existing land uses, and current site conditions along the eastern and southern portions of the Project site. Distant mountain views are available from these vantage points.
- **Views 10 through 13 – Views from the South.** Views 10 through 13, shown in Figure 4.1-5 and Figure 4.1-6, represent existing views from vantage points generally south of the Project site looking north. Views from these vantage points are representative of views that would be experienced by pedestrians, bicyclists, and passenger vehicles traveling along Alessandro Boulevard. As illustrated in the photographs, the southern portion of the Project site is relatively flat with limited vegetation, and existing development surrounding the site is visible. There are distant mountain views in the background from the respective vantage points.

C. Light and Glare

Currently, the Project site is undeveloped and does not include any uses that generate light or glare. Lighting sources occur in the immediate vicinity of the Project site, with the most notable sources of light emanating from streetlights along Cottonwood Avenue and Nason Street, automobile headlights from vehicles traveling along adjacent roads, and from the existing developed areas surrounding the Project site.



View 5 - Northeast of the Project Site along Nason Street looking Southwest.



View 6 - East of the Project Site at the Intersection of Bay Avenue and Nason Street looking East.

Key Map



Figure 4.1-3



Not to Scale

Site Photos – Views 5 & 6



View 7 - From the Southeast Corner of the Project Site at the intersection of Nason Street and Alessandro Blvd looking North.



View 8 - From the Southeast Corner of the Project Site at the intersection of Nason Street and Alessandro Blvd looking Northwest.



View 9 - From the Southeast Corner of the Project Site at the intersection of Nason Street and Alessandro Blvd looking West.



Figure 4.1-4



View 10 - South of the Project Site along Alessandro Blvd looking North.



View 11 - From the Southwest Corner of the Project Site along Alessandra Blvd looking East.

Key Map



Figure 4.1-5



Not to Scale

Site Photos – Views 10 & 11



View 12 - From the Southwest Corner of the Project Site along Alessandro Blvd looking North.



View 13 - From the Southwest Corner of the Project Site along Alessandro Blvd looking Northeast.

Key Map



Figure 4.1-6



Not to Scale

Site Photos – Views 12 & 13



4.1.2 REGULATORY SETTING

A. Local Plans, Policies, and Regulations

1. *City of Moreno Valley General Plan*

The General Plan guides future development within the City. The City's current 2006 General Plan Community Development Element and Conservation Element and City-proposed 2040 General Plan Land Use and Community Character Element and Open Space and Resource Element identify attributes that contribute form, character, and quality of life in the communities and neighborhoods where people live and provide goals, policies, and programs that are intended to preserve the City's character and scenic resources while improving overall community design. The Project's consistency with applicable policies from the City's 2006 General Plan is addressed in Table 4.1-1, *General Plan Consistency Analysis*.

2. *Moreno Valley Municipal Code*

Specific plans supersede the City's zoning and development standards/regulations. Moreno Valley Municipal Code (MVMC) Chapter 9.13, Specific Plans, outlines the City's regulations relevant to the preparation and use of specific plans. As identified in MVMC Section 9.13.010, specific plans are a tool for the systematic implementation of the General Plan. MVMC Section 9.13.050 outlines specific plan requirements, which include identification of standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable. MVMC Section 9.13.060 specifically outlines minimum design standards to be included in specific plans and identifies that "[a]ll specific plans shall provide for development which exceeds the minimum standards and quality, as determined by the city council over the whole of the project, of development commensurate with what would be permitted under the existing district classification that most closely resembles the type and density of development proposed." Minimum design standards are related: lot development; protection of natural features; building placement; access and circulation; parking; landscape design; fences and walls; lighting; screening for utilities and equipment; grading; design theme; architecture; mass and scale of buildings; colors, textures, and materials; and, signage.

MVMC Section 9.08 establishes regulations and standards for outdoor lighting which will reduce light pollution and trespass generated by residential and non-residential lighting fixtures and devices, while maintaining dark skies. It is also the intent of this section to encourage, through the regulation of the types, construction, installation and uses of outdoor illuminating devices, lighting practices and systems to conserve energy without decreasing safety, security and productivity.

MVMC Section 9.10.110 regulates light and glare within the City. Pursuant to this section, no operation, activity, sign or lighting fixture shall create illumination which exceeds 0.5 footcandles minimum maintained on any adjacent property, whether the illumination is direct or indirect light from the source. All lighting is required to be designed to project downward and not create glare on adjacent properties.



4.1.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates aesthetic impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to aesthetics would occur if the Project would:

- a) *Have a substantial adverse effect on a scenic vista.*
- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.*
- 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.*
- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

4.1.4 IMPACT ANALYSIS

Threshold a: Would the Project have a substantial adverse effect on a scenic vista?

If the Project would block or otherwise substantially and adversely affect a unique view of a scenic vista(s) as seen from a public viewing location(s), such as a public road, park, trail, and/or other publicly owned property at which the general public is legally authorized to use or congregate, the impact would be regarded as significant. Effects to scenic vistas from private properties would not be considered significant because the City does not have any ordinances or policies in place that protect views from privately-owned properties. The Project site is on the valley floor of the City and is not part of a scenic resource.

As previously discussed, the City identifies various local and distant mountains and other natural features as scenic resources: Box Spring Mountains (approximately 5.3 miles northwest of the Project site), Bernasconi Hills (approximately 2.0 miles south of the Project site), San Jacinto Valley (approximately 10 miles southeast of the Project site), Moreno Peak (approximately 0.5-mile northeast of the Project site), the Badlands (approximately 6.0 miles northeast of the Project site), Mystic Lake (approximately 6.0 miles to the southeast of the Project site), San Bernardino Mountains (approximately 21 miles northeast of the Project site), San Jacinto Mountains (approximately 30 miles southeast of the Project site), and San Gabriel Mountains (approximately 25 miles northwest of the Project site). The public roadways surrounding the Project site are not identified as being within a view corridor, including the view corridor for Moreno Peak, which is approximately 0.5-mile northeast of the Project site. Additionally, the Project site is not visible from identified view corridors; the nearest view corridors are approximately 0.5-mile southwest of the Project site (generally from Moreno Beach Road), and approximately 0.9-mile northeast of the Project site (generally from Eucalyptus Avenue).



As shown in the site photographs, views of the Box Spring Mountains and Bernasconi Hills are available to motorists, cyclists and pedestrians as they look down site-adjacent roadways (e.g., Nason Street, Alessandro Boulevard, and Cottonwood Avenue). The San Bernardino, San Jacinto, and San Gabriel mountains are visible on clear days; however, these landforms are not prominently visible on days with high levels of atmospheric haze, which is common throughout the year. Distant views are also partially obstructed by existing development and mature landscaping in the vicinity of the Project site.

Implementation of the Project would result in development of the Project site, which is currently undeveloped and void of natural lands and landforms, with residential, commercial/civic, and open space/recreational uses. The Project does not involve any development within or adjacent to any scenic resources that define a scenic vista. Although not identified as view corridors in the City's current 2006 General Plan or proposed 2040 General Plan, the views available from existing roadways that extend north-south (Nason Street), and east-west (Alessandro Boulevard and Cottonwood Avenue) adjacent to the Project site would largely be retained. The proposed development would obstruct distant views currently available across the vacant site; however, the east-west extension of Bay Avenue through the site, and implementation of a new north-south roadway connecting Cottonwood Avenue and Alessandro Boulevard would provide additional access to mountain views for the public traveling through the site. Further, the proposed public open space/park areas would be located along the proposed east-west and north-south roadways, which would further expand the view sheds from the vantage points.

Therefore, implementation of the Project would not result in significant impacts to scenic resources and would not have a substantial adverse impact on scenic vistas. Impacts would be less than significant.

Threshold b: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no trees, rock outcroppings, or historic buildings located onsite. Moreover, the Project site is not within or in proximity to a State designated scenic highway. The closest eligible state scenic highway is SR-74, located approximately 11 miles south of the Project site, and the nearest officially designated segment of a state scenic highway is a portion of SR-74 located approximately 22 miles southeast of the Project site (Caltrans 2022). Due to distance and intervening topography, the Project site would not be visible from SR-74. Accordingly, the Project would not damage scenic resources within a State scenic highway. No impact would occur.



Threshold c: *In non-urbanized areas, would the Project 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?*

The United States Census Bureau defines “urbanized area” as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The Project site is located in an urbanized area and is within the boundaries of the Census-defined Riverside-San Bernardino urban area (USCB 2012); therefore, for the analysis of Threshold “c,” the Project would result in a significant adverse impact if the Project design conflicts with applicable zoning and other applicable regulations governing scenic quality.

A. Construction-Related Activities

Heavy equipment would be used during Project construction and would be visible from vantage points adjacent to the Project site. Construction activities are a common occurrence in the developing Inland Empire region of southern California, including the City. Construction activities do not inherently or substantially degrade an area’s visual quality. Except for the short-term use of cranes during building construction and lifts during the architectural coating phase, the construction equipment used on the Project site is expected to be low in height and not particularly visible to the surrounding area. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of Project-related construction activities. Furthermore, there are no City zoning requirements or other regulations governing scenic quality that specifically address construction activities. Therefore, this impact would be less than significant.

B. Post-Development Impacts

1. City of Moreno Valley General Plan

As discussed in EIR Section 3.0, *Project Description*, the Project involves the proposed Town Center at Moreno Valley (TCMV) Specific Plan to establish the zoning, development, and design standards for implementing projects within the Project site. Implementation of the proposed TCMV Specific Plan would involve development of residential, open space/recreational, and commercial/civic land uses on the currently undeveloped Project site. Therefore, the visual character of the Project site would change with implementation of the Project. Pursuant to Threshold “c,” below is an analysis of the Project’s consistency with General Plan policies addressing scenic quality. Table 4.1-1, *Current 2006 General Plan Consistency Analysis*, addresses the Project’s consistency with the current 2006 General Plan policies and Table 4.1-2, *City Proposed 2040 General Plan Consistency Analysis*, addresses the Project’s consistency with the City’s proposed General Plan 2040, which the City is in the process of readopting. As identified, the Project would not conflict with policies governing scenic quality, resulting in a less than significant impact.



Table 4.1-1 Current 2006 General Plan Consistency Analysis

General Plan Objective/Policy	Consistency Analysis
Community Development Element	
Objective 2.3: <i>Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.</i>	
Policy 2.3.1: Within individual residential projects, a variety of floor plans and elevations should be offered.	<p>Consistent. The Project would be a walkable community, with interconnected plazas, urban niches, landscaped open spaces, and walkable corridors to enhance the quality of life and visual appeal of the proposed TCMV development. Pursuant to the proposed TCMV Specific Plan, new development would be organized around an interconnected grid of streets with appropriate block sizes that provide convenient, safe bicycle and pedestrian linkages within the area. The proposed TCMV Specific Plan includes flexible development standards to encourage a range of housing types, which enable options in floor plans and elevations. The development standards include required setbacks from adjacent roadways and buildings, and parking requirements. Further, the proposed TCMV Specific Plan Design Guidelines encourage high quality architectural design that embodies visual interest through articulation, elevation styles, color, and materials. The Design Guidelines also address lighting, streetscape design and landscape requirements. The proposed TCMV Specific Plan requires a combination of public and private open space for each residential unit (a minimum of 100 sf per unit). Additionally, approximately 4.9 acres of public open space would be provided with the central public park and linear park.</p>
Policy 2.3.2: Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.	
Policy 2.3.3: Discourage the development of single-family residences with a bulk (building mass) that is out of scale with the size of the parcels on which they are located.	
<p>Policy 2.3.5: Ensure that all multiple family housing is well-designed, attractive and livable by:</p> <ul style="list-style-type: none"> a. Ensuring all structures are architecturally compatible and include decorative architectural features and articulation in walls and roofs; b. Providing adequate parking, walkways, lighting, landscaping, amenities and open space areas; c. Providing private open space areas such as patios and balconies. 	
Objective 2.8: <i>The major purpose of specific plans is to encourage and promote the development of larger-scaled mixed-use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.</i>	
Policy 2.8.2: To the extent that development policies, land use standards, design guidelines, and other provisions of the adopted specific plans are, by their content, intended to address issues contained in the objectives, policies, and implementation programs of the Moreno Valley General Plan, and are inconsistent with the provisions of the General Plan, then the provisions of those specific plans shall be controlling; otherwise, all other provisions of the Moreno Valley General Plan shall remain in effect.	<p>Consistent. The proposed TCMV Specific Plan includes development standards and design guidelines. The proposed Specific Plan identifies that where discrepancies occur between the proposed Specific Plan and the City's Development Code, the Development Standards contained in the Specific Plan shall prevail. Additionally, it identifies that the MVMC shall supplant any standard or regulation not explicitly covered by the Specific Plan.</p>
Objective 2.10: <i>Ensure that all development within the City of Moreno Valley is of high quality, yields a pleasant living and working environment for existing and future residents, and attracts business as the result of consistent exemplary design.</i>	



General Plan Objective/Policy	Consistency Analysis
<p>Policy 2.10.1: Encourage a design theme for each new development that is compatible with surrounding existing and planned developments.</p>	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines encourage high quality development that focuses eyes on the street, promotes lively streetscape, and enables a mix of uses. Further, a specific plan is proposed to guide development of the Project site to, among other purposes, address compatibility with surrounding development, which primarily includes residential, school and religious uses. The proposed TCMV Specific Plan provides appropriate setbacks and buffering for smooth transitions and better compatibility.</p>
<p>Policy 2.10.2: Screen trash storage and loading areas, ground and roof mounted mechanical equipment, and outdoor storage areas from public view as appropriate.</p>	<p>Consistent. The proposed TCMV Specific Plan requires the screening of mechanical equipment from public review through the use of landscaping and/or low walls and parapets. Trash storage areas for residential uses are required to be enclosed, consistent with the City’s Zoning Code requirements. Additionally, service loading areas and refuse enclosures for commercial uses and required to be screened by a solid wall with materials of appropriate color and texture compatible to the adjoining building.</p>
<p>Policy 2.10.3: Require exterior elevations of buildings to have architectural treatments that enhance their appearance.</p> <ul style="list-style-type: none"> a. A design theme, with compatible materials and styles should be evident within a development project; b. Secondary accent materials, colors and lighting should be used to highlight building features; c. Variations in roofline and setbacks (projections and recesses) should be used to break up the building mass; d Industrial buildings shall include architectural treatments on visible facades that are aesthetically pleasing. 	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines encourage high quality architectural design for residential and commercial uses that embodies visual interest through articulation, elevation styles, color, and materials. The proposed TCMV Specific Plan does not allow industrial buildings.</p>
<p>Policy 2.10.4: Landscaping and open spaces should be provided as an integral part of project design to enhance building design, public views, and interior spaces; provide buffers and transitions as needed; and facilitate energy and resource conservation.</p>	<p>Consistent. In addition to the proposed public open space/park areas, which would be surrounded by commercial and residential uses, the proposed TCMV Specific Plan requires landscaping that is integrated with the architecture. The proposed landscape would soften the built environment, enhance gathering spaces and plazas and provide shade opportunities.</p>
<p>Policy 2.10.6: Buildings should be designed with a plan for adequate signage. Signs should be highly compatible with the building and site design relative to size, color, material, and placement.</p>	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines outline the allowed signage and building architecture, including for commercial uses. Signage installed within the Specific Plan area would comply with the Design Guidelines, and/or City regulations related to signage, and would be integrated into the architectural design and character of buildings.</p>
<p>Policy 2.10.7: On-site lighting should not cause nuisance levels of light or glare on adjacent properties.</p>	<p>Consistent. To reduce light pollution, and in adherence to MVMC Section 9.08.100, exterior lighting would be unobtrusive, reduce off-site glare, and light only the intended area. Additionally, pursuant to MVMC Section 9.10.110</p>



General Plan Objective/Policy	Consistency Analysis
	illumination from the Project would not exceed 0.5 footcandles on any adjacent property, whether the illumination is direct or indirect light from the source, and lighting would be designed to project downward and not create glare on adjacent properties.
Policy 2.10.8: Lighting should improve the visual identification of structures. Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.	Consistent. The proposed TCMV Specific Plan Design Guidelines address exterior lighting and indicate that exterior lighting would be part of the architectural and landscape design concept. The Commercial Design Guidelines include the use of accent or festive lighting to enhance nighttime ambiance.
Policy 2.10.9: Fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.	Consistent. The proposed TCMV Specific Plan includes Design Guidelines for walls and fences and includes requirements for landscape treatments and varying materials and textures and anti-graffiti elements to prevent vandalism.
Policy 2.10.10: Minimize the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and "side-on" cul-de-sacs.	Consistent. The proposed TCMV Specific Plan area is located in an area of the City where the concept is to have higher density homes in close proximity to parks and commercial uses. In some conditions, community walls may be used to provide privacy for residents, however, landscape such as shrubs and trees are envisioned to be planted along the public rights-of-way sides of the walls to soften the appearance. The proposed commercial and park uses would not include reverse frontage walls.
Policy 2.10.11: Screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.	Consistent. The proposed TCMV Specific Plan land use plan is designed so that there are no commercial uses adjacent to residential uses. The proposed commercial area is bound by roadways and the public park areas. The proposed TCMV Specific Plan Design Guidelines require that commercial areas be visually attractive and cohesive with the surrounding uses.
Policy 2.10.12: Screen parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations).	Consistent. The proposed TCMV Specific Plan area is bound by Nason Street to the east and Alessandro Boulevard to the south. Residential parking would typically occur in private garages, on-street, or in small clusters within the residential planning area. Where commercial uses are proposed, parking areas would be located at the interior of the parcel area encouraging street frontage for buildings. Where parking lots are visible from the public right-of-way, landscape elements such as trees, shrubs and low walls, would create a buffer between the street and the parking field with the intention of softening the streetscape and maintaining visibility for pedestrian safety.
Policy 2.10.13: Provide landscaping in automobile parking areas to reduce solar heat and glare.	Consistent. The proposed TCMV Specific Plan Commercial Design Guidelines require that shade trees be installed in parking areas to reduce solar heat and glare.



Table 4.1-2 City Proposed 2040 General Plan Consistency Analysis

Proposed 2040 General Plan Goal/Policy	Consistency Analysis
Land Use and Community Character Element	
Goal LCC-1: Establish an identifiable city structure and a flexible land use framework that accommodates growth and development over the planning horizon.	
Policy LCC.1-5: Encourage mixed-use development in either a vertical or horizontal configuration in the Downtown Center, the Moreno Valley Mall/ Towngate Center area, and at key intersections along major transit routes.	Consistent. The Project site is located within the City’s proposed Downtown Center and is proposed to include a mix of residential, commercial, civic and park uses.
Goal LCC-2: Foster vibrant gathering places for Moreno Valley residents and visitors	
Policy LCC.2-1: Create a Downtown Center with a vibrant mix of uses that will serve as the primary hub and focal point of Moreno Valley economic and cultural engine in the region.	Consistent. The Project site is located at the northwest corner of Nason Street and Alessandro Boulevard within the City’s proposed Downtown Center. The proposed TCMV Specific Plan land use plan includes a mix of residential, commercial, civic, and park uses, which offer the ability for placemaking and a focal point of the City. Pursuant to the proposed TCMV Specific Plan Design Guidelines, buildings would be oriented toward Nason Street and accessible to Alessandro Boulevard, creating a sense of arrival to the proposed Downtown Center area. The architecture would be visually pleasing and welcoming, and streets and pedestrian pathways would be enhancing the aesthetic of the area and encouraging residents and visitors to spend time at the site.
Policy LCC.2-8: Transform Nason Street and Alessandro Boulevard into grand boulevards with a distinctive, inviting character that announces arrival in Downtown Moreno Valley.	
Policy LCC.2-10: Create an attractive, safe environment for bicycles and pedestrians that promotes “micro-mobility” and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.	Consistent. Pursuant to the proposed TCMV Design Guidelines, the proposed streets would have a planting design that reinforces the community’s character. Where possible, curb-separated sidewalks and off-street paseos would be implemented to provide for a pleasant and safe pedestrian and bicycling environment. Class III bike routes would be implemented along proposed Street A and Bay Avenue. The circulation network would provide connectivity onsite and to the adjacent roadways.
Policy LCC.2-20: Encourage site designs that create an active street frontage and screen parking from the frontages of Alessandro, Sunnymead and Perris.	Consistent. Alessandro Boulevard forms the southern boundary of the Project site, and as shown on Figure 3-6, <i>Conceptual Land Plan</i> , residential uses are proposed along Alessandro Boulevard west of the new north-south public street, and commercial uses are proposed east of the new public street. As identified above, buildings would be accessible to Alessandro Boulevard, creating a sense of arrival to the proposed Downtown Center area. Parking areas would be screened, as appropriate.
Policy LCC.2-22: Encourage new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches: <ul style="list-style-type: none"> • Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials; 	Consistent. The proposed TCMV Design Guidelines specify building and design practices that encourage visual interest and quality architecture. The development standards within the TCMV Specific Plan promote flexibility and the ability to develop a mixed-use community with varying density ranges and product types.



Proposed 2040 General Plan Goal/Policy	Consistency Analysis
<ul style="list-style-type: none"> • Maintaining overall harmony while providing smaller-scale variety; and • Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements. 	
<p>Policy LCC.2-23: Ensure that commercial uses are designed to incorporate ground floor transparency and pedestrian activity.</p>	<p>Consistent. The proposed TCMV Specific Plan Commercial Design Guidelines encourage windows and “eyes” on the street. Furthermore, streetscape elements and building frontages are intended to be designed for visual interest, pedestrian comfort, and safety.</p>
<p>Policy LCC.2-28: Encourage landscaped common public spaces to be incorporated into new mixed-use development</p>	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines promote landscape in public spaces. Landscape design would address the use it is accompanying as well as climate appropriateness.</p>
<p>Policy LCC.2-29: Design of public spaces should ensure they are: Lined with active uses at grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity.</p> <ul style="list-style-type: none"> • Be completely visible from at least one street frontage and as feasible, be at least 50% visible from a secondary street frontage. • Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space. • Be located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided. • Reflect the design and placemaking elements of the surrounding area through the use of architectural styles, signage, colors, textures, materials and other elements. • Be constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area’s heat island effect. • Connect to bike and pedestrian facilities and be a part of an interconnected pathway or parkway system where feasible. 	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines encourage strong connections to public spaces, visibility from and into public spaces, and appropriate design to encourage use. The Project site is relatively flat and public spaces would be located at the same grade level as adjacent pedestrian and bicycle facilities. Pedestrian and bicycle facilities would be provided within the Specific Plan area to facilitate connectivity, including Class III bike routes along Bay Avenue and Street A. Pedestrian and bicycle activity is encouraged throughout the open spaces with connectivity to the surrounding uses. Architectural styling is encouraged to enhance visual interest and a vibrant atmosphere. Further, the proposed storm water and water quality management system would include implementation of low impact design features to efficiently manage storm water and minimize the area’s heat island effect.</p>
<p>Goal LCC-3: Build a distinctive sense of place and pride in Moreno Valley.</p>	
<p>Policy LCC.3-1: Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in</p>	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines encourage high quality development that focuses eyes on the street, promotes lively streetscape, and enables a</p>



Proposed 2040 General Plan Goal/Policy	Consistency Analysis
<p>centers and corridors.</p> <p>Policy LCC.3-2: Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.</p>	<p>mix of uses. Further, a specific plan is proposed to guide development of the Project site to, among other purposes, address compatibility with surrounding development, which primarily includes residential, school and religious uses. Structures over four stories in height would be located, designed, and oriented to ensure compatibility with existing residential land uses. This would also be accomplished with adherence to the proposed TCMV Specific Plan building setbacks. The proposed TCMV Specific Plan provides appropriate setbacks and buffering for smooth transitions and better compatibility.</p>
<p>Policy LCC.3-4: Strengthen the sense of arrival into Moreno Valley and the Downtown Center with gateway design at the locations shown on Map LCC-3. Gateway design elements shall include streetscape design, signage, building massing, and similarly themed design elements.</p>	<p>Consistent. The Project site is located at the proposed gateway at the intersection of Nason Street and Alessandro Boulevard. Pursuant to the proposed TCMV Specific Plan Design Guidelines, the Project would include design elements that are representative of an activated mixed-use area in the overall design, and that include signage, landscaping, and architectural features. Monuments, entry features, and signage are an important element of community design and are fundamental in creating a sense of place. Project icons, thematic pilasters, and specialty landscaping would be used to create strong entry statements.</p>
<p>Policy LCC.3-5: Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gateways.</p>	<p>Consistent. Pursuant to the proposed TCMV Specific Plan, public art would be included as part of the development within the Specific Plan area.</p>
<p>Policy LCC.3-8: Encourage development and display of public art to promote the history, heritage, culture and contemporary identity of Moreno Valley.</p>	<p>Consistent. Pursuant to the proposed TCMV Specific Plan, public art would be included as part of the development within the Specific Plan area.</p>
<p>Policy LCC.3-14: Within individual residential projects, a variety of floor plans and elevations should be offered.</p>	<p>Consistent. The proposed TCMV Specific Plan includes flexible development standards to encourage a range of housing types, which enable options in floor plans and elevations.</p>
<p>Policy LCC.3-15: Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.</p>	<p>Consistent. The proposed TCMV Specific Plan Design Guidelines encourage high quality architectural design that embodies visual interest through articulation, elevation styles, color, and materials.</p>
<p>Policy LCC.3-16: Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.</p>	<p>Consistent. As shown on EIR Figure 3-5, <i>Conceptual Land Use Plan</i>, the proposed TCMV Specific Plan includes a large central park and linear park with proposed residential uses adjacent to the north and west. Further, individual residential planning areas would incorporate landscaping elements, which may include, among other amenities, small gathering areas.</p>
<p>Policy LCC.3-17: Screen and buffer nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.</p>	<p>Consistent. As shown on EIR Figure 3-5, <i>Conceptual Land Use Plan</i>, the proposed non-residential (commercial/civic) land use area would be located in the southeast portion of the Project site and would not be located adjacent to existing residential uses to the west. The proposed residential areas provide a buffer between existing residential and proposed non-residential uses. Additionally, screening and setbacks appropriate to the development conditions would be implemented, as outlined in the proposed TCMV Specific</p>



Proposed 2040 General Plan Goal/Policy	Consistency Analysis
<p>Policy LCC.3-20: Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.</p>	<p>Plan Development Standards.</p> <p>Consistent. The proposed TCMV Specific Plan, including the Design Guidelines and Development Standards, address quality site design to encourage a successful development that is visually pleasing, safe, and vibrant. Appropriate setbacks would create separation where needed and utilities would be implemented in accordance with applicable requirements established by the City and/or utility providers. Dry utility infrastructure would be placed underground. Landscape treatments pursuant to the proposed TCMV Specific Plan would enhance the community, and monuments, entry features and signage would be used to assist with wayfinding. Notably, the proposed TCMV Specific Plan identifies that commercial monuments may be placed at or near the entries and/or major street intersections. These monuments may feature the names of stores, and would be written clearly for easy identification, especially by drivers. Adherence to the proposed Design Guidelines and Development Standards would establish a consistent design concept that produces a cohesive (not chaotic) appearance and strong sense of place and would ensure that businesses are not competing for attention.</p>
<p>LCC.3-21: Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential character of the neighborhood.</p>	<p>Consistent. The proposed TCMV Specific Plan is proposed to guide development of the Project site to, among other purposes, address compatibility with surrounding development, which primarily includes existing and proposed residential uses, schools and religious uses. The proposed TCMV Specific Plan Design Guidelines outline the allowed signage and building architecture, including for commercial uses. Signage installed within the Specific Plan area would comply with the proposed Design Guidelines, and/or City regulations related to signage, as applicable. The Design Guidelines require that monuments and signage be consistent with and reflect the overall character of the neighborhood.</p>

2. Moreno Valley Municipal Code

Consistent with the provisions of the MVMC Section 9.07.010(B)(3), the Project involves the proposed TCMV Specific Plan to establish the zoning, development, and design standards for implementing projects within the Project site. As described in Section 3.0, *Project Description*, the proposed TCMV Specific Plan includes required Design Guidelines and Development Standards to guide development of the Project site in a manner consistent with the General Plan and MVMC.

The proposed TCMV Specific Plan Development Standards, which apply to residential, retail, commercial, and civic uses are outlined in EIR Table 3-1. In some instances, existing general City standards are modified by the proposed TCMV Specific Plan to facilitate use of innovative development.



Chapter 5 of the proposed TCMV Specific Plan includes Design Guidelines, which are summarized in EIR Section 3.4.3 and serve as the design basis for future development within the Specific Plan area. The community character would be captured through carefully integrating architecture and landscape. The Design Guidelines are intended to help ensure a high level of design quality while providing the flexibility necessary to encourage creativity. The Design Guidelines are also meant to promote development which is pedestrian-oriented, interconnected, and encourages sustainable neighborhood design principles. Key elements outlined in the Design Guidelines include streetscape design; monuments, entry features, and signage; walls and fences; lighting and mechanical equipment; and design of residential and non-residential uses.

As described in EIR Section 3.7, *Summary of Requested Actions*, Plot Plans would be processed for future development implementing the proposed TCMV Specific Plan. The City would review the proposed site plans, building design/architecture, landscape plans, etc. for consistency with the proposed TCMV Specific Plan Development Standards and Design Guidelines. With adherence to the proposed TCMV Specific Plan Development Standards and Design Guidelines, future development would not conflict with applicable zoning and other regulations governing scenic quality, resulting in a less than significant impact.

Threshold d: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

A. *Light*

If the Project would directly expose the Project area with bright lights or create unwanted light in the night sky including light trespass sky glow, or over-lighting, the Project would adversely affect day or nighttime views in the area.

1. *Construction-Related Lighting*

As further discussed in EIR Section 3.5, *Project Construction Characteristics*, construction activities would comply with applicable provisions in MVMC Section 8.14.040(e), which limits construction activity to 7:00 a.m. to 7:00 p.m. on Mondays through Fridays, and 8:00 a.m. to 4:00 p.m. on Saturdays, unless otherwise approved by the City. While the hours of construction may be limited, nighttime lighting would likely be used within the construction areas to provide security for construction equipment and construction materials. This type of temporary security lighting is often unshielded and may shine onto adjacent properties and roadways. Even though construction staging areas would be located as far as possible from adjacent residential uses, such security lighting may cause a significant impact in the form of a nuisance to the residents, resulting in a potentially significant impact prior to mitigation. MM 4.1-1 requires that construction staging areas be located as far as possible from the residential development adjacent to the Project site to minimize light intrusion and also requires that any temporary nighttime lighting that is installed be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties. With implementation of MM 4.1-1, potential lighting impacts during construction would be reduced to a less than significant level.



2. Operational Lighting

Although implementation of uses allowed by the proposed TCMV Specific Plan would introduce new development to the Project site, the site is located in an area that is already subject to nighttime lighting, primarily associated with surrounding residential and non-residential uses, and streetlights along Nason Street and Alessandro Boulevard. Additionally, “sky glow,” which is the illumination of the night sky from urban uses, already occurs.

With implementation of the proposed residential, commercial/civic, and park uses at the Project site, lighting would be utilized within the public realm (commercial center and public open space areas) and in residential areas for security and aesthetics. To reduce light pollution, and in adherence to MVMC Section 9.08.100, exterior lighting would be unobtrusive, reduce off-site glare, and light only the intended area. Additionally, pursuant to MVMC Section 9.10.110, illumination from the Project would not exceed 0.5 footcandles on any adjacent property, whether the illumination is direct or indirect light from the source, and lighting would be designed to project downward and not create glare on adjacent properties. As part of the development review process, a comprehensive lighting plan would be prepared. Adherence to the lighting design requirements outlined in the lighting plan and proposed TCMV Specific Plan would ensure that the proposed lighting would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, this impact would be less than significant.

B. Glare

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Exterior building materials that are expected to be used at ground level to form the building base would include, but not be limited to: stucco, hardboard type siding, aluminum storefronts with vision glass, metal/faux metal panels/sidings (painted and/or faux metallic look finishes), cultured stone veneer, brick type veneer, precast concrete/CMU veneer/caps, backlit translucent glass elements, factory finished (painted) metal canopies, expressed painted steel columns/elements, painted/perforated and/or cut metal panels, tile/paint accents, tenant signage including exposed “neon,” internally lit signs, and face-lit signs. These low- and non-reflective building materials would not result in substantial glare impacts within the Project site or surrounding areas, and notably at the street level. Adherence to the Development Standards and Design Guidelines (architectural and landscape) outlined in the proposed TCMV Specific Plan, which require finishes that reduce reflection and glare, would ensure that these materials would not result in substantial light or glare that adversely affects day or nighttime views in the area. Therefore, this impact would be less than significant.

4.1.5 CUMULATIVE IMPACT ANALYSIS

The study area for cumulative aesthetic impacts for the Project includes areas in the same viewshed as the Project. If the projects are not visible from the same vantage point, the viewer would not perceive them at the same time and they would not result in a cumulative change in the visual character or quality. As shown on Figure 4.0-1, *Cumulative Development Location Map*, there are cumulative



projects in the vicinity of the Project, including projects along Alessandro Boulevard and Nason Street that would be in the same viewshed as the Project. Specifically, a residential development is proposed adjacent to and northeast of the Project (south of Cottonwood Avenue and west of Nason Street; MV 6), and a residential and office (live/work units) development is planned adjacent to the southern portion of the Project site (north of Alessandro Boulevard; MV2).

The Project site is not within a designated view corridor, and the Project does not involve any development within or adjacent to any scenic resources that define a scenic vista. The public views available from Nason Street, Alessandro Boulevard, and Cottonwood Avenue adjacent to the Project site would largely be retained, and the Project's potential impacts to scenic views of the Box Springs Mountains, San Gabriel Mountains, San Bernardino Mountains, Bernasconi Hills, and Moreno Peak would be less than significant. Planned development adjacent to the Project site would be in the same viewshed as the Project from vantage points along Nason Street and Alessandro Boulevard; however, as with the Project site, these sites are not within a view corridor and development of these sites would not have a substantial adverse impact on a scenic vista. Therefore, the Project would not contribute to cumulatively significant aesthetic impacts related to scenic vistas.

The Project site and nearby cumulative project sites within the same viewshed are not within a State scenic highway corridor and do not contain any scenic resources. Therefore, the Project would not contribute to cumulatively significant impacts on scenic resources within a designated State scenic highway.

The Project and cumulative projects in the same viewshed are within an area planned to be developed with a mix of business, residential, public, and civic uses. The Project would be required to adhere to the proposed Development Standards and Design Guidelines established in the TCMV Specific Plan, which address architecture, landscaping, walls/fences, and other elements of the physical environment. Additionally, the cumulative projects would be required to adhere to established development standards addressing scenic quality as outlined in the General Plan and MVMC, resulting in a less than significant impact. Therefore, the Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic quality.

Implementing projects would adhere to proposed TCMV Specific Plan Development Standards and Design Guidelines related to exterior lighting and reflective building materials and would incorporate MM 4.1-1 (to minimize light impacts during construction) and would result in less than significant light and glare impacts. Cumulative development projects with the potential to generate light and glare would be required to comply with regulations established to reduce light and glare impacts from new development, including MVMC Section 9.08.100 and Section 9.10.110, and would also result in less than significant light and glare impacts. Therefore, the Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.



4.1.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project site is not within a City-designated view corridor, and the Project does not involve any development within or adjacent to any scenic resources that define a scenic vista. The public views available from Nason Street, Alessandro Boulevard, and Cottonwood Avenue adjacent to the Project site would largely be retained, and the Project's potential impacts to scenic views of distant mountains and Moreno Peak would be less than significant.

Threshold b: No Impact. The Project site is not within the viewshed of a State scenic highway; therefore, the Project would not degrade scenic resources within a State scenic highway. No impact would occur.

Threshold c: Less than Significant Impact. Future development implementing the proposed TCMV Specific Plan would adhere to the established Development Standards and Design Guidelines included in the TCMV Specific Plan and would not conflict with goals or policies outlined in the General Plan or MVMC requirements that regulate scenic quality. This impact would be less than significant.

Threshold d: Potentially Significant Impact (Construction)/Less than Significant Impact (Operation). Construction-related lighting has the potential to create substantial light, which could adversely affect adjacent residential uses, resulting in a potentially significant temporary impact.

Future development implementing the proposed TCMV Specific Plan would adhere to established Development Standards and Design Guidelines related to lighting and non-reflective building materials and would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

4.1.7 MITIGATION

MM 4.1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the contractor specifications require that the construction staging area be located as far as possible from the existing residential development surrounding the Project site to minimize light intrusion. Temporary nighttime lighting installed during construction for security or any other purpose shall be downward-facing and hooded or shielded to prevent light from spilling outside the staging area and from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City during inspections of the construction site.

4.1.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold d: Less than Significant Impact with Mitigation. Implementation of MM 4.1-1 would ensure that construction-related nighttime lighting does not spill onto adjacent residential uses, and potential impacts would be reduced to a level considered less than significant.



4.2 AGRICULTURE AND FORESTRY RESOURCES

This subsection describes the agricultural resources present on the Project site and in the site's vicinity and evaluates the potential effects that the Project may have on these resources. References used in this subsection are listed in EIR Section 7.0, *References*.

4.2.1 EXISTING CONDITIONS

A. Farmland and Agricultural Resources

The City of Moreno Valley (City) has a long history of agricultural use dating back to the 19th century; however, a variety of economic factors have caused farming to decrease substantially over recent decades. The City has transitioned from primarily agricultural to urban uses. Nevertheless, the California Department of Conservation (CDC) has identified approximately 157 acres of land within the City as "Prime Farmland," meaning that these acres have among the best combination of characteristics for crop production. Additionally, the City has identified approximately 9,689 acres of land within the City as "Farmland of Local Importance" (City of Moreno Valley 2021b).¹ These farmland classifications are further discussed in Subsection 4.2.2, *Regulatory Setting*. The Prime Farmland and Farmland of Local Importance are concentrated within the eastern portion of the City. There are very limited areas of Unique Farmland (approximately 20.2 acres) and Farmland of Statewide Importance (approximately 8 acres) in the City, north of State Route (SR)-60. The nearest Important Farmland to the Project site is designated Prime Farmland located approximately 2.1 miles northeast of the Project site (CDC 2020a).

Based on review of historic aerial photographs, agricultural activities occurred at the Project site from the 1930s to the late 1960s (Leighton 2025a). There are no existing agricultural activities at the Project site. Further, there is no agricultural irrigation source or infrastructure available to serve the Project site. According to the CDC's 2020 Important Farmland Finder Map, the latest available mapping for the City, the Project site is identified as Farmland of Local Importance (refer to Figure 4.2-1, *Farmland Classification*) (CDC 2020a).

The Project site does not include any land under an active Williamson Act Contract (CDC 2025). Additionally, the City's General Plan land use and zoning designations do not include agricultural uses; the current 2006 General Plan land use designation and zoning for the Project site allows Public Facilities uses. The City's proposed 2040 General Plan and Zoning Update allow for a mix of business, entertainment, residential, cultural, and civic uses pursuant to the Downtown Center (DC) District.

As described in EIR Section 2.0, *Environmental Setting*, existing single-family residences are adjacent to the Project site to the west, and roadways border the Project site to the north, east, and south. There are single-family residences north of Cottonwood Avenue; vacant land south of Alessandro Boulevard; and existing residential, school, and religious uses, and vacant/undeveloped land east of Nason Street.

¹ The agricultural resources information provided in the proposed 2040 General Plan, which the City is in the process of readopting, remains applicable to the discussion of the existing environmental setting for agricultural resources in the City. The court decision did not address this topical issue.



As shown on Figure 4.2-1, *Farmland Classification*, the areas surrounding the Project site are designated Farmland of Local Importance, Urban and Built-up Land, and Other Land.

B. Soils

The Project site consists of the following soil map units, which are classified as Class IIIe: Greenfield sandy loam (GyC2) (2 to 8% slopes, eroded); Hanford coarse sandy loam (HcC) (2 to 8% slopes); and Ramona sandy loam (RaB2) (2 to 5% slopes, eroded) (refer to Figure 7, *Soils Map*, of the Biological Report included in EIR *Technical Appendix C*) (VCS 2025). Class III soils have severe limitations that reduce the choice of plants or require special conservation practice, or both, and subclass “e” is made up of soils for which the susceptibility to erosion is the dominant problem or hazard affecting their use (USDA 2022).

C. Forest Land

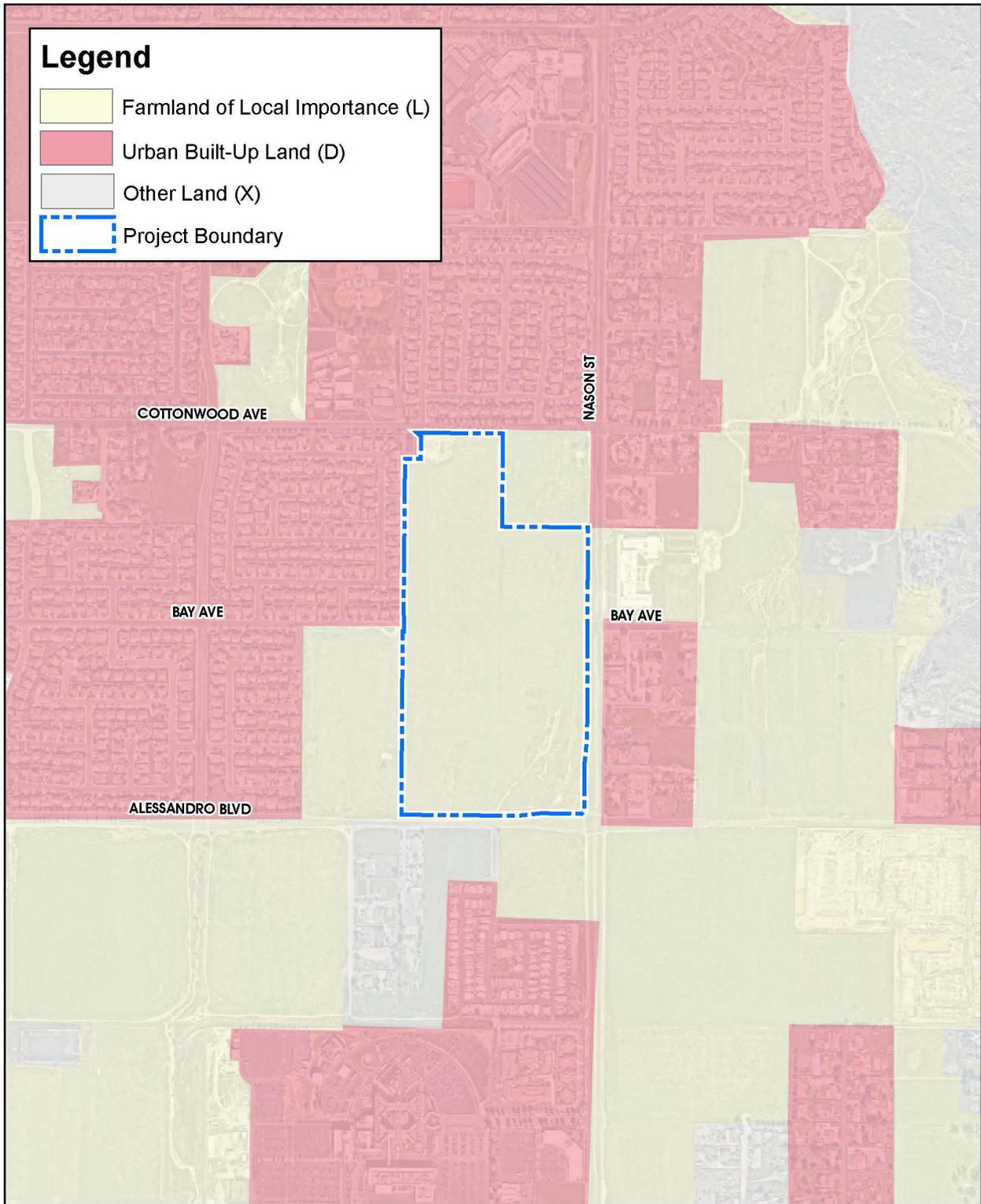
The City does not contain forest land and there are no areas within the City, including the Project site, that are zoned forest land (City of Moreno Valley 2024).

4.2.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

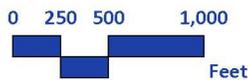
1. California Land Conservation Act (CLCA)

The California Land Conservation Act (CLCA) of 1965, better known as the Williamson Act (*California Administrative Code* Section 51200 et seq.), creates an arrangement whereby private landowners contract with local governments to voluntarily restrict land to agricultural or related open space uses. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use rather than potential market value, which saves landowners from 20 to 75% in property tax liability each year. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971 (*California Government Code* Section 16140-16154). Review of CDC, Division of Land Resource Protection, Conservation Program Support mapping data determined that there are no parcels protected by Williamson Act Contracts within the City. Four contiguous parcels totaling 144.75 acres located within the southeasternmost portion of the City’s sphere of influence are protected by a Williamson Act Contract (CDC 2025).



Source(s): ESRI, NearMap Imagery (February 2024), RCLMA (2021), FMMP (2020)

Figure 4.2-1



Farmland Classification



2. *Farmland Mapping and Monitoring Program (FMMP)*

The goal of the CDC's Farmland Mapping and Monitoring Program (FMMP) (CDC 2020b) is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, FMMP's objective is to provide maps and statistical data to the public, academia, and local, State, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. *Government Code* Section 65570 mandates the FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP was also directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory and provide a consistent and impartial analysis of agricultural land use and change in California. The FMMP provides basic data from which observations and analyses can be made in the land use planning process.

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted. Provided below is a description of the various map categories established by the FMMP:

- **Prime Farmland (P):** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland (U):** Farmland of lesser quality soils used to produce the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance (L):** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land (G):** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land (D):** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for



residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land (X):** Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres is mapped as Other Land.

4.2.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to agriculture and forestry resources based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact to agricultural resources would occur if the Project would:

- 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.*

4.2.4 IMPACT ANALYSIS

Threshold a: Would the Project 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?

CEQA Guidelines Appendix G (Threshold a) defines three of the FMMP's Important Farmland categories – “Prime Farmland,” “Unique Farmland,” and “Farmland of Statewide Importance” – as “Farmland” for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered a significant impact. The Project site does not have any lands mapped by the CDC as Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). As previously identified, the CDC classifies the entire Project site as Farmland of Local Importance and there are no existing agricultural operations at the Project site. The Project site consists of the Class



The soils, which have limitations relative to agricultural production. Further, there is no agricultural irrigation source or infrastructure available to serve the Project site. For these reasons, implementation of the Project would not convert Farmland, so no impact would occur.

Threshold b: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The City does not have any exclusive agricultural zones; the Project site is zoned Public (P) District. Additionally, there are no lands on site under a Williamson Act Contract (CDC 2025). Thus, the Project would not conflict with zoning for agricultural uses or a Williamson Act Contract. No impact would occur.

Threshold c: Would the Project 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))?

The City does not have any exclusive forest land, timberland, or timberland production zones (City of Moreno Valley 2024). Thus, the Project would not conflict with zoning for forest land, timberland, or timberland production uses. No impact would occur.

Threshold d: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

The City does not possess any forest land (City of Moreno Valley 2024). Thus, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Threshold e: Would the Project 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?

As shown on Figure 4.2-1, *Farmland Classification*, there is no Farmland (i.e., Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) onsite or in the area surrounding the Project site. The areas surrounding the Project site are designated as Farmland of Local Importance, Urban and Built-up Land, and Other Land, and consist of developed areas and vacant land. There are no existing agricultural activities onsite or on the undeveloped parcels in the vicinity of the Project site. Therefore, implementation of residential, commercial/civic, and park uses at the Project site, as anticipated by the proposed TCMV Specific Plan, would not result in the conversion of Farmland to non-agricultural uses. Additionally, the City does not contain forest land and implementation of the Project would not result in the conversion of forest land to non-forest use. No impact would occur.



4.2.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis for agricultural and forest land resources considers development of the Project site in conjunction with other development projects and planned development pursuant to the City's General Plan. The Project would not directly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. As discussed previously, the nearest Important Farmland is designated Prime Farmland located approximately 2.1 miles northeast of the Project site (CDC 2020a). Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to loss of Farmland or conversion of Farmland to non-agricultural use.

The City does not contain any areas with General Plan land use or zoning designations for agricultural uses. Therefore, the Project would not conflict with existing zoning for agricultural use nor contribute to a cumulative impact to agriculturally zoned properties. The Project site and adjacent sites are not under a Williamson Act Contract and, therefore, would not contribute to a cumulatively significant impact to Williamson Act lands.

There are no forest lands, timberlands, or Timberland Production zones within the Project site or in the City, nor are any lands in the City under active production as forest land. Therefore, cumulatively significant impacts to forest land would not occur and the Project would not contribute to a cumulatively significant impact related to the loss of these lands.

The Project does not involve any 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; therefore, the Project would not contribute to a cumulative impact related to the conversion of land to non-agricultural or non-forest uses.

4.2.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. The Project site does not contain Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) and there are no agricultural activities onsite. The Project would not convert Farmland to non-agricultural uses and no impact would occur.

Threshold b: No Impact. The City does not contain areas zoned for agricultural uses and the Project site does not contain land under a Williamson Act Contract. The Project would not conflict with a Williamson Act Contract or agricultural zoning and no impact would occur.

Threshold c: No Impact. The City does not have a forest land zone; therefore, the Project would not conflict with any forest land zoning and no impact would occur.

Threshold d: No Impact. There is no forest land within the City; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest uses and no impact would occur.



Threshold e: No Impact. The Project would not result in any other changes that would result in the conversion of farmland to non-agricultural uses or the conversion of forest land to non-forest use and no impact would occur.

4.2.7 MITIGATION

Impacts would be less than significant, and no mitigation is required.



4.3 AIR QUALITY

This subsection is based on the *Town Center at Moreno Valley Specific Plan Air Quality Impact Analysis* (AQIA) prepared by Urban Crossroads, Inc. (Urban Crossroads 2025a) to evaluate the potential for Project-related construction and operational activities to result in adverse effects on local and regional air quality. This technical study is included as EIR *Technical Appendix B*. All references used in this subsection are listed in EIR Section 7.0, *References*.

4.3.1 EXISTING CONDITIONS

A. Atmospheric Setting

The Project site is in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB encompasses approximately 6,745 square miles and includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SoCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and the San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south.

B. Regional Climate and Methodology

The regional climate, temperature, wind, humidity, precipitation, and the amount of sunshine, has a substantial influence on air quality. The annual average temperatures throughout the SoCAB vary from the low- to mid-60s (in degrees Fahrenheit [°F]). Due to a decreased marine influence, the eastern portion of the SoCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SoCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. Although the climate of the SoCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. Humidity restricts visibility in the SoCAB and the conversion of sulfur dioxide (SO₂) to sulfates (SO₄) is heightened in the air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SoCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SoCAB's rainfall occurs between November and April. The annual average rainfall within the SoCAB varies between approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SoCAB. Due to its generally clear weather, about three-quarters of available sunshine is received in the SoCAB; the remaining one-quarter is absorbed by clouds. The abundant amount of sunshine (and its associated ultraviolet radiation) is a key factor to the photochemical reactions of air pollutants in the SoCAB.



The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SoCAB is subjected to wind flows associated with storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed “Santa Anas,” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. During the nighttime, heavy, cool air descends mountain slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

In the SoCAB, there are two distinct temperature inversion structures that control the vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SoCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides and carbon monoxide, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

C. Air Quality Pollutants and Associated Human Health Effects

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below in Table 4.3-1, *Criteria Pollutants*.



Table 4.3-1 Criteria Pollutants

Criteria Pollutant	Description	Sources	Health Effects
Carbon Monoxide (CO)	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O ₃), motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O ₂) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O ₂ transport and competing with O ₂ to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O ₂ supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O ₂ deficiency) as seen at high altitudes.
Sulfur Dioxide (SO ₂)	SO ₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO ₂ oxidizes in the atmosphere, it forms SO ₄ . Collectively, these pollutants are referred to as sulfur oxides (SO _x).	Coal or oil burning power plants and industries, refineries, diesel engines	A few minutes of exposure to low levels of SO ₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO ₂ . In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO ₂ . Animal studies suggest that despite SO ₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue



Criteria Pollutant	Description	Sources	Health Effects
			<p>damage, and sloughing off of cells lining the respiratory tract.</p> <p>Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.</p>
Nitrogen Oxides (NO _x)	<p>NO_x consist of nitric oxide (NO), nitrogen dioxide (NO₂) and nitrous oxide (N₂O) and are formed when nitrogen (N₂) combines with O₂. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO_x is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO₂ is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO₂ is the most abundant in the atmosphere. As ambient concentrations of NO₂ are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by regional monitoring station.</p>	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	<p>Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.</p> <p>In animals, exposure to levels of NO₂ considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O₃ exposure increases when animals</p>



Criteria Pollutant	Description	Sources	Health Effects
			are exposed to a combination of O ₃ and NO ₂ .
Ozone (O ₃)	O ₃ is a highly reactive and unstable gas that is formed when VOCs and NO _x , both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O ₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.	Formed when reactive organic gases (ROG) and NO _x react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O ₃ effects. Short-term exposure (lasting for a few hours) to O ₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O ₃ levels are associated with increased school absences. In recent years, a correlation between elevated ambient O ₃ levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O ₃ levels. O ₃ exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O ₃ may be more toxic than exposure to O ₃ alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.



Criteria Pollutant	Description	Sources	Health Effects
Particulate Matter (PM)	<p>PM₁₀: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM₁₀ is considered a criteria air pollutant.</p> <p>PM_{2.5}: A similar air pollutant to PM₁₀ consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO₄ formed from SO₂ release from power plants and industrial facilities and nitrates that are formed from NO_x release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM_{2.5} is a criteria air pollutant.</p>	<p>Sources of PM₁₀ include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_x, SO_x, organics). Incomplete combustion of any fuel.</p> <p>PM_{2.5} comes from fuel combustion in motor vehicles, equipment, and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_x, SO_x, organics).</p>	<p>A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.</p> <p>Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.</p> <p>The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}.</p>
Volatile Organic Compounds (VOC)	<p>VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known</p>	<p>Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing</p>	<p>Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.</p>



Criteria Pollutant	Description	Sources	Health Effects
	<p>as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.</p>	<p>and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.</p>	
<p>Reactive Organic Gases (ROG)</p>	<p>Similar to VOC, ROGs are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.</p>	<p>Sources similar to VOCs.</p>	<p>Health effects similar to VOCs.</p>
<p>Lead (Pb)</p>	<p>Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational</p>	<p>Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.</p>	<p>Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death;</p>



Criteria Pollutant	Description	Sources	Health Effects
	activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.		although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves.	Odors can come from many sources including animals, human activities, industry, nature, and vehicles.	Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Source: (Urban Crossroads 2025a)

D. Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 2-2, *Ambient Air Quality Standards*, of the AQIA provided in EIR *Technical Appendix B*.



The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the State and federal standards. At the time the AQIA was prepared, the most recent State and federal standards were updated by the California Air Resources Board (CARB) on July 16, 2024, and are also presented in Table 2-2, *Ambient Air Quality Standards*, of the AQIA provided in EIR *Technical Appendix B*. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O₃, CO, SO₂ (1 and 24 hour), NO₂, PM₁₀, and PM_{2.5} are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that SCAQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area.

1. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O₃, particulate matter (PM₁₀ and PM_{2.5}), NO₂, and SO₂ which are known as criteria pollutants. SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On January 25, 2024, CARB posted the proposed 2023 amendments to the state and national area designations. See Table 4.3-2, *Attainment Status of Criteria Pollutants in the SoCAB*, for attainment designations for the SoCAB. Appendix 2.1 of EIR *Technical Appendix B* provides a geographic representation of the state and federal attainment status for applicable criteria pollutants within the SoCAB.

2. Local Air Quality

SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRAs]) throughout the SoCAB in order to provide Southern California residents with information on the air quality conditions. The Project site is located within SRA 24. Within SRA 24, SCAQMD Perris Valley monitoring station, located approximately 8.7 miles southwest of the Project site, is the nearest air quality monitoring station; however, data is not available for the past three years. As the Perris Valley monitoring station does not provide data for air quality conditions, the next nearest monitoring stations will be utilized. Data for CO, NO₂, and PM₁₀ was obtained from the Elsinore Valley monitoring station, located in SRA 25, approximately 18.34 miles southwest of the Project site. The nearest station for PM_{2.5} data was obtained from the Metropolitan Riverside County monitoring station, which is located approximately 14.0 miles northwest of the Project site. It should be noted that the data from the Elsinore Valley and Metropolitan Riverside County monitoring stations were utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.



Table 4.3-2 Attainment Status of Criteria Pollutants in the SoCAB

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ¹	Attainment	Unclassifiable/Attainment

Note: See Appendix 2.1 of EIR *Technical Appendix B* for a detailed map of State/National Area Designations within the SoCAB

“--” = No standard.

Source: (Urban Crossroads 2025a)

The most recent three years of data available are shown in Table 4.3-3, *Project Area Air Quality Monitoring Summary 2021-2023*, which identifies the number of days ambient air quality standards were exceeded for the study area and is considered to be representative of the local air quality at the Project site. Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} for 2021 through 2023 was obtained from SCAQMD Air Quality Data Tables. Additionally, data for SO₂ has been omitted as attainment is regularly met in the SoCAB and few monitoring stations measure SO₂ concentrations.

E. Sensitive Receptors

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

1. Residential Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory illness, athletes, and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors.” These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Consistent with SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology), the nearest land use where an individual could remain for 24 hours to the Project site (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time.

¹ The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SoCAB.



Table 4.3-3 Project Area Air Quality Monitoring Summary 2021-2023

Pollutant	Standard	Year		
		2021	2022	2023
O₃				
Maximum Federal 1-Hour Concentration (ppm)		0.117	0.121	0.120
Maximum Federal 8-Hour Concentration (ppm)		0.094	0.091	0.103
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	25	17	10
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	60	37	35
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	1.3
Maximum Federal 8-Hour Concentration	> 20 ppm	0.8	0.6	0.7
NO₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.037	0.042
Annual Average		0.007	0.007	0.007
PM₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	89	91	186
Annual Federal Arithmetic Mean (µg/m ³)		21.4	19.8	20.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	1
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	4	1	5
PM_{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	82.10	38.50	48.70
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.58	10.80	10.47
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	10	1	1

Note: ppm = Parts Per Million; µg/m³ = Microgram per Cubic Meter

Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables

Source: (Urban Crossroads 2025a)

2. Non-Residential Receptors

As per the LST Methodology, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain on site for a full 24 hours but are typically on site for 8 hours or less. The LST Methodology explicitly states that “LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.” For purposes of analysis, if an industrial/commercial use is located at a closer distance to the Project site than the nearest residential use, the nearest industrial/commercial use will be utilized to determine construction and operational LST air impacts for emissions of NO₂ and CO because an individual could be present at these sites for periods of 1 to 8 hours.



3. *Project-Related Sensitive Receptors*

Sensitive receptors in the Project study area are described below and are depicted in Figure 4.3-1, *Sensitive Receptor Locations*:

- R1: Location R1 represents the existing residence at 26873 Campus Point Drive, approximately 92 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.
- R2: Location R2 represents the existing residence at 13760 Nason Street, approximately 164 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- R3: Location R3 represents the existing residence at 13980 Nason Street, approximately 211 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- R4: Location R4 represents the existing residence at 26871 Alessandro Boulevard, approximately 453 feet south of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site.
- R5: Location R5 represents the Valley Christian Academy located at 26755 Alessandro Boulevard, approximately 163 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receptor R5 is placed at the building façade.
- R6: Location R6 represents the existing residence at 26606 Danube Way, approximately 675 feet west of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site.
- R7: Location R7 represents the existing residence at 26722 Bay Avenue, approximately 26 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R7 is placed at the building façade.
- R8: Location R8 represents the Moreno Valley Unified School District Early Learning Academy located at 26700 Cottonwood Avenue, approximately 296 feet northwest of the Project site. R8 is placed at the closest classroom.
- R9: Location R9 represents the relocated Moreno Elementary School located at 13700 Nason Street, approximately 220 feet east of the Project site. R9 is placed at the building façade facing the Project.



Source(s): Urban Crossroads (March 2024)

Figure 4.3-1



Not to Scale



Sensitive Receptor Locations

4.3.2 REGULATORY SETTING

A. Federal Plans, Policies, and Regulations

1. Federal Clean Air Act (CAA)

The Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O₃, CO, NO_x, SO₂, PM₁₀, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside State waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of CARB.

The Clean Air Act (CAA; 42 U.S.C. Section 7401 et seq.) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards and the NAAQS and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}. Table 2-2, *Ambient Air Quality Standards*, of the AQIA provided in EIR Technical Appendix B provides the NAAQS within the SoCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

B. State Plans, Policies, and Regulations

1. California Air Resources Board

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. California Air Resources Board (CARB), which became part of California Environmental Protection Agency (CalEPA) in 1991, is responsible for ensuring implementation of the CCAA, responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in



order to attain the state ambient air quality standards by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, hydrogen sulfide (H₂S), and vinyl chloride (C₂H₃Cl). However, at this time H₂S and C₂H₃Cl are not measured at any monitoring stations in the SoCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include no net increase in emissions from new and modified stationary sources and best available retrofit technology for existing sources.

Local air quality management districts, such as SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

2. *Air Quality Management Plans*

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low-emissions vehicles by fleet operators; and
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG_s, NO_x, CO, and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

3. *California Air Resources Board Rule 2449*

CARB enforces rules related to air pollutant emissions in the State of California. CARB Rule 2449 (13 CCR 2449), *In-Use Off-Road Diesel Idling Restricts*, limits nonessential idling to five minutes or less for diesel-powered off-road equipment.



4. *Senate Bill 535 – Disadvantaged Communities*

Senate Bill 535 (SB 535; De León, Chapter 830, 2012) recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality. Disadvantaged communities in California are specifically targeted for investment of proceeds from the State’s cap-and-trade program. These investments are aimed at improving public health, quality of life, and economic opportunity in California’s most burdened communities while at the same time reducing pollution that causes climate change. Authorized by the California Global Warming Solutions Act of 2006 (AB 32), the State’s cap-and-trade program is one of several strategies that California uses to reduce greenhouse gas emissions that cause climate change. The funds must be used for programs that further reduce emissions of greenhouse gases. SB 535 requires that 25% of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. CalEPA is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (*Health and Safety Code*, Section 39711, Subsection [a]). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen). While portions of the City of Moreno Valley (City) are identified as SB 535 Disadvantaged Communities, the Project site is not. The nearest SB 535 Disadvantaged Community is approximately 0.75 mile to the west of Project site at the intersection of Lasselle Street and Alessandro Boulevard (Census Tract 6065042517). (CalEPA 2022)

5. *Title 24 Energy Efficiency Standards and California Green Building Standards*

California Code of Regulations (CCR) Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Building Energy Efficiency Standards) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions.

CCR, Title 24, Part 11: *California Green Building Standards Code* (CALGreen Code) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect in 2009, and is administered by the California Building Standards Commission. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.



The Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which became effective on January 1, 2023.²

C. Regional Plans, Policies, and Regulations

1. South Coast Air Quality Management District

The Project is in Riverside County, in the SoCAB, where SCAQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, SCAQMD works directly with the Southern California Association of Governments (SCAG), County transportation commissions, and local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SoCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls; and (iii) uniform CEQA review throughout the SoCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

Air Quality Management Plan

As discussed previously, the NAAQS and CAAQS are exceeded in most parts of the SoCAB. The CAAQS designate the SoCAB, including the Project site, as non-attainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designate the SoCAB as nonattainment for O₃ and PM_{2.5}. In response, SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly to ensure an effective reduction in emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

On December 2, 2022, SCAQMD adopted the 2022 AQMP, which is a regional and multi-agency effort (SCAQMD, CARB, SCAG, and EPA). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing

² The 2022 California Green Building Standards Code became effective on January 1, 2023, however; it has since been amended on July 1, 2024, with the Intervening Code Cycle Update which is reflected in this report. Additionally, it should be noted that CALGreen is currently being updated, with the most recent draft update consisting of the 2025 California Green Building Code Standards that will be effective on January 1, 2026.

co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Analysis of the Project's consistency with the AQMP is provided in Section 4.3.4 under the discussion of Threshold "a" below.

SCAQMD Rules

SCAQMD has established various rules/regulatory requirements applicable to development projects. Following is a discussion of SCAQMD rules particularly relevant to the Project, which address construction-related and operational activities.

SCAQMD Rule 402, *Nuisance*, identifies that a project shall not discharge from any source whatsoever such quantities of air contaminants or other material that 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.

SCAQMD Rule 403, *Fugitive Dust*, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires that best available control measures to be applied to earthmoving and grading activities.

SCAQMD Rule 445, *Low Sulfur Fuel*, requires installation of only gaseous-fueled fireplaces and stoves, and is applicable to any new residential or commercial development that begins construction on or after March 9, 2009.

SCAQMD Rule 1113, *Architectural Coatings*, limits the VOC content of architectural coatings used on projects in SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in SCAQMD must comply with the current VOC standards set in this rule.

D. Local Plans, Policies, and Regulations

1. City of Moreno Valley General Plan

The City of Moreno Valley General Plan currently in effect was adopted July 11, 2006 (2006 General Plan) and is a policy document that reflects the City's vision for the future of Moreno Valley prior to adoption of the proposed 2040 General Plan, which the City is in the process of readopting. As further



discussed in EIR Section 4.11, *Land Use and Planning*, the current 2006 General Plan and the proposed 2040 General Plan include policies addressing air quality. The Project's consistency with these policies is discussed in Table 4.11-1, *2006 General Plan Consistency Analysis*, and Table 4.11-2, *City-Proposed General Plan 2040 Consistency Analysis*.

4.3.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts related to air quality based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to air quality would occur if the Project would:

- a) *Conflict with or obstruct implementation of the applicable air quality plan;*
- 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;*
- c) *Expose sensitive receptors to substantial pollutant concentrations;*
- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

The Project would result in a significant impact under Threshold "a" if the Project were determined to conflict with SCAQMD 2022 AQMP. Pursuant to Chapter 12, Sections 12.2 and 12.3 of SCAQMD CEQA Air Quality Handbook, a project would conflict with the AQMP if either of the following conditions were to occur:

- The Project would increase the frequency or severity of existing NAAQS and/or CAAQS violations, cause or contribute to new air quality violations, or delay the attainment of interim air quality standards; or
- The Project would exceed the 2022 AQMP's future year buildout assumptions.

For evaluation under Threshold "b," implementation of the Project would result in a cumulatively-considerable net increase of a criteria pollutant for which the project region is non-attainment if the Project's construction and/or operational activities exceed one or more of SCAQMD's Regional Thresholds for criteria pollutant emissions. The Regional Thresholds established by SCAQMD for criteria pollutants are summarized in Table 4.3-4, *SCAQMD Maximum Daily Emissions Regional Thresholds*.



Table 4.3-4 SCAQMD Maximum Daily Emissions Regional Thresholds

Pollutant	Construction Regional Thresholds	Operational Regional Thresholds
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Source: (Urban Crossroads 2025a)

For evaluation under Threshold “c,” the Project would result in a significant impact if any of the following were to occur:

- The Project’s localized criteria pollutant emissions would exceed one or more of SCAQMD “Localized Thresholds” listed in Table 4.3-5, *SCAQMD Maximum Daily Emissions Construction Localized Thresholds*.
- The Project would cause or contribute to a CO “Hot Spot.”

Table 4.3-5 SCAQMD Maximum Daily Emissions Construction Localized Thresholds

Construction Localized Thresholds			
NO _x	CO	PM ₁₀	PM _{2.5}
270 lbs/day	1,577 lbs/day	13 lbs/day	8 lbs/day

Localized Thresholds presented in this table are based on SCAQMD *LST Methodology*, July 2008
Source: (Urban Crossroads 2025a)

For evaluation under Threshold “d,” a significant impact would occur if the Project’s construction and/or operational activities result in air emissions leading to an odor nuisance pursuant to SCAQMD Rule 402.

4.3.4 IMPACT ANALYSIS

Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

SCAQMD 2022 AQMP, which is the applicable air quality plan for the Project area, addresses long-term air quality conditions for the SoCAB. The criteria for determining the Project’s consistency with the 2022 AQMP are analyzed below.

Consistency Criterion No. 1: *The proposed Project will 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 air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated under Threshold “b” and “c,” below, the Project’s regional and localized construction-source emissions would not exceed applicable regional significance thresholds or LST thresholds after implementation of mitigation measure (MM) 4.3-1. As evaluated under Threshold “c,” below, the Project would not exceed the applicable LSTs for operational activity. However, as evaluated under Threshold “b,” the Project’s operational-source emissions are anticipated to exceed the regional thresholds of significance for VOC, NO_x, and CO emissions. VOC and NO_x are precursors for ozone; thus, Project operational activities could contribute a substantial volume of pollutants to the SoCAB that could delay the attainment of federal and State ozone standards. As discussed under Threshold “b,” although the Project would implement MM 4.3-2 through MM 4.3-6, which are designed to reduce Project operational-source VOCs, NO_x, CO, PM₁₀, and PM_{2.5} emissions, there is no way to meaningfully quantify these reductions in CalEEMod. Therefore, the implementation of mitigation would not reduce emissions to less than significant levels resulting in a significant and unavoidable impact. As such, the Project is determined to be inconsistent with Consistency Criterion No. 1.

Consistency Criterion No. 2: *The proposed Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the SCAG, which develops regional growth forecasts that are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the General Plan is consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the Project site’s land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

While the 2006 General Plan designates the Project site for Public Facilities land uses, the 2022 AQMP was adopted subsequent to the City’s prior adoption of the 2040 General Plan and is, therefore, assumed to include the City’s growth projections associated with the 2040 General Plan, which the City is in the process of readopting, as discussed below.

The proposed 2040 General Plan designates the Project site as Downtown Center (DC) District, which allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses to activate the area throughout the day and into the evening. The proposed TCMV Specific Plan is consistent with the City’s proposed Downtown Center (DC) District land use and zoning designations and is consistent with the City’s growth assumptions in the proposed 2040 General Plan.



The 2040 General Plan was originally adopted in 2021, before adoption of the 2022 AQMP; therefore, the City's growth projections are presumed to be included in the 2022 AQMP. As such, the Project is consistent with the 2022 AQMP and reflects the proposed land uses for the Project site as anticipated in the 2040 General Plan. As such, the Project would not result in the exceedance of assumptions within the AQMD and would not result in a conflict with Consistency Criterion No. 2.

AQMP Consistency Conclusion

The Project has the potential to result in or cause NAAQS or CAAQS violations because operational-source emissions would exceed the applicable SCAQMD regional thresholds for VOC, NO_x, and CO. As such, the Project is conservatively considered to have the potential to conflict with the AQMP and a potentially significant impact would occur with respect to this threshold.

Threshold b: Would the Project 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?

The Project has been evaluated to determine if it would violate an air quality standard, contribute to an existing or projected air quality violation, or if it would result in a cumulatively considerable net increase of a criteria pollutant for which the SoCAB is non-attainment under an applicable NAAQS and CAAQS.

Land uses such as the Project affect air quality through construction-source and operational-source emissions. In May 2022, SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released CalEEMod 2022; the latest version available (2022.1.1.29) was utilized for the Project analysis. The purpose of this model is to calculate construction- and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions, as further discussed below. Output from the model runs for both construction and operational activity are provided in Appendices 5.1 through 5.3 of the AQIA included in EIR *Technical Appendix B*.

A. Construction-Related Impacts

Construction activities associated with the Project (i.e., site preparation, grading, building construction, paving, and architectural coatings) would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. The construction assumptions for the Project are detailed in Section 5.3 of the AQIA included in EIR *Technical Appendix B*, and summarized in EIR Section 3.0, *Project Description*.

CalEEMod calculates maximum daily emissions for summer and winter periods and the estimated unmitigated maximum daily construction emissions for both summer and winter periods are summarized in Table 4.3-6, *Summary of Construction Activity Emissions (Without Mitigation)*. Adherence to SCAQMD Rule 403 (fugitive dust) and Rule 1113 (architectural coatings) has been



included in the analysis. As shown, emissions resulting from Project construction would exceed the regional criteria pollutant thresholds established by SCAQMD for VOC and mitigation is required. The Project would implement MM 4.3-1, which requires use of “Super-Compliant” VOC paints to reduce the severity of the VOC impacts. Table 4.3-7, *Summary of Construction Activity Emissions (With Mitigation)*, summarizes the Project’s estimated maximum daily construction emissions with mitigation for both summer and winter periods. It should be noted that the emissions estimates conservatively assume use of Tier 3 off-road equipment. Use of Tier 4 equipment as encouraged by the City, would also be incorporated into the Project to further reduce construction-related pollutant emissions.

With respect to installation of utility infrastructure, the on-site utilities would be trenched and installed within the Project site. With the exception of the storm drain infrastructure, the on-site utilities would connect to the existing utilities within the site-adjacent roadways. As shown on Figure 3-6, *Conceptual Utility Plan*, the Project would require the construction of an off-site storm drain along Alessandro Boulevard, which forms the southern boundary of the Project site. The new storm drain would extend between proposed Street A and the existing storm drain located approximately 650 feet to the west of the Project site westerly boundary. Off-site impacts along Cottonwood Avenue, Nason Street, Alessandro Boulevard, and Bay Avenue adjacent to the Project site would be associated with the construction of sidewalks, curbs, and gutters; roadway extensions (Bay Avenue); landscaping within the public right-of-way; and any other roadway repairs/improvements required for the Project. The off-site construction activities would not take place at one location for the entire duration of construction. The pollutant emissions associated with construction of the off-site storm drain and roadway improvements are not expected to exceed the peak daily emissions identified for Project-related construction activities due to the limited amount of construction activities associated with these Project components. The physical limits of these off-site improvements would limit the amount of construction equipment that could be used, and any off-site and utility infrastructure construction would not use equipment totals that would exceed the equipment totals in Table 4.3-7. As such, no impacts beyond what has already been identified in this report are expected to occur.

With implementation of MM 4.3-1, construction-related emissions would be reduced to levels below SCAQMD Regional Thresholds of Significance, resulting in a less than significant impact.



Table 4.3-6 Summary of Construction Activity Emissions (Without Mitigation)

Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer ¹								
2026	Grading	Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Worker, Vendor, Hauling Trips	0.00	0.00	0.00	0.00	0.00	0.00
		Grading Construction Emissions Totals	0.00	0.00	0.00	0.00	0.00	0.00
	Building Construction	Construction Equipment	2.14	19.63	25.19	0.05	0.75	0.69
		Worker, Vendor, Hauling Trips	1.64	4.90	27.80	0.02	5.83	1.44
		Building Construction Emissions Totals	2.39	22.30	25.50	0.05	0.98	0.90
	Paving	Construction Equipment	1.20	7.12	9.94	0.01	0.32	0.29
		Worker, Vendor, Hauling Trips	0.06	0.06	1.08	0.00	0.20	0.05
		Paving Emissions Totals	1.27	7.18	11.02	0.01	0.52	0.34
	Total Summer 2026 Emissions			5.05	31.71	64.00	0.09	7.10
2027	Building Construction	Construction Equipment	2.06	18.73	25.13	0.05	0.67	0.62
		Worker, Vendor, Hauling Trips	1.56	4.60	25.77	0.02	5.83	1.44
		Building Construction Emissions Totals	3.62	23.33	50.90	0.07	6.50	2.06
Total Summer 2027 Emissions			3.62	23.33	50.90	0.07	6.50	2.06
2028	Building Construction	Construction Equipment	1.98	17.77	25.12	0.05	0.60	0.55
		Worker, Vendor, Hauling Trips	1.51	4.43	24.06	0.02	5.83	1.44
		Building Construction Emissions Totals	3.50	22.20	49.18	0.07	6.43	2.00
	Architectural Coating	Construction Equipment	189.68	1.08	1.49	0.00	0.02	0.02
		Worker, Vendor, Hauling Trips	0.29	0.26	4.61	0.00	0.97	0.23
		Architectural Coating Emissions Totals	189.97	1.33	6.10	0.00	0.99	0.25
Total Summer 2028 Emissions			193.46	23.54	55.28	0.07	7.43	2.24



Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter								
2025	Site Preparation	Construction Equipment	4.05	37.46	32.43	0.05	7.59	4.46
		Worker, Vendor, Hauling Trips	0.08	0.19	1.05	0.00	0.26	0.06
	Site Preparation Emissions Totals		4.13	37.65	33.48	0.05	7.85	4.52
	Grading	Construction Equipment	3.57	32.59	29.44	0.06	4.19	2.38
		Worker, Vendor, Hauling Trips	0.09	0.55	1.31	0.00	0.38	0.10
	Grading Emissions Totals		3.66	33.14	30.74	0.06	4.56	2.47
Total Winter 2025 Emissions			7.79	70.80	64.23	0.12	12.41	7.00
2026	Grading	Construction Equipment	3.39	29.95	28.67	0.06	4.05	2.25
		Worker, Vendor, Hauling Trips	0.09	0.52	1.22	0.00	0.38	0.10
	Grading Construction Emissions Totals		3.48	30.47	29.89	0.06	4.43	2.35
	Building Construction	Construction Equipment	2.14	19.63	25.19	0.05	0.75	0.69
		Worker, Vendor, Hauling Trips	1.55	5.22	21.37	0.02	5.83	1.44
	Building Construction Emissions Totals		3.69	24.85	46.56	0.07	6.58	2.13
	Paving	Construction Equipment	1.20	7.12	9.94	0.01	0.32	0.29
		Worker, Vendor, Hauling Trips	0.06	0.07	0.82	0.00	0.20	0.05
Paving Emissions Totals		1.26	7.18	10.75	0.01	0.52	0.34	
Total Winter 2026 Emissions			8.43	62.51	87.20	0.15	11.53	4.82
2027	Building Construction	Construction Equipment	2.06	18.73	25.13	0.05	0.67	0.62
		Worker, Vendor, Hauling Trips	1.47	4.92	19.76	0.02	5.83	1.44
	Building Construction Emissions Totals		3.53	23.65	44.89	0.07	6.50	2.06
Total Winter 2027 Emissions			3.53	23.65	44.89	0.07	6.50	2.06



Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2028	Building Construction	Construction Equipment	1.98	17.77	25.12	0.05	0.60	0.55
		Worker, Vendor, Hauling Trips	1.42	4.75	18.47	0.02	5.83	1.44
	Building Construction Emissions Totals		3.41	22.52	43.60	0.07	6.43	2.00
	Architectural Coating	Construction Equipment	189.68	1.08	1.49	0.00	0.02	0.02
		Worker, Vendor, Hauling Trips	0.27	0.29	3.49	0.00	0.97	0.23
	Architectural Coating Emissions Totals		189.95	1.37	4.98	0.00	0.99	0.25
	Total Winter 2028 Emissions			193.36	23.89	48.57	0.07	7.43
Maximum Daily Emissions								
Construction Maximum Total Daily Emissions (2025)			7.79	70.80	64.23	0.12	12.41	7.00
Construction Maximum Total Daily Emissions (2026)			8.43	62.51	87.20	0.15	11.53	4.82
Construction Maximum Total Daily Emissions (2026)			3.62	23.65	50.90	0.07	6.50	2.06
Construction Maximum Total Daily Emissions (2027)			193.46	23.89	55.28	0.07	7.43	2.24
<i>Maximum Daily Emissions</i>			<i>193.46</i>	<i>70.80</i>	<i>87.20</i>	<i>0.15</i>	<i>12.41</i>	<i>7.00</i>
SCAQMD Regional Threshold			75	100	550	150	150	55
Threshold Exceeded?			YES	NO	NO	NO	NO	NO

lbs/day= pounds per day

1. It should be noted that because construction starts in November 2025 during the winter season, emissions would occur during the winter season and not for summer season for 2025.

Source: (Urban Crossroads 2025a)



Table 4.3-7 Summary of Construction Activity Emissions (With Mitigation)

Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer ¹								
2026	Grading	Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Worker, Vendor, Hauling Trips	0.00	0.00	0.00	0.00	0.00	0.00
		Grading Construction Emissions Totals	0.00	0.00	0.00	0.00	0.00	0.00
	Building Construction	Construction Equipment	0.93	6.25	29.58	0.05	0.21	0.20
		Worker, Vendor, Hauling Trips	1.64	4.90	27.80	0.02	5.83	1.44
		Building Construction Emissions Totals	2.58	11.15	57.38	0.07	6.04	1.64
	Paving	Construction Equipment	0.82	2.35	10.60	0.01	0.10	0.09
		Worker, Vendor, Hauling Trips	0.06	0.06	1.08	0.00	0.20	0.05
		Paving Emissions Totals	0.89	2.41	11.67	0.01	0.29	0.14
Total Summer 2026 Emissions			3.46	13.56	69.05	0.09	6.34	1.78
2027	Building Construction	Construction Equipment	0.91	6.17	29.55	0.05	0.20	0.19
		Worker, Vendor, Hauling Trips	1.56	4.60	25.77	0.02	5.83	1.44
		Building Construction Emissions Totals	2.47	10.77	55.32	0.07	6.03	1.63
Total Summer 2027 Emissions			2.47	10.77	55.32	0.07	6.03	1.63
2028	Building Construction	Construction Equipment	0.89	6.09	29.53	0.05	0.19	0.18
		Worker, Vendor, Hauling Trips	1.51	4.43	24.06	0.02	5.83	1.44
		Building Construction Emissions Totals	2.40	10.52	53.59	0.07	6.02	1.62
	Architectural Coating	Construction Equipment	56.15	1.08	1.49	0.00	0.02	0.02
		Worker, Vendor, Hauling Trips	0.29	0.26	4.61	0.00	0.97	0.23
Architectural Coating Emissions Totals			56.44	1.33	6.10	0.00	0.99	0.25
Total Summer 2028 Emissions			58.84	11.86	59.69	0.07	7.01	1.87



Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter								
2025	Site Preparation	Construction Equipment	0.52	2.71	29.96	0.05	5.77	2.79
		Worker, Vendor, Hauling Trips	0.08	0.19	1.05	0.00	0.26	0.06
	Site Preparation Emissions Totals		0.60	2.90	31.01	0.05	6.02	2.85
	Grading	Construction Equipment	0.80	4.82	36.23	0.06	2.84	1.15
		Worker, Vendor, Hauling Trips	0.09	0.55	1.31	0.00	0.38	0.10
	Grading Emissions Totals		0.89	5.37	37.53	0.06	3.22	1.25
Total Winter 2025 Emissions			1.49	8.27	68.55	0.12	9.24	4.10
2026	Grading	Construction Equipment	0.80	4.80	36.23	0.06	2.84	1.14
		Worker, Vendor, Hauling Trips	0.09	0.52	1.22	0.00	0.38	0.10
	Grading Construction Emissions Totals		0.88	5.32	37.45	0.06	3.22	1.24
	Building Construction	Construction Equipment	0.93	6.25	29.58	0.05	0.20	0.20
		Worker, Vendor, Hauling Trips	1.55	5.22	21.37	0.02	5.83	1.44
	Building Construction Emissions Totals		2.48	11.47	50.95	0.07	6.03	1.64
	Paving	Construction Equipment	0.82	2.35	10.60	0.01	0.10	0.09
		Worker, Vendor, Hauling Trips	0.06	0.07	0.82	0.00	0.20	0.05
Paving Emissions Totals		0.88	2.42	11.41	0.01	0.29	0.14	
Total Winter 2026 Emissions			4.25	19.21	99.81	0.15	9.54	3.02
2027	Building Construction	Construction Equipment	0.91	6.17	29.55	0.05	0.20	0.19
		Worker, Vendor, Hauling Trips	1.47	4.92	19.76	0.02	5.83	1.44
	Building Construction Emissions Totals		2.38	11.09	49.31	0.07	6.03	1.63
Total Winter 2027 Emissions			2.38	11.09	49.31	0.07	6.03	1.63
2028	Building Construction	Construction Equipment	0.89	6.09	29.53	0.05	0.19	0.18
		Worker, Vendor, Hauling Trips	1.42	4.75	18.47	0.02	5.83	1.44
	Building Construction Emissions Totals		2.32	10.84	48.00	0.07	6.02	1.62

Year	Construction Activity	Source	Total Construction-Source Emissions (lbs/day)					
			VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Architectural Coating	Construction Equipment	56.15	1.08	1.49	0.00	0.02	0.02
		Worker, Vendor, Hauling Trips	0.27	0.29	3.49	0.00	0.97	0.23
	Architectural Coating Emissions Totals		56.42	1.37	4.98	0.00	0.99	0.25
Total Winter 2028 Emissions			58.74	12.21	52.98	0.07	7.01	1.87
Maximum Daily Emissions								
Construction Maximum Total Daily Emissions (2025)			1.49	8.27	68.55	0.12	9.24	4.10
Construction Maximum Total Daily Emissions (2026)			4.25	19.21	99.81	0.15	9.54	3.02
Construction Maximum Total Daily Emissions (2026)			2.47	11.09	55.32	0.07	6.03	1.63
Construction Maximum Total Daily Emissions (2027)			58.84	12.21	59.69	0.07	7.01	1.87
<i>Maximum Daily Emissions</i>			58.84	19.21	99.81	0.15	9.54	4.10
SCAQMD Regional Threshold			75	100	550	150	150	55
Threshold Exceeded?			NO	NO	NO	NO	NO	NO

lbs/day= pounds per day

1. It should be noted that because construction starts in November 2025 during the winter season, emissions would occur during the winter season and not for summer season for 2025.

Source: (Urban Crossroads 2025a)



B. Operational-Related Impacts

Operational activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions, as further described in Section 5.4 of the AQIA included in EIR *Technical Appendix B*. The majority of the Project’s operational emissions are from mobile sources (passenger car and truck vehicle trips generated by the Project). As identified in EIR Section 4.16, *Transportation*, the Project would generate approximately 12,010 two-way vehicular trips per day (6,005 trips inbound and 6,005 trips outbound)

The estimated operational-source emissions for the proposed Project are summarized on Table 4.3-8, *Summary of Operational Activity Emissions*. As shown, the Project would exceed the applicable SCAQMD thresholds for VOC, NO_x, and CO and would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in nonattainment, resulting in a significant impact. MM 4.3-2 through MM 4.3-6 would reduce the operational emissions. However, since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures beyond the measures identified herein exist that would reduce emissions to levels that are less than significant.

Table 4.3-8 Summary of Operational Activity Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	85.85	55.30	501.37	1.19	107.17	27.78
Area Source	45.07	13.78	61.09	0.09	1.11	1.10
Energy Source	0.52	9.03	4.61	0.06	0.72	0.72
Total Maximum Daily Emissions	131.43	78.11	567.07	1.34	109.01	29.61
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	NO	NO
Winter						
Mobile Source	80.24	59.11	440.56	1.12	107.17	27.79
Area Source	39.47	13.27	5.65	0.08	1.07	1.07
Energy Source	0.52	9.03	4.61	0.06	0.72	0.72
Total Maximum Daily Emissions	120.23	81.41	450.81	1.26	108.97	29.58
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO

lbs/day= pounds per day
Source: (Urban Crossroads 2025a)



MM 4.3-2 through MM 4.3-6 are designed to reduce Project operational-source VOCs, NO_x, CO, PM₁₀, and PM_{2.5} emissions. There is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the operational air quality modeling. As such, even with application of MM 4.3-2 through MM 4.3-6, Project operational-source emissions impacts would be significant and unavoidable.

C. Health Consequences

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided.

Most local agencies, including the City of Moreno Valley, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, the Project's air quality impact analysis above provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

Notwithstanding, the proposed Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} have been evaluated by comparing the Project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis under Threshold "c" below concludes that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

As the Project's emissions would comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

<i>Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?</i>
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A. Localized Significance Thresholds

SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual a cumulatively significant impact. The nearest land use where



an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} (since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is represented by location R7 which represents the existing residence at 26722 Bay Avenue, approximately 26 feet/8 meters west of the Project site.

The nearest industrial/commercial use to the Project site can be used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. As there are no industrial/commercial receptors located at a closer distance than the nearest residential home, the same residence located at 26722 Bay Avenue (location R7) was used for evaluation of localized impacts of NO_x and CO. It should be noted that the LST Methodology explicitly states that “*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*” As such a 25-meter receptor distance was used for evaluation of localized PM₁₀, PM_{2.5}, NO_x, and CO.

For this Project, the appropriate SRA for the LST analysis is Perris Valley (SRA 24). SCAQMD produced look-up tables for projects less than or equal to 5 acres in size, however, the look-up tables can be applied as a screening criterion for larger projects (see additional discussion in Section 4.2.2 of the AQIA included in EIR *Technical Appendix B*). Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area, which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.

1. Construction-Related Impacts

As shown on Table 4.3-9, *LST Construction Activity Emissions (Without Mitigation)*, Project localized construction source-emissions would not exceed the applicable LSTs for emissions of any criteria pollutants. Although mitigation is not required for LSTs because the Project results in a less than significant impact without mitigation, MM 4.3-1 is required for regional construction emissions and would also address localized construction emissions. As shown on Table 4.3-10, *LST Construction Activity Emissions (With Mitigation)*, with implementation of mitigation, the Project’s localized construction-source emissions would be further reduced. Outputs from the model runs for construction LSTs with and without mitigation are provided in Appendix 5.1 and Appendix 5.2 of the AQIA included in EIR *Technical Appendix B*.



Table 4.3-9 LST Construction Activity Emissions (Without Mitigation)

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	2025	Summer	0.00	0.00	0.00	0.00
		Winter	37.46	32.43	7.59	4.46
	Maximum Daily Emissions		37.46	32.43	7.59	4.46
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Grading	2025	Summer	0.00	0.00	0.00	0.00
		Winter	32.59	29.44	4.19	2.38
	2026	Summer	0.00	0.00	0.00	0.00
		Winter	29.95	28.67	4.05	2.25
	Maximum Daily Emissions		32.59	29.44	4.19	2.38
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Building Construction	2026	Summer	19.63	25.19	0.75	0.69
		Winter	19.63	25.19	0.75	0.69
	2027	Summer	18.73	25.13	0.67	0.62
		Winter	18.73	25.13	0.67	0.62
	2028	Summer	17.77	25.12	0.60	0.55
		Winter	17.77	25.12	0.60	0.55
	Maximum Daily Emissions		19.63	25.19	0.75	0.69
	SCAQMD Localized Threshold		270	1,577	13	8
Threshold Exceeded?		NO	NO	NO	NO	
Paving	2026	Summer	7.12	9.94	0.32	0.29
		Winter	7.12	9.94	0.32	0.29
	Maximum Daily Emissions		7.12	9.94	0.32	0.29
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Architectural Coating	2028	Summer	1.08	1.49	0.02	0.02
		Winter	1.08	1.49	0.02	0.02
	Maximum Daily Emissions		1.08	1.49	0.02	0.02
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO

Source: (Urban Crossroads 2025a)



Table 4.3-10 LST Construction Activity Emissions (With Mitigation)

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	2025	Summer	0.00	0.00	0.00	0.00
		Winter	2.71	29.96	5.77	2.79
	Maximum Daily Emissions		2.71	29.96	5.77	2.79
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Grading	2025	Summer	0.00	0.00	0.00	0.00
		Winter	4.82	36.23	2.84	1.15
	2026	Summer	0.00	0.00	0.00	0.00
		Winter	4.80	36.23	2.84	1.14
	Maximum Daily Emissions		4.82	36.23	2.84	1.15
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Building Construction	2026	Summer	6.25	29.58	0.21	0.20
		Winter	6.25	29.58	0.20	0.20
	2027	Summer	6.17	29.55	0.20	0.19
		Winter	6.17	29.55	0.20	0.19
	2028	Summer	6.09	29.53	0.19	0.18
		Winter	6.09	29.53	0.19	0.18
	Maximum Daily Emissions		6.25	29.58	0.21	0.20
	SCAQMD Localized Threshold		270	1,577	13	8
Threshold Exceeded?		NO	NO	NO	NO	
Paving	2026	Summer	2.35	10.60	0.10	0.09
		Winter	2.35	10.60	0.10	0.09
	Maximum Daily Emissions		2.35	10.60	0.10	0.09
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO
Architectural Coating	2028	Summer	1.08	1.49	0.02	0.02
		Winter	1.08	1.49	0.02	0.02
	Maximum Daily Emissions		1.08	1.49	0.02	0.02
	SCAQMD Localized Threshold		270	1,577	13	8
	Threshold Exceeded?		NO	NO	NO	NO

Source: (Urban Crossroads 2025a)

2. *Operational-Related Impacts*

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. Impacts would be less than significant.

B. CO "Hot Spot"

An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. A Project-specific CO "hot spot" analysis was not performed because CO attainment in the SoCAB was thoroughly analyzed as part of SCAQMD's 2003 AQMP and the 1992 Federal Attainment for Carbon Monoxide Plan (1992 CO Plan). As identified in SCAQMD's 2003 AQMP and the 1992 CO Plan, peak CO concentrations in the SoCAB were the byproduct of unusual meteorological and topographical conditions and were not the result of traffic congestion. As evidence of this, for example, of the 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot," would occur if an exceedance of the state 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur. The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 0.9 ppm and 0.6 ppm, respectively (data from Lake Elsinore monitoring station for 2022). Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the BAAQMD concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph), or 24,000 vph where vertical and/or horizontal air does not mix, in order to generate a significant CO impact. Traffic volumes generating the CO concentrations for the "hot spot" analysis is shown on Table 5-10 of the AQIA. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. When considering maximum traffic volumes in the Project study area (as summarized in Table 5-11 of the AQIA), the total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project, and this impact would be less than significant.



Threshold d: Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

The potential for the Project to generate objectionable odors has also been considered. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction would be less than significant and no mitigation is required.

According to SCAQMD, land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not include any uses identified by SCAQMD as being associated with emitting objectionable odors. As the Project operational activities do not include these sources of odors, potential odor impacts would be less than significant.

4.3.5 CUMULATIVE IMPACT ANALYSIS

The 2022 AQMP evaluates regional conditions within the SoCAB and sets regional emission significance thresholds for both construction and operation of development projects that apply to project-specific impacts and cumulatively-considerable impacts. Thus, if a project exceeds SCAQMD regional emissions thresholds, project-specific impacts would also result in a cumulatively-considerable increase in emissions for those pollutants for which the basin is in non-attainment. As described under the analysis for Threshold “a,” Project implementation would have the potential to conflict with SCAQMD’s 2022 AQMP because the Project would contribute to existing regional air quality violations. Based on SCAQMD’s regional emissions thresholds, the Project’s potential to conflict with the AQMP is determined to be a significant cumulatively-considerable impact.

As previously discussed, the CAAQS designate the SoCAB as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the SoCAB as nonattainment for O₃ and PM_{2.5}. SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report, SCAQMD clearly states (Page D-3):

...the AQMD uses the same significance thresholds for project-specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project-specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project-specific (project increment) significance threshold is HI > 1.0 while the



cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project-specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed SCAQMD's recommended daily thresholds for Project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SoCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual Project-related construction and operational emissions that exceed SCAQMD thresholds for Project-specific impacts would be considered cumulatively considerable.

As discussed in the response to Threshold "b," Project construction criteria air pollutant emissions would not exceed the applicable SCAQMD regional thresholds with mitigation; however, SCAQMD regional thresholds for VOC, NO_x, and CO emissions would be exceeded during Project operation even with mitigation. Therefore, the Project's operational VOC, NO_x, and CO emissions would be cumulatively considerable resulting in a significant and unavoidable impact.

As discussed under the analysis for "Threshold c," all Project-related construction- and operational localized air pollutant emissions would be less than significant; therefore, impacts are not considered cumulatively considerable. Additionally, the Project would not result in the formation of or contribute to a CO "hot spot." As such, impacts are not considered cumulatively-considerable.

As indicated in the analysis of Threshold "d," above, there are no Project components that would expose a substantial number of sensitive receptors to objectionable odors. There are no known sources of offensive odors in the Project area. Because the Project's construction and operation would not create substantial and objectionable odors and because there are no sources of objectionable odors in the areas immediately surrounding the Project site, odors from the Project site would not commingle with odors from nearby development projects and expose nearby sensitive receptors to substantial, offensive odors. Accordingly, implementation of the Project would result in a less than significant cumulative impact related to odors.



4.3.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Significant Project and Cumulative Impact. The Project could result in or cause NAAQS or CAAQS violations because operational-source emissions would exceed the applicable SCAQMD regional thresholds for VOC, NO_x, and CO. As such, the Project is considered to have the potential to conflict with the AQMP and a significant impact would occur with respect to this threshold.

Threshold b: Significant Project and Cumulative Impact. The Project would exceed the applicable SCAQMD regional thresholds for VOC during construction, and VOC, NO_x, and CO during operation. Therefore, construction and operation of the Project would contribute to existing violations of the O₃ standard (VOC and NO_x are O₃ precursors) and would result in a significant cumulatively considerable net increase of a criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard.

Threshold c: Less than Significant Impact. During construction, the Project would not expose nearby sensitive receptors to substantial pollutant concentrations because the Project's localized emissions would not exceed SCAQMD LSTs and impacts would be less than significant. Additionally, the Project does not propose uses that include stationary sources or attract mobile sources that may spend long periods of time queuing and idling at the site; thus, no long-term localized significance threshold analysis is needed. Impacts would be less than significant. Under long-term operating conditions, the Project's contributions to CO "Hot Spots" would also be less than significant.

Threshold d: Less than Significant Impact. The Project would not produce air emissions that would lead to unusual or substantial construction-related or operational odors. The Project is required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance.

4.3.7 MITIGATION MEASURES

Construction-Source

Mitigation measure MM 4.3-1 identified below, is incorporated into the Project to reduce construction-related emissions.

MM 4.3-1 The Project shall incorporate the following mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City.

- Require fugitive-dust control measures that exceed SCAQMD's Rule 403 requirements, such as:
 - Use of nontoxic soil stabilizers to reduce wind erosion.
 - Apply water every four hours to active soil-disturbing activities.



- Tarp and/or maintain a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Encourage the use of construction equipment equal to or greater than 50 horsepower be electrically powered or alternatively fueled. At a minimum, use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 Final (model year 2008 or newer) emission limits. Include this requirement in applicable bid documents, purchase orders, and contracts.
- Ensure that construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limit nonessential idling of construction equipment to no more than five consecutive minutes.
- Limit on-site vehicle travel speeds on unpaved roads to 15 miles per hour.
- Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.
- Use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on SCAQMD's website.

Operational-Source

- MM 4.3-2 Legible, durable, weather-proof signs shall be placed at commercial loading docks and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.
- MM 4.3-3 Prior to the issuance of each building permit, the Project proponent and its contractors shall provide plans and specifications to the City that demonstrate that electrical service is provided to each of the areas in the vicinity of the buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.
- MM 4.3-4 Once constructed, the Project proponent shall ensure that all commercial tenants shall utilize only electric or natural gas pallet jacks and forklifts in the loading areas.
- MM 4.3-5 Upon occupancy and annually thereafter, the operators of the commercial space shall provide information to all delivery truck drivers, regarding:



- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.

MM 4.3-6 Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.

4.3.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a: Significant and Unavoidable Impact. As discussed under Threshold “b,” above, the Project would incorporate MM 4.3-1, which would reduce construction-related VOC emissions to a less than significant level. MM 4.3-2 through MM 4.3-6 would reduce the Project’s operational-related emissions of VOC, NO_x, and CO. However, the mitigation measures would not reduce operational emissions to below the applicable SCAQMD regional thresholds. Therefore, the Project’s potential conflict with the 2022 AQMP represent a significant and unavoidable impact and there are no other feasible mitigation measures for this impact.

Threshold b: Significant and Unavoidable Impact. Following the implementation of MM 4.3-1, the Project’s construction-related VOC emissions would be reduced to a less than significant level. With implementation of mitigation measure MM 4.3-2 through MM 4.3-6, the Project’s operational related VOC, NO_x, and CO emissions would be reduced, but not to a level below SCAQMD’s regional thresholds for these criteria pollutants. Since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures beyond the measures identified exist that would reduce emissions to levels that are less than significant. Therefore, the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard.



4.4 BIOLOGICAL RESOURCES

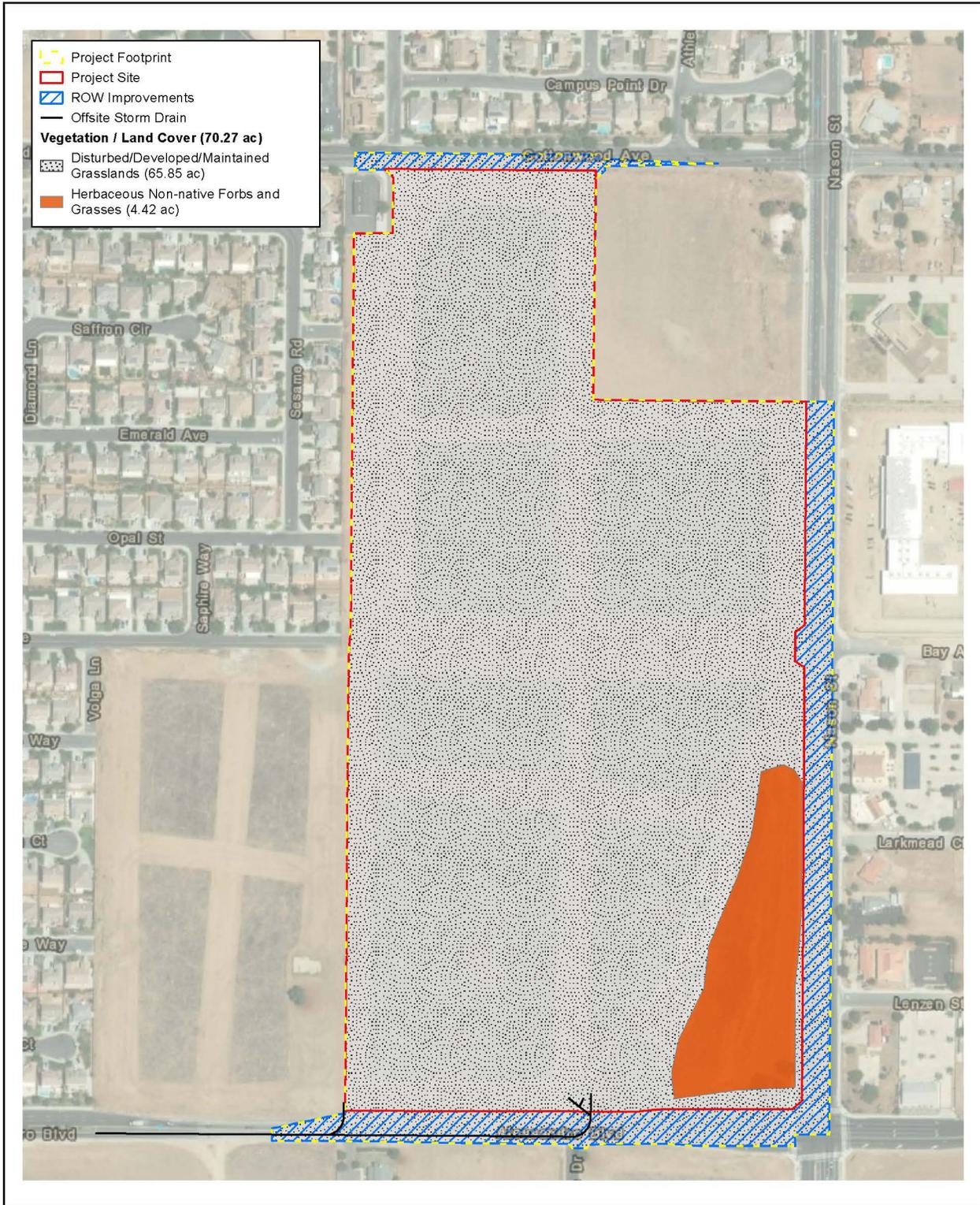
This subsection evaluates the potential for Project-related activities to impact biological resources. The analysis in this subsection is based, primarily, on information contained in the *Biological Technical Report for Town Center at Moreno Valley Project* (Biological Report) prepared by VCS Environmental (VCS) (VCS 2025). The technical report is included as *Technical Appendix C* to this EIR. The Biological Report incorporates the review of relevant literature, field surveys, and geographic information system (GIS)-based analysis of vegetation communities. A detailed discussion of the methodology used for conducting the biological resources assessment is provided in the Biological Report included in EIR *Technical Appendix C*. All references used in this subsection are listed in EIR Section 7.0, *References*.

4.4.1 EXISTING CONDITIONS

VCS conducted a general biological survey of the Project site and off-site improvements areas on June 29, 2021, and reverified the conditions on March 8, 2024. Collectively, the Project site and off-site improvements areas encompass approximately 70.27 acres and are referred to as the Project area in this section. VCS biologists walked the entirety of the Project area paying special attention to those areas that could host sensitive vegetation communities or had the potential to provide suitable habitat for special-status plant or wildlife species. The vegetation communities and habitat conditions were inspected to confirm the presence and habitat quality of the vegetation found within the Project area.

A. Vegetation Communities/Plants

Most of the vegetation within the Project area is characterized by a maintained open field comprised of disturbed annual grassland cover vegetated with a variety of non-native and early successional weedy plant species that has been subject to vegetation management activities (mowing). Vegetation communities within the Project area are depicted on Figure 4.4-1, *Vegetation/Land Cover*. Approximately 65.85 acres of disturbed/developed/maintained grassland fields consisting of both paved roadways and maintained grassland fields was mapped within the Project area. This habitat is characterized by weedy non-native annual herbaceous species with a low density of common, weedy native species intermixed. A total of 20 plant species were observed within the Project area, which are listed in Appendix B of EIR *Technical Appendix C*. Native species throughout this area included common fiddleneck (*Amsinckia intermedia*), sunflower (*Helianthus annuus*), and sacred datura (*Datura wrightii*). Non-native species observed consisted of brome grasses (*Bromus madritensis*, *Bromus diandrus*, and *Bromus hordeaceus*.), silver leaf nightshade (*Solanum elaeagnifolium*), short-pod mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon piluliferum*), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Additionally, adjacent to the northern border of the Project area, some non-native ornamental trees are present at a low cover including olive trees (*Olea europea*) and Mexican fan palms (*Washingtonia robusta*). This vegetation community appears to be subject to regular disturbance, potentially for weed abatement, based on the short, cut stature of most of the herbaceous plants.



Source(s): VCS (2025)

Figure 4.4-1



Not to Scale



Vegetation/Land Cover



Approximately 4.42 acres of herbaceous non-native forbs and grasses were mapped within the southeastern portion of the Project area. This portion of the site appears to undergo less frequent disturbance. This area has still undergone historical disturbance; however, weed abatement activities appear to occur at less frequent intervals. The vegetation within this area is largely consistent with the vegetation observed in the disturbed/developed/maintained grassland fields. Additionally, one Peruvian pepper tree cluster (*Schinus mole*) with multiple trunks was observed within the southeastern portion of the Project area. These vegetation communities are largely consistent with the vegetation observed in the disturbed/developed/maintained grassland field. Sensitive vegetation communities and plant species are discussed below.

B. Wildlife Species

Wildlife species encountered visually or audibly during the field survey were identified and recorded in field notes. Signs of wildlife species including wildlife tracks, burrows, nests, scat, and remains, were also recorded. Binoculars were used to aid in the identification of observed wildlife and in areas not accessible on foot. Wildlife field guides and photographs were used to assist with identification of wildlife species during the field surveys, as necessary. A one-day survey cannot be used to conclusively determine presence or absence of a species; therefore, assessments of presence/absence and potential for occurrence were made based on presence of suitable habitat to support the species, diagnostic signs (burrows, scat, tracks, vocalizations, and nests), known records or occurrence within the area, known distribution and elevation range, and habitat utilization from the relevant literature. A total of 16 wildlife species or signs thereof were observed within the Project area during the 2021 and 2024 biological surveys and are listed in Appendix B of the Biological Report included in EIR *Technical Appendix C*. Sensitive wildlife species are discussed below.

C. Special-Status Plants and Vegetation Communities

Species of plants are afforded “special status” by federal agencies, State agencies, and/or non-governmental organizations due to their recognized rarity, potential vulnerability to extinction, and local importance. These species typically have a limited geographic range and/or limited habitat and are referred collectively as special-status species. Sensitive vegetation communities (“sensitive habitats”) are of limited distribution statewide or within a county or region and are often vulnerable to the environmental effects of projects. Sensitive habitats are often threatened with local extirpation and are, therefore, considered valuable biological resources. Vegetation communities are considered “sensitive” by the California Native Plant Society (CNPS) and California Department of Fish and Wildlife (CDFW) if they meet certain criteria as outlined in Section 4.0, Vegetation, of the Biological Report included in EIR *Technical Appendix C*. Available literature and databases were reviewed regarding sensitive habitats and special-status plant species. The potential for special-status plants and sensitive vegetation communities to occur within the Project area was assessed as part of the biological resources assessment for the Project.

No special-status vegetation communities were observed within the Project area during the field surveys. Additionally, no special-status vegetation communities designated by the CDFW were reported in the California Natural Diversity Database (CNDDDB) within two miles of the Project area.



Sensitive plant species include federally or State-listed threatened or endangered species and those species listed on the CNPS rare and endangered plant inventory. No sensitive plant species were identified in the Project area during the field surveys. Sensitive plant species with the potential to occur within the Project area were analyzed based on distribution, habitat requirements, and existing site conditions and are listed in Appendix C of the Biological Report included in EIR *Technical Appendix C*. Based on the habitat found within the Project area, only one special-status plant species, San Diego tarplant (*Deinandra paniculata*), was determined to have moderate potential to occur within the Project area. The remaining special-status plant species analyzed have been determined not likely to occur within the Project area, primarily based on the absence of suitable habitat and/or the Project area is well outside known elevations for the species.

The San Diego tarplant is a California Rare Plant Rank (CRPR) 4.2: Plants of limited distribution – A watch list. This species occurs as a dominant or co-dominant plant in the herbaceous layer of grasslands, forblands, openings of coastal sage scrub, and oak woodland habitat. It occurs in elevations ranging from 25 to 950 meters and can be found blooming from March to December. San Diego tarplant is known to occur throughout the City and the Project area contains grassland habitat that has the potential to support the species; however, during the biological surveys the San Diego tarplant was not observed on the Project area.

D. Special-Status Wildlife

Species of wildlife are afforded “special status” by federal agencies, State agencies, and/or non-governmental organization due to their recognized rarity, potential vulnerability to extinction, and local importance as further described in Section 5.0, Wildlife, of the Biological Report included in EIR *Technical Appendix C*. These species typically have a limited geographic range and/or limited habitat and are referred collectively as special-status species. Sensitive wildlife species include the following classifications: federally or State-listed threatened or endangered species, California species of special concern, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered species, and fully protected and protected species (as designated by CDFW). Special-status wildlife species with the potential to occur within the Project area were analyzed based on distribution, habitat requirements, and existing site conditions.

The location of the Project is within the general distributional range of several special-status wildlife species. Many of the sensitive terrestrial wildlife species that could occur within the Project area are not subject to specific published survey protocols and/or are covered under the MSHCP¹. The purpose of the general biological assessments was to note those species observed, ascertain general site conditions, and identify habitat areas that could be suitable for special-status wildlife species. A complete list of sensitive wildlife species analyzed with the potential to occur within the Project area is included in Appendix C of EIR *Technical Appendix C*. One sensitive species, Cooper’s hawk

¹ An MSHCP covered species is a species that is adequately conserved by MSHCP implementation. There are 146 covered species in the MSHCP, of which 40 species are identified that may require additional surveys. A Project receives “take” coverage for these covered species when it is determined to be consistent with the MSHCP requirements.



(*Accipiter cooperii*), was observed within the Project area. This species is listed as a CDFW Watch List (WL) species. Two additional special-status species were determined to have at least a “low to moderate” potential of occurring within the Project area but were not observed during the biological assessments, including the following: burrowing owl (BUOW) (*Athene cunicularia*), a candidate species for CESA, a CDFW Species of Special Concern (SSC), a U.S. Fish and Wildlife Service (USFWS) Bird of Conservation Concern (BCC), a U.S. Bureau of Land Management Sensitive species (BLMS), and MSHCP Group 3 species (covered species); and western mastiff bat (*Eumops perotis californicus*), a CDFW SSC, Western Bat Working Group Medium Priority, and Bureau of Land Management Sensitive Species. Crotch’s bumble bee (*Bombus crotchii*) was also analyzed due to the recent protections provided for this species under CESA. Crotch’s bumble bee was petitioned to the State of California in 2018 and the Fish and Game Commission advanced it to a Candidate Endangered species under CESA in June 2019. These special-status species are further described below.

1. *Cooper's Hawk*

This hawk species occurs in forest and woodland habitats. These lanky hawks are a regular sight in parks, quiet neighborhoods, over fields, at backyard feeders, and even along busy streets if there are trees around. This species is also known to use urban areas, utility poles as perches, and to occupy mature trees associated with residential development. Some of the mature trees within the Project area, such as the Peruvian pepper trees, provide marginal foraging habitat for Cooper’s hawk; however, higher quality habitat is located within the trees on the adjacent properties to the east of the Project area. No suitable nesting habitat for Cooper’s hawk is present within the Project area.

2. *Burrowing Owl*

The BUOW is a small, tan, ground-dwelling owl that occupies and nests in underground burrows. The species is associated with grasslands and other arid open terrain throughout much of the western United States. Due to the characteristic fossorial habits of BUOW, burrows are a critical component of their habitat. In southern California, BUOW are not only found in undisturbed natural areas, but also fallow agricultural fields, margins of active agricultural areas, berms to flood control and creek channels, livestock farms, airports, and vacant lots. Declines in BUOW populations are attributed to loss and degradation of habitat, ongoing residential and commercial development, and rodent control programs.

Suitable BUOW habitat is present within the Project area and surrounding areas. In addition, the Project area is within the MSHCP BUOW Survey Area. Thus, a BUOW habitat assessment was performed during the biological surveys. The BUOW assessment followed the guidelines identified in *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area*. The BUOW habitat assessment involved walking the Project area and accessible areas within a 500-foot buffer to determine if any areas hosted suitable habitat for BUOW. Soil conditions, topography, vegetative communities, and habitat quality were documented. A majority of the 500-foot buffer area surrounding the Project area was inaccessible due to legal access limitations; these areas were viewed through binoculars. No BUOW were observed during the biological surveys; however, due to the presence of suitable habitat for BUOW in the Project area, BUOW focused surveys were conducted by ELMT Consulting (ELMT) on August 5, 12, 18, and 24, 2021. The survey methodology



is detailed in the Burrowing Owl Focused Survey Report included in Appendix D of the Biological Report included in EIR *Technical Appendix C*. All suitable burrows/sites including rock piles and non-natural substrates were thoroughly examined for signs of BUOW presence. No BUOW or signs thereof were identified during the four focused surveys.

3. *Western Mastiff Bat*

The western mastiff bat ranges throughout California in a wide range of habitat types, typically below 9,000 feet in elevation. The western mastiff bat usually forages in open areas such as chaparral, oak woodland, open ponderosa pine forest, flood plains grassland, montane meadows, and agricultural areas, and requires large lakes or ponds at least 100 feet long for drinking. Western mastiff bat generally roosts high above the ground, allowing a clear vertical drop of at least seven feet for flight. Potentially suitable day roosting habitat on the Project area is marginal and consists of palm trees along the northern border. However, no water sources are present within the Project area. Approximately 2.5 miles south of the Project area, rocky mountainous habitat exists and may support populations that could use the Project area as foraging grounds.

4. *Crotch's Bumble Bee*

A database review indicates no sightings of Crotch's bumble bee within a 2-mile radius, which is the common standard assessment area, with the nearest sighting being over 4 miles away. The field review also paid close attention to suitable habitat for this species. Suitable habitat typically includes burrows that would be suitable for nesting and abundant nectar sources from the following plant genera: *Antirrhinum*, *Phacelia*, *Clarkia*, *Cordylanthus*, *Dendromecon*, *Eschscholzia*, *Eriogonum*, *Hypericum*, *Lantana*, *Lupinus*, *Salvia*, *Asclepias*, *Cirsium*, *Monardella*, *Keckiella*, *Acmispon*, *Euthamia*, *Ehrendorferia*, *Vicia*, and/or *Trichostema*. While marginal potential would result from the existence of some rodent burrows, the significant distance to the nearest sighting, the lack of sufficient nectar sources, and the regular disturbance to both the site and the surrounding properties severely limits any potential for Crotch's bumble bee to occupy the Project site.

E. *Avian Nesting and Bat Roosts*

There is potential for avian nesting within the Project area. The scattered trees provide suitable habitat for avian species that nest in trees. The disturbed/developed/maintained grassland fields may provide suitable nesting habitat for ground-nesting avian species. There is low potential for bat roosting to occur within the Project area. The biologist did not observe signs of nesting or roosting activity within the Project area during the biological surveys.

F. *Critical Habitat*

Critical habitat is habitat needed to support recovery of threatened or endangered species. The USFWS's online service for information regarding Threatened and Endangered Species Final Critical Habitat designation within California was reviewed during preparation of the Biological Report to determine if the Project occurs within any species designated Critical Habitat. No Critical Habitat occurs on or within two miles of the Project area (refer to Figure 5, CNDDDB Occurrences and Critical



Habitat, of the Biological Report included in EIR *Technical Appendix C*). The nearest Critical Habitat is designated for the Stephens' Kangaroo Rat and is located approximately 6.5 miles southeast of the Project area.

G. Wildlife Movement

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Corridors effectively act as links between different populations of a species and can mitigate the effect of habitat fragmentation as further described in Section 5.3.3, Wildlife Movement, of the Biological Report included in EIR *Technical Appendix C*. An increase in a population's genetic variability is generally associated with an increase in a population's health.

Wildlife movement activities usually fall into one of three movement categories: dispersal (e.g., juvenile animals from natal areas, individuals extending range distributions); seasonal migration; and movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover).

The Project area is bordered by roads and urban development. The Project area may play a role in local wildlife dispersal and foraging; however, the site is not likely located within a significant wildlife movement corridor. Common wildlife species such as coyotes, skunks, opossums, and raccoons may travel through the site and neighboring developed areas, but the site does not provide connectivity between large areas of open space on a local or regional scale.

H. Jurisdictional Water and Wetlands

As described in Section 6.0, Jurisdictional Waters, of the Biological Report included in EIR *Technical Appendix C*, various sources were reviewed to determine the potential presence or absence of jurisdictional streams/drainages, wetlands, lakes, and their location within the watersheds associated with the Project area, and other features that might contribute to federal or State jurisdictional authority located within watersheds associated with the Project area. Additionally, during the biological survey, the VCS biologist assessed the presence or absence of potential jurisdictional streams/drainages and conducted a wetland delineation on the Project area. During the field survey, the Project area was assessed for jurisdictional wetland and non-wetland Waters of the United States (WOUS) and Waters of the State (WOS).

No aquatic features are mapped within the Project area on the USFWS's National Wetland Inventory. No drainages are present within the Project area and no potential jurisdictional waters were identified within the Project area.

As defined in Section 6.1.2 of the MSHCP, riparian/riverine resources are lands which contain habitat dominated by trees, shrubs, persistent emergent (wetland plant species), or emergent mosses and lichens, which occur close to, or which depend upon moisture from, a nearby freshwater source, or



areas with freshwater after flow during all or a portion of the year. Vernal pools are seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season.

To determine the areas where riparian/riverine areas and vernal pools are present, the VCS biologist walked the entire site and reviewed historical aerial imagery. Based on the collective results of these investigations, there was no evidence of riparian/riverine resources subject to the MSHCP in the Project area. Additionally, no vernal pools or seasonal depressions were observed within the Project area. There was no evidence of ponding water, such as visible surface water, cracked soils, or hydric soils, and no features were identified within the Project area where water might collect and persist, like road ruts or other closed depressions. The soil in the Project area is classified as a well-draining, sandy loam. Based on the lack of typical features that could collect water (e.g., road ruts, depression, vernal pools), the lack of ponding water evidence, and the presence of well-draining soils that are not likely to support retention of water, there are no riparian/riverine areas within the Project area.

4.4.2 REGULATORY SETTING

The Project is subject to State and federal regulations that were developed to protect natural resources, including State- and federally-listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special-status species which are not listed as threatened or endangered by the State or federal governments; and other special-status vegetation communities. Provided below is an overview of the federal, State, and regional laws, regulations, and requirements that are applicable to the Project based on its geographic location and the biological resources observed by VCS.

A. Federal Plans, Policies, and Regulations

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the USFWS and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. The ESA makes it unlawful for a person to take a listed animal without a permit. "Take" is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although



it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants (USFWS 2017).

2. *Migratory Bird Treaty Act (16 USC Section 703-712)*

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds.

B. *State Plans, Policies, and Regulations*

1. *California Endangered Species Act (CESA)*

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved (CDFW 2020). The CDFW works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met.

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs).

2. *Natural Community Conservation Planning Act (NCCP)*

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts as these laws are designed to identify and protect individual species that have already declined in number significantly. An NCCP identifies and provides for the regional protection of plants, animals, and their habitats while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants.



There are currently 17 approved NCCPs (includes 6 subarea plans), including the Western Riverside County MSHCP and more than 9 NCCPs in the various stages of planning (includes 2 subarea plans), which together cover more than 8 million acres and will provide conservation for nearly 400 special-status species and a wide diversity of natural community types throughout California (CDFW 2022).

3. *Unlawful Take or Destruction of Nests or Eggs (CFGC, Sections 3503.5-3513)*

Section 3503.5 of the CFGC specifically protects birds of prey, stating: “It is unlawful to take, possess, or destroy any . . . [birds-of-prey] or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating: “It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act.”

C. Local Plans, Policies, and Regulations

1. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their habitats in Western Riverside County. The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement was executed between the USFWS, CDFW, and participating entities (including the City of Moreno Valley). Rather than focusing on one species at a time, implementation of the Western Riverside County MSHCP Section 10 Permit preserves native vegetation and meets the habitat needs of multiple species.

The Project area is within the boundaries of the Western Riverside County MSHCP; however, the Project area is not identified as being within a Criteria Cell, Public or Quasi-Public Conserved Land, or the following Survey Areas: Narrow Endemic Plant Species, Criteria Area Species, Amphibians, or Mammals. The Project is not located within or near any areas currently identified as or anticipated in the future as MSHCP conservation. The Project area is within the BUOW Survey Area for the MSHCP; thus, a habitat assessment, focused burrow survey, and focused BUOW surveys are required and were conducted for the Project.

2. *Stephen’s Kangaroo Rat Habitat Conservation Plan*

The Stephens’ Kangaroo Rat HCP is a comprehensive, multi-jurisdictional HCP focusing on the conservation of the endangered Stephens’ Kangaroo Rat and its habitat. The Stephens’ Kangaroo Rat HCP was adopted in August 1990 and an Implementing Agreement was executed between the USFWS, CDFW, and participating entities (including the City of Moreno Valley). The Stephens’ Kangaroo Rat HCP provides for the permanent establishment, mitigation, and monitoring of a reserve network for the Stephens’ Kangaroo Rat. The Project area is not located within the Stephens’ Kangaroo Rat survey area but is located within the Stephens’ Kangaroo Rat mitigation fee area.



3. *Moreno Valley Municipal Code*

The Moreno Valley Municipal Code (MVMC) Chapter 3.48, *Western Riverside Multi-Species Habitat Conservation Plan Fee Program Ordinance*, is a local development mitigation fee program to assist in preserving vegetation communities and natural areas within the City of Moreno Valley and western Riverside County, which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species. Each development project to be constructed within the City is required to pay a local development mitigation fee (based on project acreage).

The MVMC Section 8.60.070, *Imposition of Impact and Mitigation Fee*, also requires development projects within the boundaries of the Stephens' Kangaroo Rat HCP to pay an impact and mitigation fee of five hundred dollars (\$500.00) per gross acre located within the parcel to be developed and the area disturbed by related off-site improvements.

MVMC Section 9.17.030(g), *Heritage Trees*, identifies heritage trees as any tree that defines the historical and cultural character of the City including older palm and olive trees, and/or any tree designated as such by official action. The MVMC prohibits any person from removing, destroying, or disfiguring a heritage tree within City limits. Removal of heritage trees designated historically and/or culturally significant by official action shall require review by the Environmental and Historic Preservation Board. The ordinance provides certain exceptions and exemptions from the heritage tree requirements. There are existing palm and olive trees adjacent to the Project area along Cottonwood Avenue that have the potential to be considered heritage trees.

4.4.3 BASIS FOR DETERMINING SIGNIFICANCE

The State Legislature has established it to be the policy of the State of California to “[p]revent the elimination of fish or wildlife species due to man’s activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities...” (Public Resources Code Section 21001[c]). CEQA Guidelines Section 15065(a) establishes that a project may have a significant effect where: *“The project has 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 wildlife community; reduce the number or restrict the range of an endangered, rare, or threatened species ...”*

Appendix G of the CEQA Guidelines is more specific in addressing biological resources and encompasses a broader range of resources to be considered, including candidate, sensitive, or special-status species; riparian habitat or other sensitive natural communities; federally protected wetlands; fish and wildlife movement corridors; local policies or ordinances protecting biological resources; and adopted HCPs.

The City of Moreno Valley evaluates impacts to biological resources based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact to biological resources would occur if the Project or any Project-related component would:



- 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 Wildlife or U.S. Fish and Wildlife Service;*
- 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 Wildlife or US Fish and Wildlife Service;*
- 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;*
- 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;*
- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*
- 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.*

4.4.4 IMPACT ANALYSIS

Threshold a: *Would the Project 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?*

A. Direct Impact to Special-Status Plant Species

No special-status plant species were observed within the Project area by VCS during the biological surveys. However, the San Diego tarplant, a CRPR 4.2 species, has a moderate potential to occur within the Project area, which, if found within the Project area, would be completely disturbed with implementation of the Project. The CNPS recommends that CRPR 4.2 species be analyzed based on the following reasons (VCS 2025):

- The type locality of CRPR rank 4 plants;
- Occurrences at the periphery of a species' range;
- Areas where the species is especially uncommon;
- Areas where the species has sustained heavy losses;
- Occurrences exhibiting unusual morphology or occurring on unusual substrates;
- Species maintained on BLM, USFWS, or USFS sensitive species lists; and
- Species associated with a habitat that is declining in California at a significant rate.



The Project area is not on the periphery of the range of San Diego tarplant. Additionally, San Diego tarplant is relatively common in Riverside County. Based on the plant's CRPR 4.2 status (watch list plant of limited distribution and "not very threatened in California [less than 20% of occurrences threatened/low degree and immediacy of threat or no current threats known/species frequently observed in the area]") and its distribution within Riverside County, this species does not clearly meet CEQA standards and thresholds for impact consideration. Additionally, there is low or no potential for other special-status plant species to occur within the Project area. Therefore, no significant direct impacts to special-status plants are anticipated with Project implementation. Impacts would be less than significant.

B. Direct Impacts to Special-Status Wildlife Species

As previously discussed, one special-status species (Cooper's hawk) was observed within the Project area during the June 2021 biological survey and two special-status species (BUOW and western mastiff bat) have the potential to occur within the Project area. Potential direct impacts to these species are discussed below. As discussed below, Crotch's bumble bee is not expected to occur within the Project area.

1. Cooper's Hawk

Cooper's hawk was observed within the Project area and is a WL species by CDFW. WL species are species that were previously designated as a species of special concern but no longer merit that status or which do not yet meet the special species of concern criteria but there is a concern and need for additional information to clarify status. The most suitable habitat for the Cooper's hawk in and adjacent to the Project area is limited to the trees along the northern portion of the Project area, which provide limited potential habitat for Cooper's hawk. Implementation of the Project would include the removal of existing ornamental trees within the Project area; thus, construction activities associated with the Project have the potential to result in a significant impact related to the Cooper's hawk. Mitigation measure (MM) 4.4-1 requires the completion of pre-construction surveys and identifies actions to take if nesting avian species, including Cooper's hawk, are present and would reduce this potential impact to a less than significant level.

2. Burrowing Owl

No BUOW or signs of BUOW use were observed within the Project area during the biological survey or during the four focused surveys. However, it is possible that the BUOW could migrate into the Project area prior to construction. The BUOW is classified by the MSHCP as a covered species not adequately conserved by the MSHCP; thus, construction activities associated with the Project have the potential to result in a significant impact related to the BUOW. MM 4.4-2 requires the completion of pre-construction BUOW surveys and habitat assessments and identifies actions to take if active BUOW burrows are present, including obtaining an ITP, if required, and would reduce this potential impact to a less than significant level.



3. *Western Mastiff Bat*

No western mastiff bats or signs of western mastiff bat use were observed within the Project area during the biological survey; however, the Project area has marginal suitable day roosting habitat in the Project area (palm trees and Peruvian pepper trees). Implementation of the Project would include the removal of the existing trees within the Project area; thus, construction activities associated with the Project have the potential to result in a significant impact to the western mastiff bat. MM 4.4-3 requires the completion of pre-construction bat surveys and identifies actions to be taken if bat roosts are identified. Implementation of MM 4.4-3 would reduce this potential impact to a less than significant level.

4. *Crotch's Bumble Bee*

As previously discussed, while marginal potential would result from the existence of some rodent burrows, the significant distance to the nearest sighting, the lack of sufficient nectar sources, and the regular disturbance to both the Project area and the surrounding properties severely limits any potential for Crotch's bumble bee to occupy the Project area. Impacts to this species are not anticipated as a result of the Project.

C. Indirect Impacts on Special-Status Biological Resources

Development projects adjacent to natural open spaces have the potential to result in indirect effects to biological resources such as light pollution, noise pollution, non-native/ornamental plant invasion, etc. The Project area is not adjacent to any natural open space areas and would not result in indirect impacts to such resources.

However, the Project has the potential to indirectly impact any western mastiff bats roosting in trees near the Project area due to increased noise levels during construction. Indirect impacts on the western mastiff bat are potentially significant and mitigation is required. MM 4.4-3 requires pre-construction surveys and includes measures to protect off-site roosting bats, if present. Implementation of MM 4.4-3 would reduce this potential indirect impact to a less than significant level.

Threshold b: Would the Project 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?

As discussed previously, the Project area does not contain riparian habitat or other sensitive natural communities identified in local or regional plans. Vegetation communities within the Project area contain disturbed/developed/ maintained grasslands (approximately 65.85 acres), and herbaceous non-native forbs and grasses habitat (approximately 4.42 acres). The direct removal of these vegetation communities, which are not sensitive communities identified in any local or regional plans, policies, regulations or by CDFW or USFWS, would not result in a significant impact. No impacts to riparian habitat or other sensitive natural communities would occur.



Threshold c: Would the Project have 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?

As discussed previously, no wetlands or features considered WOUS or WOS occur within the Project area. Therefore, the implementation of the Project would not impact any State- or federally-protected wetlands. No impact would occur.

Threshold d: Would the Project 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?

As previously identified, the Project area may play a role in local wildlife dispersal and foraging; however, the Project area is not located within a significant wildlife movement corridor. Common wildlife species may travel through the site and neighboring developed areas, but the site does not provide connectivity between large areas of open space on a local or regional scale. Additionally, the Project area is not within an MSHCP criteria cell, core habitat, or wildlife movement corridor. The Project area lacks migratory wildlife linkages and there are no native wildlife nurseries in or adjacent to the Project area. Thus, the implementation of the Project would not impede the use of a native wildlife nursery site or interfere with the movement of native migratory fish or wildlife species.

The Project area and surrounding areas have the potential to support nesting birds and/or roosting bats. The trees within the Project area provide habitat for tree nesting avian species while the herbaceous grassland habitats have potential to support ground nesting species. The palm trees in the northern portion of the Project area have the potential to support roosting bat species. Due to the potential for bird nesting and/or bat roosting within the Project area, Project construction could result in impacts to nesting birds which would be in violation of the MBTA and CFGC and/or result in potentially significant impacts to protected bat maternity roosts if construction activities are to take place during nesting or maternity roosting season. With implementation of MM 4.4-1, MM 4.4-2, and MM 4.4-3, impacts to nesting birds and roosting bats would be reduced to a level considered less than significant.

Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

MVMC Title 3, Chapter 3.48, *Western Riverside County MSHCP Plan Fee*, requires that a local development mitigation fee be paid to assist in the maintenance of biological diversity and the natural ecosystem processes that support this diversity so that the City is in compliance with the MSHCP. The Project Applicant would be required to pay this local mitigation fee to assist the City in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP.



The MVMC Chapter 8.60, *Threatened and Endangered Species*, also contains provisions for the protection of the Stephens' Kangaroo Rat pursuant to the Stephens' Kangaroo Rat HCP. The Project area is not located within an identified reserve area or critical habitat for the Stephens' Kangaroo Rat and the species has a low potential to occur in the Project area. In addition, the species was not observed during biological surveys of the Project area. Accordingly, the Project is exempt from the focused survey requirements for the Stephens' Kangaroo Rat established by the MVMC Section 8.60.060, *Biological Surveys*. The Project Applicant is required to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the habitat conservation plan for the Stephens' Kangaroo Rat. With mandatory compliance with standard regulatory requirements (i.e., development impact and mitigation fee payment), the Project would not conflict with any City policies or ordinances related to the protection of the Stephens' Kangaroo Rat.

The MVMC Section 9.17.030(g), *Heritage Trees*, identifies heritage trees as any tree that defines the historical and cultural character of the City including older palm and olive trees, and/or any tree designated as such by official action. There are existing palm and olive trees within the off-site improvement area along Cottonwood Avenue that have the potential to be considered heritage trees. These trees would be removed to accommodate site-adjacent roadway improvements along Cottonwood Avenue; however, the tree removal would adhere to the City's requirements for tree removal, including tree replacement. As discussed in Section 3.0, *Project Description*, trees would be planted along the on-site and site-adjacent roadways and within landscaped areas. Therefore, the Project would implement MM 4.4-4, which requires that a tree survey be prepared by a qualified arborist for the proposed regulated tree removals and ensures that tree removals would occur in accordance with the provisions of MVMC Section 9.17.030(g). With mandatory adherence to MVMC Section 9.17.030(g) and implementation of MM 4.4-4, the Project would not conflict with any City policies or ordinances related to tree protection.

With mandatory payment of fees and compliance with MVMC Section 9.17.030(g), as required by MM 4.4-4 (described above), the Project would not conflict with any local policies or ordinances protecting biological resources. This impact would be less than significant.

Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Project area is within the boundaries of the Western Riverside County MSHCP; however, the Project area is not within a Criteria Cell designated for conservation within the MSHCP. Additionally, the Project area is not within Public or Quasi-Public Conserved Lands, or the Narrow Endemic Plant Species, Amphibian, or Mammal Survey Areas listed by the MSHCP.

The Project area is within the BUOW Overlay of the MSHCP, which requires additional survey protocols. BUOW Surveys were conducted according to MSHCP requirements in August 2021. No BUOW or signs thereof were identified during the focused surveys; therefore, BUOW were considered absent from the Project area. Notwithstanding, the Project area has suitable habitat for BUOW; thus,



construction activities associated with the Project have the potential to result in a substantial adverse effect on the BUOW. As identified under Threshold a, impacts are potentially significant and mitigation is required. With implementation of MM 4.4-1, potential impacts to BUOW would be reduced to a less than significant level.

There are no features within the Project area that would be considered Riverine/Riparian by the MSHCP. Additionally, there are no vernal pools or depressions, such as road ruts, that would provide suitable habitat for fairy shrimp species within the Project area. Thus, the Project would not conflict with MSHCP requirements related to Riverine/Riparian habitat. No impact would occur.

The MSHCP Volume 1, Appendix C outlines standard best management practices (BMPs) intended in part to reduce impacts to plant communities, special-status plant and wildlife species, and jurisdictional waters. As the Project is located within the MSHCP boundary, adherence with applicable standard BMPs found in Appendix C of the MSHCP is required; therefore, the Project would comply with the following BMPs applicable to the Project, which are based on the standard MSHCP BMPs, and would be included as conditions of approval for the Project:

1. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and Project Footprint boundaries within which the project activities must be accomplished.
2. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
3. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
4. To avoid attracting predators of the species of concern, the Project Footprint 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(s).
5. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.



The Project area is within the boundaries of the Stephens' Kangaroo Rat HCP, which requires a fee be paid for local development. As discussed under Threshold e, in accordance with the Stephens' Kangaroo Rat HCP and MVMC Chapter 8.60, the Project Applicant would pay applicable local development impact and mitigation fees. With the payment of applicable fees, the Project would not conflict with the Stephens' Kangaroo Rat HCP. Impacts would be less than significant.

4.4.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis for biological resources considers development of the Project area in conjunction with other development projects in the vicinity of the Project area as well as full General Plan buildout in the City of Moreno Valley and other jurisdictions in the region within the boundaries of the Western Riverside County MSHCP.

Anticipated cumulative impacts to biological resources are addressed by the Western Riverside County MSHCP, which, as currently adopted, addresses 146 "Covered Species" that represent a broad range of habitats and geographical areas within western Riverside County, including threatened and endangered species and regionally- or locally-sensitive species that have specific habitat requirements and conservation and management needs. The MSHCP addresses biological impacts for take of Covered Species within the MSHCP area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures included in the MSHCP are intended to address the federal, State, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the MSHCP states that:

The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.

CEQA deems a cumulative impact analysis to be adequate if a list of "related projects" is included in the EIR or the proposed project is consistent with an adopted general, specific, master, or comparable programmatic plan (CEQA Guidelines Section 15130[b][1][B]). CEQA also states that no further cumulative impact analysis is necessary for impacts of a proposed project consistent with an adopted general, specific, master, or comparable programmatic plan (CEQA Guidelines Section 15130[d]). The Project site has been anticipated for development by the City of Moreno Valley. Additionally, the Western Riverside County MSHCP has set aside areas for conservation in order to address the cumulative impact of development within Riverside County. The Project is consistent with the MSHCP and the Project Applicant would pay the local development impact fees to assist the City in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). The 2040 General Plan EIR concluded that cumulative impacts to biological resources would be less than significant. Therefore, the Project, which would result in less than significant impacts to biological resources after implementation of mitigation, would not contribute to a substantial adverse cumulatively considerable impact to biological resources.



The Project would not result in significant impacts to any special-status plant species. The San Diego tarplant, a CRPR 4.2 species, has a moderate potential to occur within the Project area; however, the San Diego tarplant was not observed on the Project area. Additionally, San Diego tarplant is relatively common in Riverside County and this species does not clearly meet CEQA standards and thresholds for impact consideration. Therefore, implementation of the Project would not contribute to a substantial adverse cumulatively considerable impact to special-status plant species.

The Project area does not contain any sensitive or critical habitat or State- or federally-protected wetlands, and is not within a wildlife movement corridor. Therefore, the Project would not contribute to a cumulatively considerable impact on these biological resources.

The Project would result in the removal of vegetation that has the potential to support nesting avian species and roosting bats. A wide range of habitat and vegetation types have the potential to support nesting avian species and roosting bats; therefore, it is likely that other development projects within the cumulative study area also may impact nesting avian species and roosting bats. However, the Project, like all other development activities in the cumulative study area, would be required to comply with State and federal law to preclude impacts to nesting birds. Therefore, the Project would not contribute to a cumulatively considerable impact on these biological resources.

The Project would not conflict with any local policies or ordinances protecting biological resources. Other development projects in the cumulative study area would be required to comply with applicable local policies and/or ordinances related to the protection of biological resources as a standard condition of review/approval. Because the Project and cumulative development would be prohibited from violating applicable local policies or ordinances related to the protection of biological resources, a cumulatively considerable impact would not occur.

4.4.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Potentially Significant Impact. No sensitive plant species were detected within the Project area and potential impacts to the San Diego tarplant, a CRPR 4.2 species, would be less than significant.

One special-status species (Cooper's hawk) was observed within the Project area during the biological survey and has a low potential to nest in the trees within the Project area. The Project area has suitable foraging and nesting habitat for BUOW and roosting habitat for the western mastiff bat. Construction activities also have the potential to result in indirect noise impacts to roosting western mastiff bats in trees near the Project area. If any of these species, active nests, or roosts are present within the Project area during construction, impacts to the biological resources would be potentially significant.

Threshold b: No Impact. The Project area does not contain any riparian habitat, critical habitat, or other sensitive natural communities. Therefore, the Project would have no impacts to these biological resources.



Threshold c: No Impact. The Project area does not contain State- or federally-protected wetlands; therefore, no impact would occur.

Threshold d: Potentially Significant Impact. The Project would not interfere with the movement of fish or impede the use of a native wildlife nursery site; however, construction activities could result in impacts to nesting avian species, which would be in violation of the MBTA and CFGC and/or would result in impacts to protected bat maternity roosts if construction activities are to take place during nesting or maternity roosting season.

Threshold e: Less than Significant Impact. The Project would comply with MVMC Chapter 3.48 and Chapter 8.60, which require fee payments for the MSHCP and protection of the Stephens' Kangaroo Rat. In addition, the Project would comply with MVMC Section 9.17.030(g), as applicable, with regards to tree protection (compliance with this requirement is ensured with implementation of MM 4.4-4). The Project would not conflict with any local policies or ordinances protecting biological resources.

Threshold f: Potentially Significant Impact. The Project area is subject to the Western Riverside County MSHCP and its survey requirements for the BUOW. Although the Project is compliant with all applicable MSHCP provisions, and given the BUOW was not observed during the biological survey or focused surveys, the Project area has suitable habitat for the species. If the species migrates within the Project area and is present at the time the grading permit is issued, impacts on BUOW would be potentially significant.

4.4.7 MITIGATION

MM 4.4-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. If the removal of any trees, shrubs, or any other potential nesting and foraging habitat for avian species, including sensitive species and raptor nests, is to be conducted within the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors), a nesting bird survey shall be required within three days prior to start of work. If active nests are identified, the biologist will establish appropriate buffers around the area (typically 500 feet for raptors and sensitive species, and 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that certain work can be permitted within the buffer areas and develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). If vegetation clearing is not initiated within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of



nesting birds. If vegetation removal occurs outside of nesting season or if no nesting birds are found, no further action will be required.

- MM 4.4-2 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. A pre-construction presence/absence survey for BUOW within the Project area where suitable habitat is present shall be conducted by a qualified biologist within 30 days prior to the commencement of ground-disturbing activities. If active BUOW burrows are detected during the breeding season, all work within an appropriate buffer (typically a minimum of 300 feet) of any active burrow will be halted. If there is an active nest at the burrow, work will not proceed within the buffer until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume in the buffer when there are no occupied/active BUOW burrows found within the buffer area.

If there are occupied burrows within the buffer area and avoidance of burrowing owls is not possible, no work shall occur within the buffer area until the appropriate course of action is determined and implemented in accordance with applicable regulations related to burrowing owl at the time of project construction. CDFW may require an Incidental Take Permit (ITP) or a Burrowing Owl Relocation and Mitigation Plan, in accordance with applicable regulations at the time of project construction. If burrowing owl is no longer a candidate or listed species under CESA at the time of project construction, permits shall not be required.

- MM 4.4-3 Prior to the issuance of grading permits, the Property Owner/Developer shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. Pre-construction surveys shall be conducted by a qualified bat biologist no more than 30 days prior to the initiation of vegetation removal and ground-disturbing activities if within the maternity season (March 1 to August 31). If no active roosts are present, then trees shall be removed within two weeks following the survey. If active bat roosts are found, then the following shall be implemented, as appropriate:

- a. If active bat roosts are present, a qualified bat biologist shall determine the species of bats present and the type of roost (i.e., day roost, night roost, maternity roost). If the biologist determines that the roosting bats are not a special-status species and the roost is not being used as a maternity roost and direct removal of active roosts is required, then the bats may be evicted from the roost by a qualified bat biologist experienced in developing and implementing bat mitigation and exclusion plans. If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.



- b. If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.
- c. All potential roost trees shall be removed in a manner approved by a qualified bat biologist, which may include presence of a biological monitor.
- d. All construction activity in the vicinity of an active maternity roost shall be limited to daylight hours.
- e. Results of the survey shall be submitted to the City prior to removal of the trees. If additional measures are required under (a) through (d), the submittal to the City will include those additional measures.

MM 4.4-4 Prior to any removal of trees potentially regulated by the City of Moreno Valley Municipal Code, a qualified arborist shall conduct a tree survey in the area of the Project site in which regulated trees are proposed to be removed. Data to be collected on appropriate data forms includes the exact location of the tree, species, diameter at breast height, and information on the general character and health of the tree. All regulated trees to be removed shall be flagged in the field and entered into a GIS database. This information shall be included in an arborist report to be submitted to the City.

Pursuant to Section 9.17.03 of the City of Moreno Valley Municipal Code, the removal of existing trees with four-inch or greater trunk diameters at breast height (dbh) shall be replaced at a 3:1 ratio, with a minimum 24-inch box size tree of the same species or a minimum 36-inch box for a 1:1 replacement, in locations approved by the City.

4.4.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds a, d, and f: Less than Significant Impact with Mitigation. Implementation of MM 4.4-1 would ensure that a survey for nesting avian species be conducted if any removal of trees, shrubs, or any other potential nesting and foraging habitat for avian species occurs during the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors). If present, the



mitigation measure provides performance criteria that requires avoidance of active nests. With implementation of the required mitigation, potential to impact nesting avian species would be reduced to a level considered less than significant.

Implementation of MM 4.4-2 would ensure that pre-construction surveys are conducted for BUOW to determine the presence or absence of the species in the Project area. If present, the mitigation measure provides performance criteria that require compliance with the MSHCP and CESA, and avoidance of BUOW in accordance with CDFW protocol. With implementation of the required mitigation, potential impacts to BUOW would be reduced to a level considered less than significant.

Implementation of MM 4.4-2 ensures that pre-construction surveys are conducted to determine the presence or absence of active roosts within the Project area. With implementation of the required mitigation, potential impacts to the sensitive bat species and active bat roosts would be reduced to a level considered less than significant.



4.5 CULTURAL RESOURCES

The analysis in this section is based, primarily, on the *Phase I Cultural Resources Assessment for the Moreno Valley Town Center Project* (Cultural Resources Assessment) prepared by VCS Environmental (VCS) (VCS, 2024). The Cultural Resources Assessment is included as *Technical Appendix D* to this EIR. Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (*California Code of Regulations* Section 15120[d]). Accordingly, confidential information was redacted from *Technical Appendix D* for purposes of public review.

4.5.1 EXISTING CONDITIONS

The following is a summary of information presented in the Cultural Resources Assessment regarding the prehistory and ethnography of California and the region, the history of California and the City of Moreno Valley (City), and the Project area (including the Project site and off-site improvement areas).

A. Prehistoric Cultural Resources

The Project area is within the Western Riverside County region. The prehistory of Western Riverside County is understood as the transition area between coastal and desert subsistence patterns. The following chronology describes cultural traits in the southern California Bight (extending from Point Conception to the Mexican border), from ocean to desert. Refer to the Cultural Resources Assessment in EIR *Technical Appendix D* for a detailed discussion of each prehistoric cultural period.

- *Early Holocene (11,600 – 7,600 Before Present [BP])*. California’s first inhabitants have traditionally been thought of as big game hunters who lived at the end of the last ice-age. As the environment warmed and dried, the large Ice Age fauna vanished, marking the end of the Western Pluvial Lakes Tradition (WPLT) characterized by large pluvial (rainfall-fed) lakes, streams, marshes, and grasslands exploited by native populations whose sites are generally found along their shores. Populations responded by exploiting a much wider range of flora and fauna to replace the large mammals. The Paleocoastal Tradition (PCT) reflects a coastal adaptation of the WPLT. PCT sites are also located along bays and estuaries, exploiting mollusks, sea mammals, sea birds, and fish in addition to land plants and animals. Habitation on San Miguel Island has been identified as early as approximately 11,300 BP at Daisy Cave and approximately 8,500 BP at Eel Point on San Clemente Island.
- *Middle Holocene (7,600 – 3,650 BP)*. The Middle Holocene has been thought of as a time of cultural change where Early Holocene cultures morphed over time into the Late Holocene cultures. This “Millingstone Horizon” in coastal southern California suggests a shift in subsistence strategies - to the gathering and processing of plant seeds, grasses, and shellfish as the primary dietary staple, with fishing and the hunting of smaller animals playing a less important role. Characteristics of the middle Holocene sites include ground stone artifacts (manos and metates) used for processing plant material and shellfish, flexed burial beneath rock or milling stone cairns, flaked core or cobble tools, dart points, cogstones, discoidals, and crescentics.



- *Late Holocene (3,650 – 233 BP)*. Traditional models of this period maintained that the cultural systems encountered by European explorers in the late 18th century were formed during this time. These cultures were said to have access to rich resources (particularly the acorn), invented the bow and arrow, the mortar and pestle, introduced ceramics, and altered mortuary behaviors from inhumations to cremations. These groups were often elevated to utopian levels by earlier researchers. This period is now also revealed to have been one of more complex local and regional patterns of change that occurred at differing times within the region. Cultures in southern California over-exploited high-ranked food items such as shellfish, fish, terrestrial and marine mammals, and plant remains. This, and climatic fluctuations, led to resource depression, which necessitated a shift to less desirable, more costly resources. The “Takic Wedge” migration of Takic speakers from the Great Basin into southern California occurred during this period.

B. Ethnography

The Project area is within or near the traditional territory of the Luiseño, Cahuilla, and Gabrielino. This area was likely occupied or at least visited by all three tribes.

1. Luiseño

The Luiseño are Takic speakers and are descended from Late Prehistoric populations of the region. Takic is part of the larger Uto-Aztec language stock which migrated west from the Great Basin. The Luiseño lived in sedentary and independent village groups, each with specific subsistence territories encompassing hunting, food gathering, and fishing areas. Villages were usually located in valley basins, along creeks and streams adjacent to mountain ranges where water was available and where the villages would be protected from environmental conditions and potential enemies. Most inland populations had access to fishing and food-gathering sites on the coast.

Luiseño economic and subsistence practices centered upon the seasonal gathering of acorns and seeds; the hunting of deer and small mammals such as rabbits, wood rats, ground squirrels, and birds. Coastal foods included sea mammals, fish, and shellfish. Tool technologies were organized around food collection, storage, and preparation strategies, which was reflected in the type, size, and quantity of food items gathered. Stone (lithic) tools included two types: ground stone and flaked stone tools. Utilitarian tools were constructed from wood, animal bones, skins, and/or woven from flora materials depending on need. Hunting activities were conducted both on an individual basis and/or organized into group activities, depending on seasonal factors and the game hunted. Acorns encompassed as much as 50% of the Luiseño diet, and acorn collection was a central tenant in the lives of the Luiseños and dominated their economic and social structure.

Villages were organized around an inherited chief who exerted sole control over the economy, religious rituals, and territorial matters within the village. The chief at times would consult with a council of elders and shamans on matters of religious practices and on environmental conditions affecting village life. Large villages may have had a complex behavioral and political structure due to their territorial size and economic control, while the smaller villages’ political complexity was limited by their territorial size.

2. *Cahuilla*

The Cahuilla are an ethnographic Native American group descended from Late Prehistoric Takic-speaking inhabitants of the region. The Cahuilla were hunter-gatherers who followed a seasonal round of utilizing various floral and faunal resources occurring in their territory. Because Cahuilla territory was comprised of high mountains and arid lowlands, their seasonal round has been characterized as vertical rather than horizontal, with people moving upward and downward in layers of ecological zones ordered by elevation. Settled villages were located near reliable water sources and within range of various resources (food, wood for fuel, and lithic materials for tools). Each village was composed of a group of individuals that were related by blood or marriage, and which retained its own specific hunting and resource collecting areas. Cahuilla lineage groups were linked together in a complex interaction sphere of trade, alliance, intermarriage, and ceremonial exchange with neighboring groups including the Luiseño.

Major villages were fully occupied during winter, but during other seasons, task groups headed out in periodic forays to collect available plant foods, with larger groupings from several villages organizing for annual acorn harvests. Major plant foods emphasized during late prehistory included acorns, mesquite, screwbean, pinyon nuts, and various seed-producing legumes that were complemented by agave, wild fruits and berries, tubers, cactus bulbs, roots, and greens. Hunting was accomplished with the throwing stick and bow and arrow; nets and traps were also used for small animals. Stone tools consisted of two general types: ground stone tools (e.g., mortars, pestles, manos, and metates for pounding and grinding) and flaked stone tools (e.g., knives, drills, and projectile points for cutting and piercing). Ground stone tools were typically made from granite or other coarse stone. Flaked stone tools were typically made from chert, jasper, basalt, quartz, quartzite, obsidian, and other fine-grained stone in which breakage patterns could be controlled and sharp edges would result.

3. *Gabrielino/Tongva/Kizh*

At the time of European contact in 1769, when Gaspar de Portolá's expedition crossed the Los Angeles Basin, what were to be named the Gabrielino Native Americans by the Spanish occupied the area to the west of the Project area. While the term Gabrielino identifies those Native Americans who were under the control of the Spanish Mission San Gabriel Archángel, the overwhelming number of people in these areas were of the same ethnic nationality and language (Takic) group. Their territory extended from northern Orange County north to the San Fernando Valley in Los Angeles County and eastward to the San Bernardino area.

This and the following ethnographic information relate to currently surviving native peoples still living in Los Angeles, Orange, San Bernardino, and Riverside Counties. They maintain their cultural practices and customs. The current Gabrielino Tribe comprises at least five bands that are recognized Tribes by the State of California (they do not, however, enjoy Federal recognition). They include the Gabrieleño Band of Mission Indians – Kizh Nation; the Gabrielino Tongva Indians of California Tribal Council; the Gabrieleno-Tongva San Gabriel Band of Mission Indians; the Gabrielino-Tongva Tribe; and the Gabrielino/Tongva Nation. The terms the Native Americans in Southern California used to identify themselves have, for the most part, been lost; therefore, the names do not necessarily identify



specific ethnic or Tribal groups. Some currently refer to themselves as Tongva, while others prefer the term Kizh. For the sake of clarity and consistency, the term Gabrielino will be used for the remainder of this section.

As described above, from an archaeological perspective, the Gabrielino arrived in the Los Angeles Basin possibly as early as 1,500 BCE as part of the so-called Shoshonean (Takic speaking) Wedge from the Great Basin region. The Gabrielino gradually displaced the indigenous peoples, who were probably Hokan speakers. Large, permanent villages were established in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Eventually, Gabrielino territory encompassed the greater Los Angeles Basin, coastal regions from Topanga Canyon in the north to perhaps as far south as Aliso Creek, and the islands of San Clemente, San Nicholas, and Santa Catalina. Recent studies suggest the population may have numbered as many as 10,000 individuals at their peak in the Precontact Period.

C. History

In California, the historic era is generally divided into three periods: the Spanish or Mission Period, the Mexican or Rancho Period, and the American Period. These historic eras are described below. Refer to the Cultural Resources Assessment in EIR *Technical Appendix D* for a detailed discussion of each historic era.

- *Spanish/Mission Period (1769 to 1821)*. The Spanish Period is represented by exploration of the region; establishment of the San Diego Presidio and missions at San Gabriel and San Luis Rey; and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Early exploration of the Riverside County area began in 1772, and permanent settlement began about the turn of the century through the issuance of land grants and grazing permits, and Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system.
- *Mexican/Rancho Period (1821 to 1848)*. The Mexican Period began with Mexican independence from Spain and continued until the end of the Mexican American War. The Secularization Act resulted in the transfer, through land grants (called ranchos) of large mission tracts to politically prominent individuals. Sixteen ranchos were granted in Riverside County, the first to Juan Bandini in 1838. The Project area is located in what was the Rancho La Laguna, also known as Laguna Grande and La Laguna de Temecula. The rancho consisted of three leagues that included the lakebed and the shoreline. At that time, cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy.
- *American Period (1848 to present)*. The American Period began with the Treaty of Guadalupe Hidalgo, and in 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi



and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by two years of extreme drought, which continued to some extent until 1876, altered ranching forever in the southern California area.

The Moreno Valley area began to develop in the late 1880s with the establishment of the Alessandro and Moreno settlements. The community of Moreno was built around the intersection of Redlands Boulevard and Alessandro Boulevard and named in honor of Frank Brown (Moreno in Spanish), a civil engineer, who had visions of a successful agricultural community like he had established in Redlands to the north of the Valley. The Alessandro Aviation Field was established in 1918 and then renamed to March Field. March Field closed in 1922 after World War I (WWI) and re-opened in 1927 as a flight training school. The name was changed to March Air Force Base in 1948. The unincorporated community of Sunnymead was established in 1922 and was followed by the unincorporated community of Edgemont in 1940. The development of March Air Force Base post-WWII aided in the continued growth of Edgemont and Sunnymead. The Eastern Municipal Water District began to supply water to the Valley in 1954. The dam at Lake Perris was completed in 1970. In 1984, the communities of Edgemont, Sunnymead, and Moreno came together to form the City of Moreno Valley, and the first general plan was adopted in 1986 to guide future growth and development. (City of Moreno Valley, 2021a)¹

D. Project Area

VCS conducted an archaeological records search through the Eastern Information Center (EIC) at the University of California, Riverside (UCR) on August 19, 2021. The records search provided data on known archaeological and built environment resources as well as previous studies within one-half mile of the Project area. The results of the EIC records search notes that 18 cultural resources studies were completed within one-half mile of the Project area and one of those studies (RI-02171) included a portion of the Project area. Additionally, the EIC information notes that 14 cultural resources were recorded within one-half mile of the Project area. Eight prehistoric milling slicks are recorded within one-half mile of the Project area, attesting to the prehistoric presence of indigenous populations in the vicinity.

The Pechanga Cultural Resources Department provided additional information regarding cultural resources within one mile of the Project area. This list includes 13 prehistoric and 3 historic-era resources.

One historic resource (P-33-007277) was recorded within the Project area. Historic resource site number P-33-007277 was the Mellor House, which is recorded at 26960 Alessandro Boulevard, in the extreme southeast corner of the Project area. The Mellor House was built by the Mellor family around 1915 and was a good example of rural architecture in the Sunnymead area, but the house has since been removed. The Mellor House exhibited a vernacular wood frame house, rectangular in plain view, with wood shingle siding. Tall, shade pepper trees associated with the house remain in the Project area

¹ The cultural resources information provided in the City of Moreno Valley General Plan 2040 (2040 General Plan) remains applicable to the discussion of the City's history. The court decision did not address this topical issue.



in the southeast corner near the intersection of Alessandro Boulevard and Nason Street. These trees are not considered a significant resource because the house with which these non-native trees are associated has been removed and the integrity of the resource destroyed.

VCS conducted a pedestrian survey of the Project area on June 29, 2021. The pedestrian survey utilized transects spaced approximately 10 to 15 meters apart and the entire Project area was examined for the presence of cultural resources. The southeast corner of the property has a large mound of fill sediment/soil placed there sometime after 1978 and before 1997. The site has been subjected to various episodes of dumping (furniture, appliances, and other trash), especially in the southeast corner of the site. A light scatter of trash is present along the margins of the site, especially along the southern and eastern borders. No other cultural resources were observed. No prehistoric resource sites were identified on the Project area during the pedestrian survey. (VCS, 2024)

4.5.2 REGULATORY SETTING

Following is a summary of federal, State, and local regulations addressing cultural resources. Regulations addressing tribal cultural resources are addressed in EIR Section 4.17, *Tribal Cultural Resources*.

A. Federal Plans, Policies, and Regulations

1. National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966, as amended, promotes the preservation, enhancement, and productive use of historic resources. The NHPA established the Advisory Council on Historic Preservation (ACHP) and provided procedures for the ACHP and federal agencies in promoting historic preservation. Section 106 of the NHPA requires that federal actions and the use of federal funds take into account their potential effects on historic properties or those listed in or eligible for listing in the National Register of Historic Places (NRHP).

2. National Register of Historic Places (NRHP)

The NRHP is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- 1) Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?
- 2) Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past?



B. State Plans, Policies, and Regulations

1. California Code of Regulations, Title 14, Division 3, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the *California Code of Regulations* provides that: “No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value.”

2. California Code of Regulations, Title 14, Section 1427

California Code of Regulations, Title 14, Section 1427 provides that: “No person shall collect or remove any object or thing of archaeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archaeological or historical interest or value is found.”

3. California Register of Historic Resources

The State Historical Resources Commission has designed the California Register of Historic Resources (CRHR) for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California’s historical resources. The CRHR is the authoritative guide to the state’s significant historical and archaeological resources. The CRHR encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. In order for a resource to be included on the CRHR, the resources must meet one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- 2) Associated with the lives of persons important to local, California or national history (Criterion 2).
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4).

Historical resources eligible for listing in the CRHR must also retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. For resources included on the CRHR, environmental review may be required under CEQA if property is threatened by a project.

4. California Health and Safety Code (Sections 7050.5, 7051, and 7054)

These sections of the *California Health and Safety Code* collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code* [PRC]). These sections also address the disposition of Native American burials



in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

5. California Public Resources Code Section 5097.8

As identified in Section 15064.5(d) of the CEQA Guidelines, when the existence of, or the probable likelihood, of Native American human remains within the project is identified, a lead agency is required to work with the appropriate Native Americans as identified by the Native American Heritage Commission (NAHC) as provided in PRC Section 5097.98. PRC Section 5097.98 states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours. When the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding the descendants' preferences for treatment. This section of the PRC has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

6. California Code of Regulations Section 15064.5

California Code of Regulations, Title 14, Chapter 3, Section 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines Section 15064.5, as follows:



- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
- 2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or may be likely to yield, information important in prehistory or history.
- 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

C. Local Plan, Policies, and Regulations

1. Moreno Valley General Plan

The current *City of Moreno Valley General Plan* (2006 General Plan) was adopted on July 11, 2006. As further addressed in EIR Section 4.11, *Land Use and Planning*, the General Plan Conservation Element includes policies addressing cultural resources. The Project's consistency with these policies is discussed in Table 4.11-1, *General Plan Consistency Analysis*.



2. Moreno Valley Municipal Code (MVMC)

MVMC Title 7, *Cultural Preservation*, promotes public health, safety, and general welfare by providing for the preservation, identification, protection, enhancement, and perpetuation of existing improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, and natural features having special cultural, historical, archaeological, architectural, or community value in the City. Per Chapters 7.05, *Landmarks and Structures of Merit*, and 7.07, *Preservation Districts and Neighborhood Conservation Areas*, of the MVMC, landmarks and structures of merit can be designated by a committee or by the City Council on appeal. Section 7.09.010, *Permit Required*, of the MVMC requires a permit to restore, rehabilitate, alter, develop, construct, demolish, remove, or change the appearance of any landmark, landmark structure, landmark site, or any structure or site within a preservation district.

4.5.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to cultural resources based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact to cultural resources would occur if the Project or any Project-related component would:

- 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 formal cemeteries.*

4.5.4 IMPACT ANALYSIS

Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5

PRC Sections 21084.1, 21084.2, and 5020.1(q) state that a project that may cause a substantial adverse change (i.e., demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired) in the significance of a “historical resource” is a project that may have a significant effect on the environment. Currently, there are no structures located within the Project area. The southeast portion of the Project area was previously developed with a rural residential structure, the Mellor House (P-33-007277), that was recorded as a historic site. However, the Mellor House was previously removed. Soil has been stockpiled at the location of the former on-site structure. Pepper trees related to the house location remain on site but are not considered a significant resource because the house with which these non-native trees are associated has been removed and the integrity of the resource destroyed. Therefore, the Project would not result in a substantial adverse change in the significance of a historical resource. No impact would occur.



Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

No archaeological resources have been recorded within the Project area and, according to the pedestrian survey, no archaeological resources were observed within the Project area. However, cultural resources have been found within one mile of the Project area. Thus, there is a potential for archaeological resources to be present beneath the Project area's surface. The anticipated depth of excavation would vary for the Project components but would likely extend to maximum depths of approximately 10 feet below the ground surface (bgs) for the installation of utility infrastructure. If any archaeological resources are unearthed during construction that meet the definition of an archaeological resource cited in CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be potentially significant. Mitigation measures (MM) 4.5-1 through 4.5-5 presented below require that an archaeological monitor and Native American Tribal Representative be present during excavations into native, Holocene-age sediments, and identify steps to be taken to protect any resources encountered. With the implementation of MM 4.5-1 through MM 4.5-5, potential impacts to archaeological resources would be reduced to a less than significant level.

Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

The Project area is not a cemetery and there are no known formal cemeteries located within the immediate vicinity. Additionally, the pedestrian survey conducted did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Project area. Nevertheless, there is a remote potential for human remains to be unearthed during grading and excavation activities associated with Project construction, which would result in a potentially significant impact.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with *California Health and Safety Code* Section 7050.5 "Disturbance of Human Remains." According to Sections 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to PRC Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to PRC Section 5097.94(k), the NAHC is authorized to mediate disputes arising between



landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to *California Health and Safety Code* Section 7050.5 and PRC Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant.

4.5.5 CUMULATIVE IMPACT ANALYSIS

The cumulative impact area for cultural resources is the City. The potential for implementation of the Project to contribute to cumulative impacts to historical resources was analyzed in conjunction with other projects located in areas that were once similarly influenced by the historical agricultural industry of the City and the region. Record searches and field surveys indicate the absence of significant historic cultural resource sites and resources on and abutting the Project area; therefore, implementation of the Project would not contribute towards a cumulative impact to significant historical sites and/or resources.

Direct impacts to on-site cultural resources are site-specific and would not result in significant cumulative impacts; however, the Project, in conjunction with cumulative development in the City could lead to accelerated degradation of previously unknown archaeological resource sites. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project. If there is a potential for significant impacts on cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Project would not impact any known prehistoric archaeological resources; however, there is a potential to encounter previously unknown archaeological resources during construction of the Project and other development project sites in the City. Therefore, without mitigation, the Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources, if such resources are unearthed during Project construction. With implementation of MM 4.5-1 through MM 4.5-5, the Project's impacts would be less than significant. The City requires incorporation of similar measures in each development Project. As such, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

Mandatory compliance with the provisions of *California Health and Safety Code* Section 7050.5 as well as PRC Section 5097 et seq. would assure that, as with the Project, future development projects within the City treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.



4.5.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. No historic resources as defined by CEQA Guidelines Section 15064.5 are present within the Project area; therefore, no historic resources would be altered or destroyed by construction or operation of the Project.

Threshold b: Potentially Significant Direct and Cumulatively Considerable Impact. No known archaeological resources are present on the Project site. Nonetheless, the potential exists for Project-related construction activities to result in a direct and cumulatively considerable impact to significant subsurface prehistoric archaeological resources should such resources to be discovered during Project-related construction activities.

Threshold c: Less than Significant Impact. In the unlikely event that human remains are discovered during Project grading or other ground-disturbing activities, the Project would be required to comply with the applicable provisions of *California Health and Safety Code* Section 7050.5 and PRC Section 5097 et seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated and would preclude the potential for significant impacts to human remains.

4.5.7 MITIGATION MEASURES

MM 4.5-1 Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. 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 AB 52 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 AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in *California Public Resources Code* Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project Archeologist and the Consulting Tribes(s) as defined above 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 for 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 to provide the training on an as needed basis;

- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s), and Project archaeologist shall 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.

MM 4.5-2 Prior to the issuance of a grading permit, the Developer shall secure an agreement with the Pechanga Band of Luiseño Indians regarding monitoring during ground-disturbing activities. The Developer is also required to provide a minimum of 30 days' advance notice to the tribe of all mass grading and trenching activities. The Native American Tribal Representative shall have the authority to temporarily halt and redirect earth-moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representative suspects that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representative shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representative, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to *California Public Resources Code* Section 21083.2.

MM 4.5-3 In the event that Native American cultural resources are discovered during the course of grading (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 Moreno Valley Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
 - ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure (MM) 4.5-1. This shall include 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. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in MM 4.5-1.



- MM 4.5-4 The City shall verify that the following note is included on the Grading Plan:
- If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representative are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representative to the site to assess the significance of the find.*
- MM 4.5-5 If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director and any and all Consulting Native American Tribes as defined in MM 4.5-1 before any further work commences in the affected area.

4.5.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold b: Less than Significant Impact with Mitigation. Implementation of MM 4.5-1 through MM 4.5-5 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the potential Project impacts and the Project's contribution to significant cumulative impacts to important archaeological resources would be reduced to a less than significant level.



4.6 ENERGY

The analysis in this subsection is based on the *Town Center at Moreno Valley Specific Plan Energy Analysis* (Energy Analysis) prepared by Urban Crossroads (Urban Crossroads 2025b). The report is included as EIR *Technical Appendix E* to this Environmental Impact Report (EIR). In accordance with the California Environmental Quality Act (CEQA), the Project is evaluated for its potential to result in wasteful, inefficient, or unnecessary consumption of energy resources or to conflict with applicable plans for renewable energy and energy efficiency. Refer to Section 7.0, *References*, for a complete list of reference sources used in this subsection.

4.6.1 EXISTING CONDITIONS

A. Electricity Consumption

Electricity is currently provided to the Project site and surrounding development by Moreno Valley Utility (MVU). MVU provides electric power to more than 6,500 customers within its service area. MVU provides customer service, meter reading, billing, emergency response, and other services to new commercial and residential developments. As identified in Table 2-2, MVU 2022 Power Context Mix, of the Energy Analysis included in EIR *Technical Appendix E*, MVU derives 33.4 % of its electricity from eligible renewable sources (solar power generation), and the remainder from unspecified sources of power.

Currently, the Project site is undeveloped and there are no existing uses or activities that consume electricity.

B. Natural Gas Consumption

As further described in Section 2.3 of the Energy Analysis included in EIR *Technical Appendix E*, the California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators. SoCalGas serves the City of Moreno Valley (City).

Natural gas is available from various in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems.



In 2023, about 32% of the natural gas delivered to consumers went to the state's industrial sector, and about 31% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2023. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 23% of natural gas deliveries. The commercial sector received 13% of the deliveries to end users and the transportation sector consumed the remaining 1%.

Currently, the Project site is undeveloped and does not consume natural gas.

C. Transportation Energy/Fuel Consumption

Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to Project patrons and employees via commercial outlets. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California and those vehicles consume an estimated 17.2 billion gallons of fuel each year¹. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to Project patrons and employees via commercial outlets.

4.6.2 REGULATORY SETTING

A. Federal Plans, Policies, and Regulations

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

2. The Transportation Equity Act for the 21st Century (TEA-21)

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

¹ Fuel consumptions estimated utilizing information from EMISSIONS FACTOR model EMFAC 2021.



B. State Plans, Policies, and Regulations

1. Integrated Energy Policy Report (IEPR)

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (*Public Resources Code* Section 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2023 IEPR was adopted in February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR builds on the 2022 IEPR's framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition and distributed energy resources are topics discussed within the 2023 IEPR.

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3. California Code of Regulations, Title 24, Part 6 and Part 11

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Energy Standards), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen improves public health, safety, and general welfare through enhanced design and sustainable construction of buildings while conserving natural resources. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements.



The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

The 2022 Title 24 Energy Standards and 2022 CALGreen Code have been approved by the CEC and CBSC went into effect on January 1, 2023². The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. Current requirements include, among other items:

Residential Mandatory Measures

- Electric vehicle (EV) charging stations. New construction shall comply with Section 4.106.4.1, 4.106.4.2, 4.106.4.3, to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the *California Electrical Code*, Article 625. (4.106.4).
 - New one- and two-family dwellings and town-houses with attached private garages. For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible, or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device.
 - New hotels and motels. All newly constructed hotels and motels shall provide EV spaces capable of supporting future installation of EVSE. The construction documents shall identify the location of the EV spaces. The number of required EV spaces shall be based on the total number of parking spaces provided for all types of parking facilities in accordance with Table 4.106.4.3.1.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with Sections 4.303.1.1, 4.303.1.2, 4.303.1.3, and 4.303.1.4.
- Outdoor potable water use in landscape areas. Residential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resource Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

² The 2022 California Energy and Green Building Standard Code became effective on January 1, 2023, however; it has since been amended on July 1, 2024, with the Intervening Code Cycle Update which is reflected in this report. Additionally, it should be noted that the Energy Code and CALGreen provisions are currently being updated, with the most recent draft update consisting of the 2025 California Energy and Green Building Code Standards that will be effective on January 1, 2025. As construction of the Project is anticipated to be completed in 2028, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.



- Operation and maintenance manual. At the time of final inspection, a manual, compact disc, web-based reference or other media acceptable to the enforcing agency which includes all of the following shall be placed in the building:
 - Directions to the owner or occupant that the manual shall remain with the building throughout the life cycle of the structure.
 - Operations and maintenance instructions for the following:
 - Equipment and appliances, including water-saving devices and systems, HVAC systems, photovoltaic systems, EV chargers, water-heating systems, and other major appliances and equipment.
 - Roof and yard drainage, including gutter and downspouts.
 - Space conditioning systems, including condensers and air filters.
 - Landscape irrigation systems.
 - Water reuse systems.
 - Information from local utility, water, and waste recovery providers on methods to future reduce resource consumption, including recycle programs and locations.
 - Public transportation and/or carpool options available in the area.
 - Educational material on the positive impacts of an interior relative humidity between 30-60% and what methods an occupants may use to maintain the relative humidity level in that range.
 - Information about water-conserving landscape and irrigation design and controllers which conserve water.
 - Instructions for maintaining gutters and downspouts and the importance of diverting water at least 5 feet away from the foundation.
 - Information about state solar energy and incentive programs available.
 - A copy of all special inspection verifications required by the enforcing agency of this code.
 - Information from CALFIRE on maintenance of defensible space around residential structures.
- Any installed gas fireplace shall be direct-vent sealed-combustion type. Any installed woodstove or pellet stove shall comply with U.S. EPA New Source Performance Standards (NSPS) emission limits as applicable, and shall have a permanent label indicating they are certified to meet the emission limits. Woodstoves, pellet stoves, and fireplaces shall also comply with applicable local ordinances.
- Paints and coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the CARB Architectural Suggested Control Measure, as shown in Table 4.504.3, unless more stringent local limits apply. The VOC content limit for coatings that do not meet the



definitions for the specialty coatings categories listed in Table 4.504.3 shall be determined by classifying the coating as a Flat, Nonflat, or Nonflat-high Gloss coating, based on its gloss, as defined in subsections 4.21, 4.36, and 4.37 of the 2007 CARB, Suggested Control Measure, and the corresponding Flat, Nonflat, Nonflat-high Gloss VOC limit in Table 4.504.3 shall apply.

Non-residential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.1 (5.106.5.3). Alternatively, the power allocation method may be used as an alternative to the requirements mentioned in Section 5.106.5.1, and associated Table 5.106.5.3. Use of Table 5.106.5.3.6 to can be used to determine the total power in kVA required based on the total number of actual parking spaces. Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).



- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2)

4. California Renewable Portfolio Standards (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewables Portfolio Standards (RPS) required retail sellers of electric services to increase procurement from eligible renewable resources to 44% of total retail sales by 2024.



5. *Pavley Fuel Efficiency Standards (AB 1493)*

California AB 1493, enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

6. *Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015*

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California’s commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

C. *Local Plans, Policies, and Regulations*

1. *Moreno Valley Building Code*

The City’s Building Code regulates and controls the design, construction, quality of materials, grading, use, occupancy, location, and maintenance of all buildings or structures within the City. The City adopted the *California Building Standards Code (CBSC) (2022 Edition)*, including its Building Code, Energy Code, and CALGreen components, and codified in *Moreno Valley Municipal Code (MVMC) Title 8.20*.

4.6.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts related energy based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to energy would occur if the Project would:

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



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

In addition, Appendix F of the CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

Regarding the determination of significance under Threshold “a,” if energy consumed by the Project’s construction and/or operation cannot be accommodated with existing available resources and energy delivery systems and requires and/or consumes more energy than industrial uses in California of similar scale and intensity, the Project would result in wasteful, inefficient, or unnecessary consumption of energy.

4.6.4 IMPACT ANALYSIS

Threshold a: *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Information from the California Emissions Estimator Model (CalEEMod) Version 2022 outputs for the *Town Center at Moreno Valley Specific Plan Air Quality Impact Analysis (AQIA)* was utilized in this analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands. Refer to the AQIA included in EIR *Technical Appendix B*, for a discussion of the methods and assumptions used in the analysis. This information is also summarized in EIR Section 3.0, *Project Description*, and Section 4.3, *Air Quality*. The Energy Analysis also utilized the different fuel types for each vehicle class from the annual EMFAC 2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2025 through 2028 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project.

A. Construction-Related Energy Use

The Project’s construction process is estimated to occur over approximately 36 months and would consume electrical energy and fuel. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Consistent with industry standards and typical construction practices, and for purposes of analysis, each piece of equipment is estimated to operate up to a total of eight hours per day, or approximately two-thirds of the period during which construction activities are allowed pursuant to the MVMC. It should be noted that most pieces of equipment would likely operate for fewer hours per day. Diesel fuel would be supplied by existing

commercial fuel providers serving the region³. Project-related construction would represent a “single-event” electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose.

The MVU’s general service rate schedule was used to determine the Project’s electrical usage. The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately \$234,374 (refer to Table 4-2 of the Energy Analysis included in EIR *Technical Appendix E*). Based on the assumed power cost, it is estimated that the total electricity usage from on-site Project construction-related activities would be approximately 943,894.98 kWh (refer to Table 4-3 of the Energy Analysis included in EIR *Technical Appendix E*). Construction equipment use would result in single event consumption of approximately 187,803 gallons of diesel fuel (refer to Table 4-5 of the Energy Analysis included in EIR *Technical Appendix E*).

Project construction activities would also generate on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of worker and vendor trips are presented in Table 4-6 of the Energy Analysis included in EIR *Technical Appendix E*. Project construction worker trips are estimated to generate an estimated 4,855,473 VMT, and result in an estimated fuel consumption of 162,654 gallons of fuel (refer to Table 4-7 of the Energy Analysis included in EIR *Technical Appendix E*). Additionally, fuel consumption from construction vendor and hauling trips would total approximately 102,705 gallons (refer to Table 4-8 of the Energy Analysis included in EIR *Technical Appendix E*).

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed for construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

³ Based on Appendix A of the CalEEMod User’s Guide, construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.



Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(2) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(2) requires medium and large fleets adopt a written idling policy informing operators that idling is limited to 5 consecutive minutes or less. Equipment rental agreements must also inform renters/lessees of this idling restriction. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this subsection due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant.

B. Operational-Related Energy Use

Project operations would include transportation energy demands (energy consumed by passenger car vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Project operations would result in an annual VMT of 48,830,915, and an estimated 1,882,112 gallons of fuel (refer to Table 4-9 of the Energy Analysis included in EIR *Technical Appendix E*). Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other residential/commercial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential/commercial land uses. Additionally, enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy



demands. As further addressed in EIR Section 3.0, *Project Description*, and EIR Section 4.16, *Transportation*, the Project would include pedestrian and bicycle facilities, facilitating and encouraging pedestrian and bicycle access. For residential areas, pedestrian/bicycle access and connections to public sidewalks and bikeways, paseos, and open space systems would be emphasized. The proposed residential uses are within walking distance of the proposed commercial uses and residents can use the commercial center for convenience and entertainment. The proposed commercial area would have pedestrian and bicycle facilities, including short- and long-term bicycle parking in compliance with CALGreen. The on-site circulation system would provide direct connections to the bikeways on site-adjacent roadways to encourage and facilitate bicycle travel. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption.

Project facility operational energy demands are estimated to be 35,314,575 kBTU/year of natural gas, and 11,823,952 kWh/year of electricity (refer to Table 4-10 of the Energy Analysis included in EIR *Technical Appendix E*). The Project proposes conventional residential/commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. As required by CALGreen, renewable energy features would be incorporated into the Project design, including solar panels. and the Project would include required electric vehicle (EV) parking stalls and conduits for EV charging stations. Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state regulatory actions addressing enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24 Energy Standards and CALGreen). Compliance itself with applicable Title 24 Energy Standards would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential/commercial land use projects of similar scale and configuration.

As supported by the preceding discussions, Project transportation, and facility energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant.

Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project's consistency with the applicable state and local plans is discussed below.

1. Consistency with ISTE A

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTE A because the Southern California Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site.

Consistency with ISTE A supports decreasing overall per capita energy consumption and decreased reliance on fossil fuels, consistent with State CEQA Guidelines Appendix F as residents, workers and



customers traveling to and from the site can use public transportation which would decrease fuel and overall VMT.

2. Consistency with TEA-21

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with TEA-21 supports decreasing overall per capita energy consumption and decreased reliance on fossil fuels, consistent with State CEQA Guidelines Appendix F as residents, workers and customers traveling to and from the site can use public transportation which would decrease fuel and overall VMT.

3. Consistency with IEPR

Electricity would be provided to the Project by MVU. MVU's Energy Efficiency Programs builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2023 IEPR.

Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2023 IEPR.

Consistency with IEPR supports decreasing overall per capita energy consumption, decreased reliance on fossil fuels and increased reliance on renewable energy sources, consistent with State CEQA Guidelines Appendix F.

4. Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, takes advantage of existing infrastructure systems, and promotes land use compatibilities. The Project, therefore, supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with the State of California Energy Plan IEPR supports decreasing overall per capita energy consumption and reliance on fossil fuels, consistent with State CEQA Guidelines Appendix F as residents, workers and customers traveling to and from the site can use public transportation which would decrease fuel and overall VMT.



5. Consistency with California Code of Regulations Title 24, Part 6 and Part 11

As previously discussed, the 2022 Title 24 Energy Standards and 2022 CALGreen have been approved by the CEC and CBSC and went into effect on January 1, 2023. The Project would be required to comply with the Title 24 Energy Standards and CALGreen requirements in effect at the time building permit applications are submitted.

Consistency with Title 24 standards support decreasing overall per capita energy consumption, decreased reliance on fossil fuels and increased reliance on renewable energy sources consistent with State CEQA Guidelines Appendix F as the Project would need to incorporate energy efficiency standards as discussed in Section 3.2.3 of the Energy Analysis included in EIR *Technical Appendix E*.

6. Consistency with California Code of Regulations Title 24, Par 11, CALGreen

As previously stated, CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022, and became effective on January 1, 2023⁴. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made.

Consistency with Title 24 standards support decreasing overall per capita energy consumption, decreased reliance on fossil fuels and increased reliance on renewable energy sources consistent with State CEQA Guidelines Appendix F as the Project would need to incorporate energy efficiency standards as discussed in Section 3.2.3 of the Energy Analysis included in EIR *Technical Appendix E*.

7. Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

This would also ensure consistency with State CEQA Guidelines Appendix F as the Project would interfere with implementation of AB 1493, therefore, decreasing reliance on fossil fuels.

8. Consistency with RPS

California's Renewable Portfolio Standard is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

⁴ The 2022 California Energy and Green Building Standard Code became effective on January 1, 2023, however; it has since been amended on July 1, 2024, with the Intervening Code Cycle Update which is reflected in this report. Additionally, it should be noted that the Energy Code and CALGreen provisions are currently being updated, with the most recent draft update consisting of the 2025 California Energy and Green Building Code Standards that will be effective on January 1, 2026. As construction of the Project is anticipated to be completed in 2028, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.



This would also ensure consistency with State CEQA Guidelines Appendix F as the Project would not interfere with implementation of the RPS, therefore, increasing reliance on renewable energy sources.

9. Consistency with SB 350

The proposed Project would use energy from MVU, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new residential/commercial developments and would include several measures designed to reduce energy consumption.

This would also ensure consistency with State CEQA Guidelines Appendix F as the Project would not interfere with implementation of SB350, therefore, increasing reliance on renewable energy sources.

10. Consistency with CEQA Appendix F

The Project would achieve the goals of energy conservation as identified in State CEQA Guidelines Appendix F. The Project would decrease overall per capita energy consumption by being consistent with the ISTEPA, TEA-21, 2023 IEPR, State of California Energy Plan, and Title 24 Standards. The Project would decrease reliance on fossil fuels such as coal, natural gas and oil by being consistent with the ISTEPA, TEA-21, 2023 IEPR, State of California Energy Plan, Title 24 Standards and AB 1493. The Project would increase reliance on renewable energy sources by being consistent with the 2023 IEPR, Title 24 Standards, RPS and SB 350.

Additionally, pursuant to MM 4.3-2 through MM 4.3-6 in EIR Section 4.3, *Air Quality*, the Project would further decrease overall per capita energy consumption, decrease reliance on fossil fuels such as coal, natural gas and oil and increase reliance on renewable energy sources. Specifically, MM 4.3-2, MM 4.3-5, and MM 4.3-6 revolve around reductions in VMT by increasing efficiency of on-site circulation through signs and paintings, weatherproof signs that identify applicable CARB anti-idling regulations, and building energy efficiency, solid waste reduction, recycling, and water conservation. MM 4.3-3 and MM 4.3-4 address the utilization of electric equipment, and MM 4.3-4 would also decrease reliance on fossil fuels.

Additionally, pursuant to MM 4.8-1 through MM 4.8-4 in EIR Section 4.8, *Greenhouse Gas Emissions*, the Project would further decrease overall per capita energy consumption, decrease reliance on fossil fuels such as coal, natural gas and oil and increase reliance on renewable energy sources. MM 4.8-1 requires the non-residential portion of the Project to incorporate energy efficiency requirements, utilize renewable energy sources such as solar and incorporate measures meant to reduce potable water use within the building by 12%. MM 4.8-2 supports reduced energy consumption for the residential portion of the Project, through measures regarding no wood fire places, primarily electric buildings where electricity is the primary source of energy for water heating, heating, ventilation and air conditioning as well as all major appliances shall be electric powered and energy star rated. MM 4.8-3 supports



electric charging for electric landscaping equipment and MM 4.8-4 requires light color roofing and building materials to minimize heat island effect and reduce lighting, heating, and cooling needs.

As such, based on the preceding discussion and supporting evidence, a less than significant impact is expected with respect to State CEQA Guidelines Appendix F criteria.

11. Consistency with Moreno Valley Building Code

The City would require the Project to be designed, constructed, and operated to meet or exceed all applicable components of the California Building Standards Code (which is adopted as the City's Building Code pursuant to MVMC Title 8). The City would confirm the Project's compliance with the Building Code as part of the building permit review process. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of the *California Building Standards Code*.

12. Conclusion

As supported by the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

4.6.5 CUMULATIVE IMPACT ANALYSIS

Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within California. Other cumulative developments within the region would be required to demonstrate that wasteful, inefficient, or unnecessary energy consumption would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Project, including compliance with the Title 24 Energy Standards and CALGreen, and the MVMC, which would ensure that cumulative development does not result in wasteful, inefficient, or unnecessary consumption of energy. The Project and other cumulative developments also inherently would be consistent with the IEPR, State of California Energy Plan, AB 1493 (Pavley), and SB 350, as discussed herein. As such, there is a less than significant cumulative impact related to energy.

4.6.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy facilities or energy delivery systems.

Threshold b: Less than Significant Impact. The Project would not cause or result in the need for additional energy production or transmission facilities, the Project would not conflict with or obstruct the achievement of energy conservation goals identified in State and local plans for renewable energy and energy efficiency.



4.6.7 MITIGATION

Impacts would be less than significant, and mitigation is not required. However, air quality mitigation measures MM 4.3-2 through MM 4.3-6 and GHG mitigation measures MM 4.8-1 through MM 4.8-4 would also assist in the reduction of fuel and energy usage.



4.7 GEOLOGY AND SOILS

The analysis in this subsection is based, primarily, on information contained in the following site-specific technical reports: 1) *Geotechnical Exploration Town Center at Moreno Valley Northwest Corner of Alessandro Blvd and Nason Street, Moreno Valley, California* (Geotechnical Report) prepared by Leighton and Associates, Inc. (Leighton) (Leighton 2025a), and the associated *Geotechnical Addendum #1, Town Center at Moreno Valley Northwest Corner of Alessandro Boulevard and Nason Street, Moreno Valley California* (Leighton 2024); and, 2) the *Phase I Cultural Resources Assessment for the Moreno Valley Town Center Project* (Cultural Resources Assessment) prepared by VCS Environmental (VCS), which addresses paleontological resources (VCS, 2024). These reports are provided as *Technical Appendices F* and *D*, respectively, to this EIR. All references used in this subsection are listed in EIR Section 7.0, *References*.

4.7.1 EXISTING CONDITIONS

A. Regional Geology

The Project site is within the natural geomorphic province in southwestern California known as the Peninsular Ranges, which is characterized by steep, elongated ranges and valleys that trend northwestward. Specifically, the Project site is within the Perris Block, an eroded mass of Cretaceous and older crystalline rock. The Perris Block, approximately 20 miles by 50 miles in extent, is bounded by the San Jacinto Fault Zone to the northeast, the Elsinore Fault Zone to the southwest, the Cucamonga Fault Zone to the northwest, and the Temecula Basin to the southeast. The southeast boundary of the Perris block is poorly defined. The Perris Block has had a complex tectonic history, apparently undergoing relative vertical land movements of several thousand feet in response to movement on the Elsinore and San Jacinto Fault Zones. Thin sedimentary and volcanic materials locally mantle the crystalline bedrock. Alluvial and colluvial deposits fill the lower valley areas. The Project site is underlain by young and very old fan deposits (Leighton 2025a).

B. Soils

During preparation of the Geotechnical Report, excavation of eight geotechnical borings and four percolation/infiltration tests were conducted to explore the subsurface conditions within the Project site. As described below, artificial fill (stockpile) and alluvial deposits were encountered on site.

1. Artificial Fill (Stockpile)

A large stockpile of artificial fill was observed at the southeastern corner of the Project site.¹ The soils appear to be substantially similar to the soils explored in the boring. Additionally, artificial fill was encountered in the upper 12 to 24 inches of site soils, which is likely the result of previous site grading or agricultural activities.

¹ Based on input provided by the City during preparation of the Phase I Environmental Site Assessment (ESA), the City owned the Project site since 1985 and the large soil stockpiles in the southeastern portion of the Project site were generated during street improvements in the City (Leighton 2025b).

2. *Alluvial Deposits*

Alluvial fan deposits were observed throughout the Project site to the depths explored of 51 feet below ground surface (bgs). These soils typically consisted of brown to reddish brown, medium dense to very dense, moist silty sand (SM), and well-graded sand with variable amounts of silt (SW-SM) and interbedded low-plasticity sandy silt (ML) layers. This alluvium is expected to generally possess a very low expansion potential (EI<21).

C. *Groundwater*

Groundwater was not encountered during the field exploration to the depths explored (51 feet bgs). Recent groundwater level was measured in March 2021 at approximately 1,470 feet mean sea level (MSL) (approximately 40 feet bgs) at well EMWD25695, which is located approximately one mile south of the Project site. Therefore, groundwater is not anticipated to be encountered at the Project site. It should be noted that locally perched water conditions can occur and may fluctuate seasonally, depending on rainfall. No surface water was observed on site during the field visit.

D. *Seismic Hazards*

The Project site is in an area of Southern California that is subject to strong ground motions due to seismic events (i.e., earthquakes). The geologic structure of Southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. As depicted on Figure 4.1-1, *City Geologic Faults and Liquefaction – Rev. August 31, 2022*, of the Moreno Valley Local Hazard Mitigation Plan (LHMP), the San Jacinto fault zone traverses the northeastern and eastern boundary of the City, and is approximately 3.2 miles northeast of the Project site (City of Moreno Valley 2022a). The San Jacinto fault zone is composed of several parallel faults that together constitute the zone.

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils, and slopes. Each of these hazards is briefly described below.

1. *Fault Rupture*

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. According to the Geotechnical Report, no indications of faulting or fault-related fissuring or fractures were observed on site. Additionally, the Project site is not within a designated Alquist-Priolo earthquake fault zone or County of Riverside fault zone. The San Jacinto fault zone is the nearest Alquist-Priolo fault zone to the Project site.

2. *Liquefaction*

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions, which causes the soil to behave as a viscous liquid. Liquefaction is generally limited to the upper 50 feet of subsurface soils. As depicted in Figure 4, *Liquefaction Susceptibility*, of the Geotechnical Report, the Project site is within an area of the City



with a low to moderate susceptibility for liquefaction. The Project site also has a low to moderate potential for liquefaction.

3. *Landslides*

No evidence of on-site landslides/debris flow or rock fall was observed during the field investigation conducted during preparation of the Geotechnical Report. Elevated topography and thick deposits of surficial soils typically associated with land sliding or debris flows are not present. Additionally, as depicted on Figure 8-1, *Moreno Valley Slope Analysis – Revised August 16, 2022*, of the City of Moreno Valley LHMP, the Project site is within an areas with a less than 10% slope angle, and is not within an area that is susceptible to landslides (City of Moreno Valley 2022a).

4. *Settlement Potential*

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. The on-site soils have the potential to experience settlement during a seismic event.

5. *Unstable Soils and Slopes*

The Project site is generally flat and does not contain, nor is it adjacent to any, steep natural or manufactured slopes and there is no evidence of historical landslides or rockfalls on the site.

E. Slope and Instability Hazards

1. *Soil Erosion*

Erosion is the process by which the upper layers of the ground surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and/or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Additionally, the slope gradient on which a given soil is located also contributes to the soil's resistance to erosive forces. Because water flows faster down steeper gradients, the steeper the slope on which a given soil is located, the more readily it will erode. The Project site has soil that exhibits a low cohesive strength.

Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated. Under existing conditions, the Project site has the potential to contribute windblown soil and sand because the Project site is undeveloped with loose and dry topsoil conditions.

2. *Shrinkage/Subsidence Potential*

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground



mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The on-site alluvial soils have the potential to experience shrinkage.

3. *Soil Expansion*

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content. Based on soil testing conducted during preparation of the Geotechnical Report, the near surface soils possess a very low expansion potential.

F. *Paleontological Setting*

1. *Regional Setting*

According to the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan*, the City has sedimentary rock units with potential to contain significant nonrenewable paleontological (fossil) resources (City of Moreno Valley 2021a).² Sensitivity ratings are based on the California Department of Transportation (Caltrans) Standard Environmental Reference guidelines for paleontology, which classifies geologic units and formations as having high, low, or no potential for paleontological resources. Sensitivity is also based on the depth of excavation. Some geologic units and formations have low potential at a depth of excavation ranging from 0 to 10 feet but have high sensitivity when the depth of excavation exceeds 10 feet.

2. *Project Site Conditions*

Based on the paleontological records search conducted by the Western Science Center to support preparation of the site-specific Cultural Resources Assessment, the Project site does not have any paleontological resource localities on site; however, three fossil localities were found within two miles of the Project site in the same sedimentary deposits as exist on the Project site. Additionally, the Project area is mapped as fluvial fan deposits dating from the early Pleistocene to Holocene era. The presence of Pleistocene fossil localities within alluvial sediments indicates that the Project area is paleontologically sensitive. No paleontological resources were discovered during the site visit conducted by VCS in June 2021.

4.7.2 REGULATORY SETTING

The following is a brief description of the federal, State, and local environmental laws and related regulations governing issues related to geology, soils, and paleontological resources.

² The paleontological resources information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the existing environmental setting for paleontological resources in the City. The court decision did not address this topical issue.



A. Federal Plans, Policies, and Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

B. State Plans, Policies, and Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single-family wood-frame and steel-frame dwellings up to two stories which are not part of a development of four units or more are exempt. However, local agencies can be more restrictive than State law requires.

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).



2. *Seismic Hazards Mapping Act*

The Seismic Hazards Mapping Act (SHMA) of 1990 (*Public Resources Code*, Chapter 7.8, Sections 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.

Staff geologists in the Seismic Hazards Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The SHMA requires site-specific geotechnical investigations to be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy.

3. *Natural Hazards Disclosure Act*

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone.

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the State requirements. However, local agencies can be more restrictive than State law requires.

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by State-licensed engineering geologists and/or civil engineers.

4. *California Building Standards Code (Title 24)*

California Code of Regulations (CCR) Title 24 is reserved for State regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference *California Health and Safety Code* Section 18909). *California Health*



and *Safety Code* (State law) Section 18902 gives CCR Title 24 the name *California Building Standards Code* (CBSC).

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see *California Health and Safety Code* Sections 18908 and 18938) throughout the State of California. Cities and counties are required by State law to enforce CCR Title 24 (reference *California Health and Safety Code* Sections 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (reference *California Health and Safety Code* Sections 17958.7 and 18941.5).

Title 24 Part 2 includes the *California Building Code* (CBC), which contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance.

C. Local Plans, Policies, and Regulations

1. City of Moreno Valley General Plan

The current 2006 City of Moreno Valley General Plan (2006 General Plan) Safety Element provides information about natural and human-made hazards in the City and establishes goals, objectives, and policies to prepare and protect the community from such risks (City of Moreno Valley 2006). The Safety Element states that the City shall reduce the risk of geologic hazards to the community by enforcing building codes and State and local regulations.

2. Moreno Valley Municipal Code

The *City of Moreno Valley Building Code* is provided in *City of Moreno Valley Municipal Code* (MVMC) Chapter 8.20, CBC, and is based on the CBC, as supplemented with local amendments. The Building Code regulates the construction, alteration, repair, moving, demolition, conversion, occupancy, use, and maintenance of all buildings and structures in the City.

MVMC Chapter 8.21, Grading Regulations, requires development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse impacts from unstable soils and strong seismic ground-shaking (refer to MVMC Section 8.21.050). These reports shall recommend corrective action to preclude any structural damage/hazards that may be caused by geological hazards or unstable soils which the City will require to be incorporated into the Project via conditions of approval. In addition, this chapter of the MVMC required the implementation of an erosion control plan during grading activities (refer to Section 8.21.160).

MVMC Chapter 8.10, Stormwater/Urban Runoff Management and Discharge Controls, requires the City to participate in the improvement of water quality and comply with federal requirements for the control of urban pollutants, including sediment, in stormwater runoff.



3. SCAQMD Rule 403 (Fugitive Dust)

SCAQMD Rule 403 (Fugitive Dust) requires the implementation of best available dust control measures (BACMs) during active operations capable of generating fugitive dust. The purpose of this Rule is to minimize the amount of particulate matter in the ambient air as a result of anthropogenic fugitive dust sources.

4.7.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates geology and soils impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

- 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.*
 - ii. *Strong seismic ground shaking*
 - iii. *Seismic-related ground failure, including liquefaction*
 - iv. *Landslides.*
- b) *Result in substantial soil erosion or the loss of topsoil.*
- 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.*
- 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.*
- 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.*
- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*



4.7.4 IMPACT ANALYSIS

Threshold a: *Would the Project 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;

ii) strong seismic ground shaking;

iii) seismic-related ground failure, including liquefaction;

iv) landslides?

A. Rupture of a Known Earthquake Fault

There are no known active or potentially active faults on or trending toward the Project site and the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone (Leighton 2025a). Therefore, the Project would not directly or indirectly expose people or structure to substantial adverse effect related to fault rupture. No impacts would occur.

B. Strong Seismic Ground Shaking

The Project site is in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, future buildings to be developed pursuant to the proposed Town Center at Moreno Valley (TCMV) Specific Plan would be constructed in accordance with the applicable version of the CBC and the *City of Moreno Valley Building Code*, which is based on the CBC with local amendments. The CBC and *City of Moreno Valley Building Code* (MVMC Chapter 8.20) provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. In addition, the CBC (Chapter 18) and the *City of Moreno Valley Building Code* (MVMC Chapter 8.21) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems.

The Project Applicant retained a professional geotechnical firm, Leighton, to prepare a geotechnical report for the Project site, which is included as EIR *Technical Appendix F*. The site-specific Geotechnical Report complies with the requirements of Chapter 18 of the CBC and MVMC Chapter 8.21. In conformance with MVMC, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in EIR *Technical Appendix F*. With



mandatory compliance with building code standards and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less than significant.

C. Seismic-Related Ground Failure

Due to the observed soil characteristics on the Project site and the lack of shallow groundwater beneath the site, there is a low to moderate potential for liquefaction. Regardless, as noted above, the City will require the Project site to be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBC and the City's Building Code, to minimize potential liquefaction hazards. Additionally, the Project would be required (via conditions of approval) to comply with the recommendation identified in the Geotechnical Report, which recommends remedial grading of the on-site soils to reduce the potential for liquefaction. If remedial grading is performed, total dynamic densification settlement would be less than 2 inches globally with anticipated differential settlement of 1-inch in 40 feet (Leighton 2025a). Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

D. Landslides

The Project site and surrounding area are relatively flat. No evidence of on-site landslides/debris flow or rock fall was observed during the field investigation and review of referenced reports conducted during preparation of the Geotechnical Report. Elevated topography and thick deposits of surficial soils typically associated with landsliding or debris flows are not present (Leighton 2025a). Accordingly, the Project would not directly or indirectly expose people or structures to substantial risks from landslides. Impacts would be less than significant.

Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?

A. Construction-Related Erosion Impacts

The Project site is undeveloped with vegetative cover and has loose and dry topsoil conditions (due to routine maintenance activities); thus, there is a potential to contribute windblown soil and sand under existing conditions. Development of the Project would result in the grading of the entire Project site. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for Construction Activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Santa Ana Regional Water Quality Control Board's (RWQCB's) *Santa Ana River Basin Water Quality Control*



Program. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a stormwater pollution prevention plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) required to be implemented during construction activities to ensure that waterborne pollution, including erosion/sedimentation, is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the Project site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, implementation of an erosion control plan would be required to minimize water and windborne erosion pursuant to MVMC Section 8.21.160 (and to ensure compliance with SCAQMD Rule 403). Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

B. Post-Development Erosion Impacts

Upon Project buildout, the Project site would be covered by buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off site via an on-site storm drain system. Accordingly, the amount of erosion that occurs on the Project site would be minimized upon buildout of the Project and would be reduced relative to existing conditions.

To meet the requirements of the City's Municipal Storm Water Permit, and in accordance with MVMC Section 8.10.050, preparation and implementation of a Water Quality Management Plan (WQMP) would be required, which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features. The preliminary WQMP for the Project is provided as EIR *Technical Appendix I*. Because the Project would be required to implement erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less than significant impacts related to soil erosion.



Threshold c: Would the Project 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?

A. On- or Off-Site Landslide

The Project site is not within an area of the City that is susceptible to landslides. As noted in the response to Threshold a above, the Project site does not have any geotechnical conditions associated with landslides. The Project would not result in any impacts associated with landslide hazards.

B. Lateral Spreading/Liquefaction

Lateral spreading is primarily associated with liquefaction hazards. As noted, the Project site has a low to moderate susceptibility for liquefaction (Leighton 2025a). The Project would be required (via conditions of approval) to comply with the recommendation identified in the Geotechnical Report, which recommends remedial grading of the on-site soils to reduce the potential for liquefaction. If remedial grading is performed, total dynamic densification settlement would be less than 2 inches globally with anticipated differential settlement of 1-inch in 40 feet. Potential impacts related to lateral spreading and liquefaction would be less than significant.

C. Subsidence/Collapse

Subsidence is the gradual settling or sudden shrinking of the Earth's surface due to removal or displacement of subsurface earth materials. The on-site soils have a slight to moderate potential for collapse (Leighton 2025a). The volume of change of excavated on-site soils upon re-compaction is anticipated to vary with materials, density, moisture content, location, and compaction effort. The Geotechnical Report recommends that site grading include a balance area or ability to adjust grades slightly to accommodate some variation. The Project would comply (via conditions of approval) with the site-specific ground preparation and construction recommendations contained in the Project site's geotechnical report. Potential impacts related to soil subsidence and collapse would be less than significant.

Threshold d: Would the Project 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?

Based on the expansion index testing of the soil samples conducted during preparation of the Geotechnical Report, the near-surface soils on the Project site have a very low expansion potential (Leighton 2025a). Therefore, the Project would not be located on expansive soil and would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. No impacts would occur.



Threshold e: Would the Project 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?

The Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project would construct an on-site sewer system that would connect to the existing sewer system in the surrounding roadways. No impacts would occur.

Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project site does not contain any known unique geologic features and no paleontological resources or localities were observed during the pedestrian survey conducted during preparation of the site-specific Cultural Resources Assessment (VCS, 2024). However, as previously discussed, the Project site is underlain by fluvial fan deposits dating from the early Pleistocene to Holocene, which have yielded fossil localities within two miles of the Project site. Therefore, due to the Project site's proximity to recorded fossil localities, the Project's fluvial fan deposits have the potential to yield paleontological resources. Therefore, there is potential to encounter previously unknown unique paleontological resources during construction activities (e.g., grading, trenching, and excavation activities), resulting in a significant impact. Mitigation Measure (MM) 4.7-1 requires paleontological monitoring during ground disturbing activities in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources to a less than significant level.

4.7.5 CUMULATIVE IMPACT ANALYSIS

Except for erosion hazards, potential hazardous effects related to geologic and soil conditions addressed under Thresholds "a," "c," "d," and "e" are unique to the Project site, and inherently restricted to the specific property proposed for development. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) a proposed development project, are specific to conditions on the Project site, and are not influenced or exacerbated by the geologic and/or soils hazards that may occur on other, off-site properties. Further, the Project and any future development projects would be required to comply with applicable State and local requirements, such as the City's Building Code, and grading requirements outlined in the MVMC. As with the Project, future development would be required to have site-specific geotechnical investigations prepared to identify the geologic and seismic characteristics on a site and to provide recommendations for engineering design and construction to ensure the structural integrity of proposed development; these recommendations would be incorporated into Project design. Compliance of individual projects with the recommendations of the applicable geotechnical investigation would prevent hazards associated with unstable soils, landslide potential, lateral spreading, liquefaction, soil collapse, expansive soil, and other geologic issues. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties.



As discussed under Threshold “b,” regulatory requirements mandate that the Project incorporate design measures during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Because the alluvial soils present on the Project site have paleontological sensitivity and because this geologic layer is present throughout the City and southern California, there is a potential to impact paleontological resources. The Project’s potential to result in cumulative impacts to paleontological resources is similar to that of other projects located in the region that are underlain by Pleistocene and Holocene alluvial soils. However, each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project. If there is a potential for significant impacts on paleontological resources, an investigation would be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this subsection related to construction monitoring, and salvage, sampling, identification, evaluation, and recording of resources (refer to MM 4.7-1). With implementation of mitigation, impacts to paleontological resources would be less than significant. The Project’s contribution to cumulative geology and soils impacts would be less than significant, with mitigation.

4.7.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes and has a low to moderate susceptibility to liquefaction; however, mandatory compliance with local and State regulatory requirements and building codes, and adherence to recommendations from site-specific geotechnical report(s) (via conditions of approval), would ensure that the Project minimizes potential hazards related to seismic ground shaking and seismic-related ground failure, including liquefaction, to less than significant levels.

Threshold b: Less than Significant Impact. Implementation of the Project would not result in substantial soil erosion or loss of topsoil. Construction activities would be conducted in compliance with regulations addressing erosion during construction (e.g., NPDES permit and preparation of a SWPPP), and preparation of an erosion control plan is required to minimize water and wind erosion. Following completion of development, implementation of a WQMP during operation is required (via conditions of approval), which would preclude substantial long-term erosion impacts.

Threshold c: Less than Significant Impact. There is no potential for the Project’s construction or operation to cause, or be impacted by, on- or off-site landslides. Potential hazards associated with



unstable soils would be precluded through mandatory adherence (via conditions of approval) to the recommendations contained in the site-specific geotechnical report(s) during Project construction.

Threshold d: No Impact. The Project site does not contain expansive soils. As such, the Project is not located on a geologic unit with a high expansion potential.

Threshold e: No Impact. The Project does not propose the use of septic tanks or alternative wastewater disposal system.

Threshold f: Potentially Significant Impact. The Project site contains sediment deposits with a sensitivity for paleontological resources. Accordingly, construction activities on the Project site have the potential to unearth and adversely impact paleontological resource that may be buried beneath the ground surface.

4.7.7 MITIGATION

MM 4.7-1 Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Project Applicant shall provide written evidence to the City of Moreno Valley that the Project Applicant has retained a qualified Paleontologist to observe grading activities into the paleontologically sensitive fluvial fan deposits and to conduct salvage excavation of paleontological resources as necessary. Sediment samples should also be recovered to determine the small-fossil potential of the site. The Paleontologist shall be present at the pre-grading conference; shall establish procedures and a schedule for paleontological resources surveillance; and shall establish, in cooperation with the City, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils as appropriate. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Moreno Valley.

The Project Paleontologist shall prepare a final paleontological resource monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). All recovered fossils will be offered for curation in perpetuity to the Western Science Center in Hemet, the principal fossils repository in Riverside County. A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. The report, when submitted to (and accepted by) the City of Moreno Valley, shall signify satisfactory completion of the project program to mitigate impacts to any nonrenewable paleontological resources.



4.7.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold f: Less than Significant Impact with Mitigation. MM 4.7-1 would ensure proper identification and subsequent treatment of any paleontological resources that could be encountered during ground-disturbing activities associated with the implementation of the Project. Therefore, with implementation of MM 4.7-1, the Project's potential impacts on paleontological resources would be reduced to less than significant levels.



4.8 GREENHOUSE GAS EMISSIONS

The analysis provided in this subsection evaluates the Project's potential to generate greenhouse gas (GHG) emissions that could contribute to global climate change (GCC) and its associated environmental effects. The analysis in this subsection is based, primarily, on the *Town Center at Moreno Valley Specific Plan Greenhouse Gas Analysis* (GHG Analysis) prepared by Urban Crossroads (Urban Crossroads 2025c). This report is included as EIR *Technical Appendix G*. References used in this subsection are listed in EIR Section 7.0, *References*.

4.8.1 EXISTING CONDITIONS

A. Introduction to Global Climate Change

GCC is defined as the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere but prevent radiative heat from escaping, thus warming the earth's atmosphere.

The effects of climate change in California related to public health, water resources, agriculture, forests and landscapes, rising sea levels, and human health are described in Section 2.6 of the GHG Analysis included in EIR *Technical Appendix G*.

B. Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. CO₂, CH₄, and N₂O are the primary contributors to GCC from development projects. GHGs have varying global warming potential (GWP) values. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP and thus has a GWP of 1. Carbon dioxide equivalent (CO₂e) is a term used for describing the difference GHGs in a common unit. CO₂e signifies the amount of CO₂ which would have the equivalent



GWP. The GWP for the 2nd Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)’s scientific and socio-economic assessment on climate change, range from 1 for CO₂ to 23,900 for SF₆, and GWP for the IPCC’s 6th Assessment Report range from 1 for CO₂ to 25,200 for SF₆. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.8-1, *GWP and Atmospheric Lifetime of Select GHGs*.

Table 4.8-1 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2 nd Assessment Report	6 th Assessment Report
CO ₂	Multiple	1	1
CH ₄	11.8	21	28
N ₂ O	109	310	273
HFC-23	228	11,700	14,600
HFC-134a	14	1,300	1,526
HFC-152a	1.6	140	164
SF ₆	3,200	23,900	25,200

Source: (Urban Crossroads 2025c)

Provided below is a description of the various gases that contribute to GCC. The potential health effects related directly to the emissions of CO₂, CH₄, and N₂O as they relate to development projects are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. For more information about these gases and their associated human health effects, refer to Section 2.3 of EIR *Technical Appendix G* and the reference sources cited therein.

- Water Vapor (H₂O)** is the most abundant and variable GHG in the atmosphere. The main source of water vapor is evaporation from the oceans (approximately 85%). Changes in the concentration of water vapor in the atmosphere are considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity rises (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere. The higher concentration of water vapor in the atmosphere is then able to absorb more indirect thermal energy radiated from the earth, further warming the atmosphere and causing the evaporation cycle to perpetuate. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds which are able to reflect incoming solar radiation and thereby allow less energy to reach the earth’s surface and heat it up. There are no human health effects from water vapor at this time. However, when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.



- **Carbon Dioxide (CO₂)** is an odorless and colorless GHG that is emitted from natural and man-made sources. Natural CO₂ sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Man-made CO₂ sources include the burning of coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, human activities that produce CO₂ have increased dramatically in scale and distribution. As an example, prior to the industrial revolution, CO₂ concentrations in the atmosphere were fairly stable at 280 parts per million (ppm). Currently, they are around 370 ppm, an increase of more than 30%. Exposure to CO₂ in high concentrations (i.e., at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period) can cause adverse human health effects, but outdoor (atmospheric) levels are not high enough to result in negative health effects.
- **Methane (CH₄)** absorbs thermal radiation extremely effectively (i.e., retains heat). Over the last 50 years, human activities such as rice cultivation, cattle ranching, using natural gas, and coal mining have increased the concentration of methane in the atmosphere. Other man-made sources include fossil-fuel combustion and biomass burning. CH₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH₄ can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
- **Nitrous Oxide (N₂O)** concentrations began to rise in the atmosphere at the beginning of the industrial revolution. N₂O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction. N₂O is produced by microbial processes in soil and water, including reactions that occur in nitrogen-containing fertilizer. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N₂O also is used as an aerosol spray propellant, as a preservative in potato chip bags, in rocket engines, and in race cars. Also known as laughing gas, N₂O is a colorless GHG that can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless; however, heavy and extended use can cause brain damage.
- **Chlorofluorocarbons (CFCs)** are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 and have no natural source. CFCs were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and has been extremely successful, so much so that levels of CFCs are now remaining steady or declining. However, due to their long atmospheric lifetime, some of the CFCs will remain in the atmosphere for over 100 years. In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.



- **Hydrofluorocarbons (HFCs)** are synthetic, man-made chemicals that are used as a substitute for CFCs and have one of the highest global warming potential ratings. No human health effects are known to result from exposure to HFCs, which are man-made and used for applications such as automobile air conditioners and refrigerants.
- **Perfluorocarbons (PFCs)** are primarily produced for aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). No human health effects are known to result from exposure to PFCs.
- **Sulfur Hexafluoride (SF₆)** is an inorganic, odorless, colorless, nontoxic, nonflammable gas. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
- **Nitrogen Trifluoride (NF₃)**. NF₃ is a colorless gas with a distinctly moldy odor. It is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

C. Greenhouse Gas Emissions Inventory

1. Global and National

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2021. Based on the latest available data, the sum of these emissions totaled approximately 28,272,940 gigagram (Gg) CO₂e as summarized in Table 4.8-2, *Top GHG Producing Countries and the European Union*. As noted in Table 4.8-2, the United States (U.S.) as a single country, was the number two producer of GHG emissions in 2021.

2. State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the U.S. emissions inventory total. The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based upon the 2023 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2021 GHG emissions period, California emitted an average 381.3 million metric tons of CO₂e per year (MMT CO₂e/yr) or 381,300 Gg CO₂e (6.01% of the total U.S. GHG emissions). California's per capita (9.12 metric tons) GHG emissions are much less than the nationwide per capita (15.8 metric ton) average.



Table 4.8-2 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO₂e)
China	12,300,200
United States	6,340,228
European Union (27-member countries)	3,468,394
India	2,839,425
Russian Federation	2,156,599
Japan	1,168,094
Total	28,272,940

Source: (Urban Crossroads 2025c)

3. *Project Site*

The Project site is undeveloped and there are no existing uses or activities that produce GHG emissions under existing conditions.

4.8.2 REGULATORY SETTING

The following is a brief description of the federal, State, and local environmental laws and related regulations related to GHG emissions that are particularly relevant to the Project or analysis of GHG emissions. Climate change is a global issue involving GHG emissions from all around the world; international efforts to reduce GHG emissions are also discussed in the GHG Analysis included in EIR *Technical Appendix G*.

A. Federal Plans, Policies, and Regulations

1. Clean Air Act

Coinciding with the 2009 meeting of international leaders in Copenhagen, on December 7, 2009, the U.S. Environmental Protection Agency (EPA) issued an Endangerment Finding under Section 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them.

Previously the EPA had not regulated GHGs under the CAA because it asserted that the CAA did not authorize it to issue mandatory regulations to address GCC and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In *Massachusetts v. Environmental Protection Agency et al.* (127 S. Ct. 1438 [2007]), however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. The EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:



- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings.

2. Light-Duty Vehicle Greenhouse Gas Emission and Corporate Average Fuel Economy Standards

The EPA and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) have been working together on developing a National Program of regulations to reduce GHG emissions and to improve fuel economy of light-duty vehicles for model years 2017 and beyond. On April 1, 2010, the EPA and NHTSA announced a joint Final Rulemaking establishing standards for 2012 through 2016 model-year vehicles. This was followed up in August 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the model year 2022-2025 GHG standards are not appropriate and should be revised. This Final Determination serves to initiate a notice to further consider appropriate standards for model year 2022-2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO₂ standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased the stringency of CAFE and CO₂ emissions standards by 1.5% each year through model year 2026. On December 21, 2021, after reviewing all the public comments submitted on NHTSA’s April 2021 Notice of Proposed Rulemaking, NHTSA finalized the CAFE Preemption rulemaking to withdraw its portions of the so-called SAFE I Rule. The final rule concludes that the SAFE I Rule overstepped the agency’s legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests. The final rule ensures that the SAFE I Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities’ environmental and public health challenges.



On March 31, 2022, NHTSA finalized CAFE standards for model years (MYs) 2024-2026. The standards for passenger cars and light trucks for MYs 2024-2025 were increased at a rate of 8% per year and then increased at a rate of 10% per year for MY 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 mpg in MY 2026 and would reduce average fuel outlays over the lifetimes of affected vehicles that provide consumers hundreds of dollars in net savings. These standards are directly responsive to the agency's statutory mandate to improve energy conservation and reduce the nation's energy dependence on foreign sources.

B. State Plans, Policies, and Regulations

State policies, regulations, and laws related to GHG emissions are briefly discussed below. Additional information about state regulations pertaining to GHG emissions is presented in Section 3.4 of the GHG Analysis included in EIR *Technical Appendix G*.

1. California Assembly Bill No. 1493 (AB 1493)

Enacted on July 22, 2002, California AB 1493, also known as the Pavley Fuel Efficiency Standards, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model year 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars and deliver increasing numbers of zero-emission technologies, such as full-battery electric cars, newly emerging plug-in hybrid EV and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

On March 9, 2022, the EPA reinstated California's authority under the CAA to implement its own GHG emission standards for cars and light trucks, which other states can also adopt and enforce. With this authority restored, EPA will continue partnering with states to advance the next generation of clean vehicle technologies.

2. Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions: reduce GHG emissions to 2000 levels by 2010, reduce GHG emissions to 1990 levels by 2020, and reduce GHG emissions to 80% below 1990 levels by 2050. The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.



3. *California Assembly Bill 32 – Global Warming Solutions Act of 2006*

The California State Legislature enacted AB 32 in 2006, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met). GHGs as defined under AB 32 include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. Since AB 32 was enacted, a seventh chemical, NF₃, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

4. *Senate Bill 97 and the CEQA Guidelines Update*

Passed in August 2007, SB 97 added Section 21083.05 to the *Public Resources Code*. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).”

In 2012, *Public Resources Code* Section 21083.05 was amended to state:

The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

Section 15064.4 was added to the CEQA Guidelines and states that in determining the significance of a project’s GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency’s analysis should consider a timeframe that is appropriate for the project. The agency’s analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change. The lead



agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

5. *California Senate Bill No. 375 - Sustainable Communities and Climate Protection Act of 2008*

On September 30, 2008, SB 375 was signed by Governor Schwarzenegger. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 does the following: (1) requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires MPOs to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. The Southern California Association of Governments (SCAG) is the MPO for the City. In April 2024, SCAG’s Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (Connect SoCal 2024).

SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future. Concerning CEQA, SB 375, as codified in *Public Resources Code* Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth-inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

6. *Executive Order B-30-15*

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050. This executive order directs CARB to update the 2017 Scoping Plan to express the 2030 target in terms of MMTCO_{2e} and also requires the state’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, Executive Order B-30-15 is not legally enforceable as to local governments and the private sector.



7. *Senate Bill 32*

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

8. *2022 CARB Scoping Plan*

On December 15, 2022, CARB released the Final 2022 Scoping Plan Update, which builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. The regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State’s Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. CARB’s primary recommendation for determining consistency with the 2022 Scoping Plan and determining a less than significant impact is for projects to rely on a CEQA-qualified CAP.

In Appendix D of the 2022 Scoping Plan, CARB states: “When jurisdictions have a CEQA-qualified CAP, an individual project that complies with the strategies and actions within a CEQA-qualified CAP can tier and streamline its project-specific CEQA GHG analysis to make a determination “that a project’s incremental contribution to a cumulative [GHG] effect is not cumulatively considerable” (CEQA Guidelines Sections 15064.4[b][3] and 15183.5). CARB states that CEQA-qualified CAPs serve to assist the state with its long-term carbon neutrality goals. As such, it follows that a Project that is consistent with a CEQA-qualified CAP would also be consistent with meeting the 2022 Scoping Plan goals.



Additionally, in Appendix D, CARB states: “The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State’s GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future.” As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

9. California Code of Regulations, Title 24, Part 6 and Part 11

California Code of Regulations (CCR) Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Energy Standards), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen improves public health, safety, and general welfare through enhanced design and sustainable construction of buildings while conserving natural resources. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction and demolition ordinances and defers to them as the ruling guidance provided they establish a minimum 65% diversion requirement. CALGreen also provides exemptions for areas not served by construction and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official. The 2022 Title 24 Energy Standards and 2022 CALGreen have been approved by the CEC and CBSC and went into effect on January 1, 2023. Adopting all of CALGreen's 2022 standards would save more energy and reduce GHGs further than current mandates. GHGs could be reduced on average by 0.2 metric tons per building per year compared to the 2019 Title 24 Energy Code (CEC 2021). EIR Section 4.6, *Energy*, identifies mandatory residential and non-residential 2022 CALGreen measures applicable to the Project.

Although the 2022 Title 24 Energy Standards and 2022 CALGreen became effective on January 1, 2023, they have since been amended on July 1, 2024, with the Intervening Code Cycle Update. Additionally, the Energy Code and CALGreen provisions are currently being updated, with the most recent draft update consisting of the 2025 California Energy and Green Building Code Standards that became effective on January 1, 2026.



10. *California Codes of Regulations, Title 20, Sections 1601 et seq. – Appliance Efficiency Regulations*

The Appliance Efficiency Regulations regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles (RV) or other mobile equipment.

11. *Executive Order S-01-07 – Low Carbon Fuel Standard*

Executive Order (EO) S-01-07 is effectively known as the Low Carbon Fuel Standard (LCFS). The Executive Order seeks to reduce the carbon intensity of California’s passenger vehicle fuels by at least 10% by 2020. CARB adopted LCFS regulations in 2009. In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030. The amendments included crediting opportunities to promote zero-emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

12. *Renewable Portfolio Standards*

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program, which required electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017, for the purposes of increasing the diversity, reliability, public health, and environmental benefits of the energy mix. This was amended by SB 350 which mandated 50% by 2030. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. This was further modified by SB 100 and EO B-55-18, which set a target of 60% by 2030 and 100% by 2045.

C. *Regional Plans, Policies, and Regulations*

1. *SCAQMD*

The Project site is within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is the agency responsible for air quality planning and regulation in the SoCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.



In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SoCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The Working Group has not provided additional guidance since the release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. Notably, SCAQMD provides an interim threshold that consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.

D. Local Plans, Policies, and Regulations

1. City of Moreno Valley General Plan

The City of Moreno Valley General Plan currently in effect was adopted July 11, 2006 (2006 General Plan) and is a policy document that reflects the City’s vision for the future of Moreno Valley prior to adoption of the 2040 General Plan, which the City is in the process of readopting. Although the 2006 General Plan and the proposed 2040 General Plan do not identify specific GHG or climate change policies or goals, a number of the measures identified in the proposed 2040 General Plan act to reduce or control criteria pollutant emissions and peripherally reduce GHG emissions. General plan goals and policies are presented in EIR Section 4.11, *Land Use and Planning*, and EIR Section 4.16, *Transportation*.

4.8.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates land use and planning impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to GHG emissions would occur if the Project would:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*
- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a “threshold of significance.” For establishing significance thresholds, the OPR’s amendments to the CEQA Guidelines Section 15064.7(c) state “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

CEQA Guidelines Section 15064.4(a) further states, “. . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify



greenhouse gas emissions resulting from a project, and which model or methodology to use . . . ; or (2) Rely on a qualitative analysis or performance-based standards.”

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- Consideration #1: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project’s consistency with the State’s long-term climate goals or strategies, provided that substantial evidence supports the agency’s analysis of how those goals or strategies address the project’s incremental contribution to climate change and its conclusion that the project’s incremental contribution is not cumulatively considerable.

The City of Moreno Valley does not currently have an adopted Climate Action Plan and has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. In the absence of its own numeric threshold, the City of Moreno Valley has elected to use a significance threshold of 3,000 MTCO₂e/yr which is based on the SCAQMD staff’s proposed GHG threshold for mixed use residential-commercial projects, as described in the SCAQMD’s Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (SCAQMD Interim GHG Threshold).

The 3,000 MTCO₂e/yr threshold is based on a 90% emission “capture” rate methodology. Prior to its use by the SCAQMD, the 90% emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper (2008). A 90% emission capture rate means that unmitigated GHG emissions from the top 90% of all GHG-producing projects within a geographic area, the SCAB in this instance, would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10% of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90% emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets, are allowed to proceed. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions



reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximately 1% of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MTCO₂e/yr, SCAQMD researched a database of projects kept by the OPR. That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e/yr. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e/yr) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO₂e/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction. Thus, and based on guidance from the SCAQMD, if a mixed-use project would emit GHGs less than 3,000 MTCO₂e per year, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a mixed-use project would emit GHGs in excess of 3,000 MTCO₂e/yr, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation.

As previously discussed, a significance threshold of 3,000 MTCO₂e/yr is an acceptable approach for mixed-use projects such as the TCMV Specific Plan.



4.8.4 IMPACT ANALYSIS

Threshold a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. GCC occurs as the result of global emissions of GHGs and an individual project like the Project cannot generate enough GHG emissions to affect a discernible change in the global climate.

As further described in EIR Section 4.3, *Air Quality*, in May 2022, the SCAQMD, in conjunction with CAPCOA and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2022. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (MMs). Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 5.1 and 5.2 of the GHG Analysis in EIR *Technical Appendix G*. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, water, and waste. As described in Section 5.2.2 of the GHG Analysis included in EIR *Technical Appendix G*, a full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis as it would be speculative.

Project construction activities would generate CO₂ and CH₄ emissions. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life, then adding that number to the annual operational phase GHG emissions. As such, construction-related GHG emissions from the following construction activities were amortized over a 30-year period and added to the annual operational phase GHG emissions: site preparation, grading, building construction, paving, and architectural coatings. The construction assumption for the Project (e.g., construction schedule and construction equipment) are outlined in EIR Section 3.0, *Project Description*, and EIR Section 4.3, *Air Quality*. The amortized construction emissions are presented in Table 4.8-3, *Amortized Annual Construction Emissions Summary*.



Table 4.8-3 Amortized Annual Construction Emissions Summary

Year	Construction Equipment CO ₂ e Emissions (MT/yr)	On-Road Vehicle CO ₂ e Emissions (MT/yr)	Total (MT/yr)
2025	118.85	10.35	129.20
2026	676.72	781.09	1,457.81
2027	571.56	953.59	1,525.15
2028	491.47	819.23	1,310.70
Total Annual Construction Emissions	1,858.60	2,564.26	4,422.87
Amortized Construction Emissions (MTCO₂e)			147.43

MT/yr = metric ton per year
Source: (Urban Crossroads 2025c)

Operational activities associated with the Project would result in emissions of CO₂, CH₄, N₂O, and refrigerants from the following primary sources, which are further described in Section 5.4 of the GHG Analysis included in EIR *Technical Appendix G*:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants

The annual GHG emissions associated with the operation of the proposed Project are estimated to be 22,940.60 MTCO₂e/yr as summarized in Table 4.8-4, *Project GHG Emissions*.

Table 4.8-4 Project GHG Emissions – Without Mitigation

Emission Source	CO ₂ e Emissions (MT/yr)
Annual construction-related emissions amortized over 30 years	147.43
Mobile Source	17,406.70
Area Source	209.69
Energy Source	4,320.48
Water Usage	354.80
Waste	433.55
Refrigerants	67.95
Project Total CO₂e Emissions (All Sources)	22,940.60

MT/yr= metric ton per year
Source: (Urban Crossroads 2025c)



As shown, operation of the Project would generate a total of approximately 22,940.60 MTCO₂e/yr, which would exceed the significance threshold of 3,000 MTCO₂e/yr; therefore, Project-related GHG emissions are considered potentially significant. The majority of the GHG emissions (76%) are associated with non-construction related mobile sources, as shown in Table 4.8-4. Emissions of motor vehicles are controlled by State and federal standards, and neither the City nor the Project have control over these emissions. Notwithstanding, mitigation measures have been identified to reduce GHG emissions. Additionally, mitigation measures identified in EIR Section 4.3, *Air Quality*, also serve to reduce GHG emissions.

Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Project's consistency with the current 2006 General Plan and the proposed 2040 General Plan goals and policies that serve to reduce GHG emissions is evaluated in EIR Section 4.11, *Land Use and Planning*, and EIR Section 4.16, *Transportation*. The Project's consistency with Connect SoCal goals is evaluated in EIR Section 4.11, *Land Use and Planning*, and the Project's consistency with the regional growth projections is evaluated in EIR Section 4.14, *Population and Housing*. As identified, the Project would not conflict with the General Plan goals and policies, or the Connect SoCal goals and growth projections.

A. City of Moreno Valley CAP

In June 2021, the Moreno Valley City Council approved and adopted the City's 2040 General Plan Update (2040 General Plan), a Change of Zone and Municipal Code Update, and CAP and certified an EIR, State Clearinghouse No. 2020039022, as having been prepared in compliance with CEQA in connection with the approvals. A lawsuit entitled *Sierra Club v. The City of Moreno Valley*, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the CAP and the EIR. In May 2024, the City Council set aside the 2021 approvals and certification, based on a March 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024.

As such, if the City adopts a qualified CAP and future development is determined to be consistent with that CAP, then impacts for implementing projects would be considered less than significant. However, because at this time there is no adopted CAP, the Project cannot be determined to be consistent and as such a significant and unavoidable impact is expected.

B. CARB 2022 Scoping Plan

Pursuant to CEQA Guideline Section 15604.4, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022



Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan.

The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) transportation electrification, (2) VMT reduction, and (3) Building Decarbonization. The potential for the Project to conflict with these three priority areas is discussed below. As discussed, the Project does not conflict with the 2022 Scoping Plan.

- **Transportation Electrification.** The Project would include EV charging infrastructure that, at minimum, would equal the Residential and Non-Residential Mandatory Measures in Sections 4.106.4.1, 4.106.4.2, 4.106.4.3 and Section 5.106.5.3 of CALGreen. Therefore, the Project does not conflict with this priority area.
- **VMT Reduction.** As identified in the Project's VMT Assessment discussed in EIR Section 4.16, *Transportation*, the Project's effect on VMT was found to be less than significant and therefore the Project would not result in a per-capita increase in VMT. Additionally, the Project cumulative effect on VMT was not found to increase VMT per service population in the baseline year or horizon year conditions. As such, based on the VMT Assessment conclusions, the Project would not conflict with this priority area.
- **Building Decarbonization.** Per Title 24 requirements, the Project would be required to incorporate solar for the residential and commercial portion of the buildings. Additionally, the Project would be required to comply with all Title 24 Energy and CALGreen requirements as previously discussed. Further, the required GHG MMs require building electrification features. As such, the Project does not conflict with this priority area.

Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and this impact would be less than significant.

4.8.5 CUMULATIVE IMPACT ANALYSIS

As discussed above, the assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. Accordingly, the analysis provided in Subsection 4.8.4 reflects a cumulative impact analysis of the



effects related to the Project's GHG emissions, which concludes that the Project would not conflict with applicable GHG-reduction plans, policies, or regulations, but would generate cumulatively-considerable GHG emissions that may have a significant impact on the environment because the Project would exceed the SCAQMD's GHG emissions threshold of 3,000 MTCO₂e/yr.

4.8.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Cumulatively Considerable Impact. The Project would exceed the SCAQMD significance threshold of 3,000 MTCO₂e/yr. As such the Project would generate substantial, cumulatively-considerable GHG emissions that may have a significant impact on the environment.

Threshold b: Less than Significant Impact. The Project would be consistent with or otherwise would not conflict with applicable regulations, policies, plans, and goals that would further reduce GHG emissions.

4.8.7 MITIGATION MEASURES

The following mitigation measures are recommended to specifically reduce GHG emissions.

MM 4.8-1 The project applicant shall design and build future non-residential development to meet/include the following:

- The project will utilize on-site renewable energy sources such as solar, to reduce electrical demand as per Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- The project will incorporate measures to reduce the overall use of potable water within the building by 12% as per Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.1 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.

Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Moreno Valley Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

MM 4.8-2 The project applicant shall design and build future residential development to meet/include the following:

- No wood-burning fireplaces shall be installed in any of the dwelling units.



- All buildings shall be electric, to the extent feasible, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) within the building, excluding pool heating.
- All major appliances provided/installed shall be EnergyStar-certified or of equivalent energy efficiency, where applicable.

Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Moreno Valley Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

- MM 4.8-3 Exterior electric receptacles on non-residential buildings shall be provided for charging or powering electric landscaping equipment.
- MM 4.8-4 The Project shall use light-color roofing and building materials to minimize the heat island effect and reduce lighting, heating, and cooling needs.

The following Project-specific mitigation measures are included in EIR Section 4.3, *Air Quality*. Although these measures are designed to reduce Project air quality emissions, they would also assist in the reduction of GHG emissions. It should be noted that to provide a conservative disclosure of the Project's GHG emissions, no reductions in emissions are assumed to occur with implementation of these measures.

- MM 4.3-2 Legible, durable, weather-proof signs shall be placed at commercial loading docks and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.
- MM 4.3-3 Prior to the issuance of each building permit, the Project proponent and its contractors shall provide plans and specifications to the City that demonstrate that electrical service is provided to each of the areas in the vicinity of the buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.
- MM 4.3-4 Once constructed, the Project proponent shall ensure that all commercial tenants shall utilize only electric or natural gas pallet jacks and forklifts in the loading areas.



- MM 4.3-5 Upon occupancy and annually thereafter, the operators of the commercial space shall provide information to all delivery truck drivers, regarding:
- Building energy efficiency, solid waste reduction, recycling, and water conservation.
 - Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
 - Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies.
 - Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
 - The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.
- MM 4.3-6 Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.

4.8.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a: Significant and Unavoidable Impact. Because the majority (76%) of the Project GHG emissions would be generated by Project vehicular sources, the Project cannot feasibly achieve the SCAQMD 3,000 MTCO_{2e} per year threshold. Because responsibility and authority for regulation of vehicular-source emissions resides with the State of California (CARB, et al.), neither the Applicant nor the Lead Agency can affect or mandate substantial reductions in vehicular-source GHG emissions, much less reductions that would achieve the SCAQMD’s 3,000 MTCO_{2e} per year threshold. In effect, all Project traffic (mobile) and energy would need to be eliminated or be “zero GHG emissions sources” to reduce emissions below the SCAQMD’s numeric threshold. There are no feasible means to or alternatives to eliminate all Project traffic or energy to ensure that Project traffic and energy would be zero GHG emissions sources. In terms of its practical application, this would constitute a “no build” condition. While neither the City nor the Project have regulatory authority to control mobile source emissions, it is noted that emissions of motor vehicles are controlled by State and federal standards, and these fuel efficiency and emissions standards are becoming more stringent over the years to reduce mobile source emissions.

On this basis, even with implementation of the mitigation measures identified above, the Project would generate direct or indirect GHG emissions that would exceed SCAQMD’s interim numeric threshold and, therefore, are conservatively concluded to result in a significant impact on the environment. As there are no additional feasible mitigation measures that would reduce GHG emissions to levels below the threshold, this is a significant and unavoidable impact.



4.9 HAZARDS AND HAZARDOUS MATERIALS

This section analyzes the potential impacts of existing hazards that may adversely affect the Project and hazards and hazardous materials that may be introduced by the Project. The information in this subsection is derived in part on the following site-specific study: *Phase I and Limited Phase II Environmental Site Assessment NW Corner of Alessandro Boulevard and Nason Street, City of Moreno Valley, Riverside County, California*, (Phase I and Limited Phase II ESA) prepared by Leighton and Associates (Leighton) (Leighton 2025b). The purpose of the Phase I and Limited Phase II ESA is to identify recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection to the Project site.¹ This report is provided as EIR *Technical Appendix H*. References used in this subsection are listed in EIR Section 7.0, *References*.

For the purposes of this Draft EIR, the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness.

Hazardous waste is defined in the *California Code of Regulations (CCR)*, Title 22, Section 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency (EPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in CCR, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

4.9.1 EXISTING CONDITIONS

Currently, the Project site is undeveloped and disturbed, characterized by maintained open fields comprised of disturbed annual grassland cover vegetated with a variety of non-native and early successional weedy plant species. There are ornamental trees located along the northern Project site boundary and in the southeast portion of the Project site. There is a vacant parcel northeast of the

¹ A REC is defined as the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. An HREC is defined as a past release of any hazardous substances or petroleum product that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or that meets the unrestricted use criteria established by a regulatory authority without subjecting the property to any required controls (i.e., property use restrictions, activity and use limitations, institutional controls, or engineering controls, which would fall under a controlled recognized environmental condition or CREC).



Project site (southwest of the Nason Street and Cottonwood Avenue intersection), and an Eastern Municipal Water District (EMWD) booster station northwest of the Project site (southeast corner of Cottonwood Avenue and Letterman Street) that are not part of the Project. There are residential uses west of the Project site; residential and educational (Moreno Elementary School) uses to the north and northeast, respectively; vacant land, residential and religious uses to the east; and vacant land, educational (Valley Christian Academy), and residential uses to the south.

A. Historical Review, Regulatory Records Review, and Field Reconnaissance

1. Historical Review

Leighton contracted a search of selected environmental databases, which was completed by Environmental Data Resources, Inc. (EDR). The search was conducted in accordance with requirement of ASTM (formerly known as American Society for Testing and Materials) E1527-13. According to the historical review, from at least the 1930's through the late 1960's, the Project site and surrounding properties were used predominantly for agriculture/farmland with associated rural residential housing. From at least the late 1970's through present, the Project became vacant and undeveloped with a single rural residence up until the late 1980's (when it appears it was removed). A large soil stockpile is visible in the southeastern portion of the Project site by 1997 and remains on site. (Leighton 2025b)

2. Regulatory Records Review

EDR also researched federal, State, and local environmental record databases to identify properties within one mile of the Project site with reported environmental issues. A detailed description of the environmental record review results is included in EIR *Technical Appendix H*. In summary, the Project site is not listed on any environmental record databases. There are two notable off-site listings within one mile of the Project site that are included on environmental record databases: Moreno Valley Unified School District, located at 13636 Nason Street (approximately 132 feet east of the Project site), and Mountain View Middle School Expansion, located at 13130 Morrison Avenue (approximately 2,485 feet northwest of the Project site). The listings do not indicate any violations or release of hazardous substances or petroleum products and do not indicate a likely REC on the site. (Leighton 2025b)

3. Field Reconnaissance

As identified in the Phase I and Limited Phase II ESA (Leighton 2025b), Leighton conducted a field reconnaissance on June 16, 2021, which consisted of observing and documenting existing conditions on the Project site and adjoining properties. Limitations to the field reconnaissance included weed coverage which prohibited observations of the ground surface in many areas. During the field reconnaissance, Leighton observed the Project site as being vacant, undeveloped, unfenced, and formerly used as agricultural land; no structures exist on site. The Project site contained no hazardous substances, drums, or other chemical containers and there was no evidence of current or former underground storage tanks (USTs) containing hazardous substances or petroleum products.



Two pad-mounted electrical transformers were observed in the eastern portion of the Project site; however, no leaking was observed, and they appeared to post-date the ban on polychlorinated biphenyls (PCBs) in the United States (started in 1979). No evidence of likely PCBs was observed on site.

No evidence of significant dumping of hazardous waste, chemicals, hazardous substances, or petroleum products was observed on site. Leighton observed minor inert dumped trash (e.g., washers, couches, rubbish) at a few locations. Three soil stockpiles were observed: one small soil stockpile within the northwestern portion and two large soil stockpiles in the southeastern portion. The presence of undocumented soil stockpiles on site and the former agricultural use of the Project site constitute potential RECs; therefore, further investigation was completed. A Limited Phase II Investigation was completed to assess the potential for residual agricultural chemicals related to former agricultural usage at the Project site, and for certain potential compounds in the stockpiled soils. The results of the Limited Phase II Investigation are presented in Section 7.0 of the Phase I and Limited Phase II ESA included in EIR *Technical Appendix H*. In summary, soil samples were collected at 18 locations across the formerly agricultural portions of the Project site and at 10 locations in the undocumented soil stockpiles (refer to Figure 4.9-1, *Soil Borings*). The results of the soil sampling did not identify concentrations of Title 22 metals, organochlorine pesticides (OCPs), petroleum hydrocarbons (TPH), or PCBs at concentrations exceeding the US EPA Regional Screening Levels (RSLs) for residential land use or the California Department of Toxic Substances Control (DTSC)-Modified Screening Levels for residential land use, with the exception of arsenic. Arsenic was detected at a maximum concentration of 2.73 milligrams per kilogram (mg/kg). This concentration is well below the DTSC Human Health Risk Assessment (HHRA) Note 11 ambient arsenic screening level of 12 mg/kg. All reported arsenic concentrations are acceptable for residential property usage. Therefore, the previous on-site agricultural operations and existing stockpiles do not represent RECs.

The following conditions were not observed on site: pits, ponds, lagoon, wastewater, drains, cisterns, or sumps; current or past pesticide use; significant discoloration or staining of soil; stressed vegetation; unusual odors; and current or former wells.

B. Airport Hazards

The Project site is located approximately 3.7 linear miles northeast of the March Air Reserve Base/Inland Port (MARB/IP) Airport. Based on review of Map MA-1, *Compatibility Map*, of the *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* (MARB/IP ALUCP), the Project site is located outside the MARB/IP Airport Influence Area (AIA) (Riverside County ALUC 2014a). Therefore, the Project site is not subject to review by the Riverside County Airport Land Use Commission for consistency with the MARB/IP ALUCP. Additionally, the Project site is located outside the 60 decibel (dB) community noise equivalence level (CNEL) noise contour and is not within the MARB/IP's General Approach/Departure Traffic Pattern, or Closed-Circuit Traffic Pattern Envelope (Riverside County ALUC 2014b). The Project is within the identified Federal Aviation Regulation (FAR) Part 77 Military Outer Horizontal Surface Limits, as further discussed under the analysis for Threshold "e" (Riverside County ALUC 2014a).



Source(s): Leighton (2025)

Figure 4.9-1



Not to Scale



Soil Borings



C. Wildland Fire Hazards

The Project site does not contain any wildlands and is not in proximity to wildlands. Additionally, the *City of Moreno Valley General Plan 2040* (2040 General Plan) Map S-5, *Fire Hazard Severity Zones*, does not identify the Project site within a Fire Hazard Severy Zone (FHSZ) (City of Moreno Valley 2021b)². As further discussed in the analysis for Threshold “g” and in EIR Section 4.19, *Wildfire*, the nearest VHFHSZ is located approximately 0.4-mile east of the Project site, north of Cottonwood Avenue.

4.9.2 REGULATORY SETTING

The following is a brief description of the federal, state, and local environmental laws and related regulations related to hazards and hazardous materials.

A. Federal Plans, Policies, and Regulations

1. Federal Aviation Regulations Part 77

Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the Federal Aviation Administration (FAA) be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) if those objects would be of a height which exceeds FAR Part 77 criteria. Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Penetrations of Part 77 surface generally are reviewed on a case-by-case basis. FAA notification serves as the basis for:

- Evaluating the effect of the construction or alteration on operating procedures;
- Determining the potential hazardous effect of the proposed construction on air navigation;
- Identifying mitigating measures to enhance safe air navigation; and
- Charting of new objects.

Notification allows the FAA to identify potential aeronautical hazards in advance to prevent or minimize the adverse impacts to the safe and efficient use of navigable airspace. Any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 feet above ground level.
- Any construction or alteration:

² The fire hazard severity zone information provided in the *City of Moreno Valley General Plan 2040* (2040 General Plan), which the City is in the process of readopting, remains applicable to the discussion of the City’s environmental setting regarding fire hazards. The court decision did not address this topical issue.



- within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet.
- within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet.
- within 5,000 feet of a public use heliport which exceeds a 25:1 surface.
- Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed that above noted standards.
- When requested by the FAA.
- Any construction or alteration located on a public-use airport or heliport regardless of height or location.

2. *Hazardous Materials Transportation Act (HMTA)*

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177

The HMTA is enforced by use of compliance orders (49 U.S.C. 1808[a]), civil penalties (49 U.S.C. 1809[b]), and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement.

3. *Hazardous Materials Transportation Uniform Safety Act of 1990*

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.



4. Occupational Safety and Health Act

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers with a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states.

5. Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) serves as the basis for the proper management of hazardous and non-hazardous solid wastes. The RCRA amended the Solid Waste Disposal Act of 1965 and is implemented through the following programs:

- The Solid Waste Program encourages States to develop comprehensive plans to manage non-hazardous industrial solid wastes and municipal solid wastes; sets criteria for municipal solid waste landfills and other solid waste disposal facilities; and prohibits the open dumping of solid wastes.
- The Hazardous Waste Program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, in effect from “cradle to grave.”
- The Underground Storage Tank (UST) Program regulates USTs containing hazardous substances and petroleum products.

In November 1984, the RCRA was amended with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA) to phase out the land disposal of hazardous wastes; to increase the USEPA’s enforcement authority; to set more stringent hazardous waste management standards; and to develop a comprehensive UST program. The RCRA has been further amended by the Federal Facility Compliance Act of 1992 (which strengthened the enforcement of RCRA at federal facilities) and the Land Disposal Program Flexibility Act of 1996 (which provided regulatory flexibility for land disposal of certain wastes).

6. Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping, and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and lead-based paint. Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture.



- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA Section 8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons.

B. State Plan, Policies, and Regulations

1. California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP), managed by the Certified Unified Program Agency (CUPA), discussed below, is a merging of the Federal Accidental Release Prevention Program and State programs for the prevention of accidental release of regulated toxic and flammable substances. It replaced the California Risk Management and Prevention Program and was created to eliminate the need for two separate and distinct risk management programs. Stationary sources exceeding a threshold quantity of regulated substances are evaluated under this program to determine the potential for and impacts of accidental releases from the source. Depending on the potential hazards, the owner or occupant of a stationary source may be required to develop and submit a risk management plan.

2. Cal/OSHA and the California State Plan

Since 1973, California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and



the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, except for federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses.

3. California Hazardous Waste Control Law

The responsibility for implementing the RCRA was given to California Environmental Protection Agency's (CalEPA) DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws. The Hazardous Waste Control Law (HWCL) (*Health and Safety Code* [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates several waste types and waste management activities not covered by federal law (RCRA).

4. California Code of Regulations, Titles 5, 17, 22 and 26

A variety of CCR titles address regulations and requirements related to hazardous materials and hazardous waste. Title 5 contains the *California Plumbing Code* which, in Appendix I, establishes detailed standards for the capping, removal, fill, and disposal of cesspools, septic tanks, and seepage pits (see H 1101.0). CCR Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the DTSC regulates hazardous waste more stringently than the CalEPA, the integration of State and federal hazardous waste regulations that makeup Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23,



24, and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as “Title 22.”

5. *California Government Code Sections 51178 and 51182*

California Government Code (CGC) Section 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are VHFHSZ in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC Section 51178, a local agency may, at its discretion, exclude from the requirements of Section 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of Section 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of Section 51182 are necessary for effective fire protection within the new area. According to Section 51182, such changes made by a local agency shall be final and shall not be rebuttable by CalFire.

CGC Section 51182 identifies actions required to be taken by a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, which area or land is within a VHFHSZ designated by the local agency pursuant to Section 51179, to protect against wildfires.

C. Local Plans, Policies, and Regulations

1. Local Permitting Requirements

The aforementioned federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA with responsibility for the City of Moreno Valley is the Riverside County Department of Environmental Health (DEH). The Riverside County DEH manages and oversees 25 other programs related to hazardous materials/waste, including programs related to the handling and storage of hazardous materials, hazardous materials remediation, petroleum storage tanks, green waste, solid waste, liquid waste, universal waste, and environmental cleanup. The Riverside County DEH also manages and oversees programs related to emergency response and enforcement, vector control and water quality.

2. City of Moreno Valley Local Hazard Mitigation Plan

The *City of Moreno Valley Local Hazard Mitigation Plan* (LHMP) (adopted 2011 and revised 2022) is designed to identify the City’s hazards, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term natural (e.g., earthquakes, wildland fires, flooding, landslides), or man-made hazard (e.g., terrorist attack, civil unrest) risks to human life and



property for the city and its residents. The LHMP assesses the risks associated with earthquakes, wildland, and urban fires, insect infestation, extreme weather, severe wind, and dam failure/inundation.

3. *Emergency Operations Plan*

The purpose of the City's *Emergency Operations Plan* (EOP) (2019) is to provide guidance for the City's response to extraordinary emergency situations associated with natural, man-made, and technological disasters. The EOP does not address ordinary day-to-day emergencies or the established routine procedures used to cope with such incidents. Rather, it focuses on operational concepts and response procedures relative to large-scale emergencies and disasters. The City's primary and secondary Emergency Operations Centers are located within the City Hall complex, approximately 3.9 miles west of the Project site.

4.9.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates hazards and hazardous materials impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

- 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.*
- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*
- 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.*
- 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.*
- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*
- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.*



4.9.4 IMPACT ANALYSIS

Threshold a: *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Threshold b: *Would the Project 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?*

Implementation of the Project would involve construction activities and long-term operation of residential, commercial, civic, and park uses on the site. In the event any hazards or hazardous materials were to be present on the Project site or any hazardous materials were to be used or stored on the Project site during construction or long-term operation, the Project would have the potential to expose workers onsite, the public, and/or the environment to a substantial hazard. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment during any stage of the Project.

A. Impact Analysis for RECs

As previously discussed, based on the results of the Phase I and Limited Phase II ESA, the Project site does not have evidence of RECs, USTs, PCBs, or other significant hazardous materials or substances. Potential RECs were identified due to the Project site's historical use for agricultural purposes and the presence of stockpiled soils onsite; however, based on testing of soil samples taken from the Project site (refer to Figure 4.9-1, *Soil Borings*), the reported concentrations of arsenic concentrations, OCPs, TPH are acceptable for residential land uses (Leighton 2025b). Therefore, the historical agricultural use of the Project site and stockpiled soils do not represent a REC; thus, no human health risk is present and implementation of the Project would not pose a significant hazard to the public or the environment. This would be a less than significant impact.

B. Impact Analysis for Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction sites. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to, requirements imposed by the CalEPA, DTSC, and the Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the



environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Additionally, construction activities would be completed in compliance with applicable regulatory requirements, including the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit). As required, best management practices (BMPs) identified in the Project's Storm Water Pollution Prevention Plan (SWPPP) to control potential construction-related pollutants would be implemented, as further discussed in EIR Section 4.10, *Hydrology and Water Quality*.

C. Impact Analysis for Operational Activities

The operational phase of implementation of the proposed TCMV Specific Plan would occur following the completion of construction and business operators/employees, and residents move in and occupy the structures and facilities on a day-to-day basis. Hazards waste generators in the TCMV Specific Plan area would include businesses, public institutions, and households.

As described in EIR Section 3.0, *Project Description*, implementation of the proposed TCMV Specific Plan would result in the development of various residential, commercial, civic, and park uses. For purposes of analysis in this EIR, it is anticipated that following types of allowed uses would be developed: single-family and multi-family residential uses, business professional office uses, hotel, civic center, restaurant (sit-down and drive-thru), general retail uses, and parks. These uses would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the actual types of non-residential uses to be developed are not yet known. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building sites. The Project would not utilize, store, or generate hazardous materials or waste in quantities that may pose a significant hazard to the public. Manufacturing and other chemical processing are not allowed and would not occur within the proposed uses.

State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by business on the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies on-site buildings and that handles/stores substantial quantities of hazardous materials (as defined in Section 25500 of HSC, Division 20, Chapter 6.95) would require a permit from the Riverside County Fire Department, Hazardous Materials Division, in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or



threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material.

With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.

Threshold c: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The following existing and proposed schools are located within one-quarter mile of the Project site:

- **Early Learning Academy** - 26700 Cottonwood Avenue, the nearest building is approximately 351 feet northwest of the Project site. This school site is occupied by the Moreno Valley Unified School District (MVUSD) Early Learning Academy for infant to kindergarten-aged children.
- **Valley Christian Academy** - 26755 Alessandro Boulevard, the nearest building is approximately 163 feet south of the Project site.
- **Valley View High School** – 13135 Nason Street, approximately 0.25-mile north of the Project site (athletic facilities and surface parking are located at the southern portion of the high school).
- **Moreno Elementary School** - 13700 Nason Street, the nearest building is approximately 220 feet east of the Project site (on the east side of Nason Street).

As previously discussed, the Project has the potential to involve the transport and use of hazardous substances, materials, and/or wastes to-and-from the Project site during construction and long-term operation. However, the Project would not utilize, store, or generate hazardous materials or waste in quantities that may pose a significant hazard to the public. Additionally, construction and operational activities would be required to comply with applicable federal, State, and local regulations which would preclude substantial public safety hazards associated with emissions, handling of, or the routine transport of hazardous substances, materials, and/or wastes to-and-from the Project site. Impacts would be less than significant.



Threshold d: Would the Project 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?

According to the DTSC and the Phase I and Limited Phase II ESA, the Project site is not identified on any list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5 (Leighton 2025b). Further, based on review of the California Environmental Protection Agency (CalEPA) Cortese List Data Resources, the Project site is not located on any list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5 (CalEPA 2024). As such, the Project would not create a significant hazard to the public or the environment. No impact would occur.

Threshold 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?

As previously discussed, the Project site is not located within the MARB/IP ALUCP and is located more than two miles from the MARB/IP Airport. The Project site is not located within the AIA for the MARB/IP Airport and specifically is located outside the 60 dB CNEL noise contour and safety zones identified in the MARB/IP ALUCP. Additionally, while the Project is within the identified FAR Part 77 Military Outer Horizontal Surface Limits, the Project does not involve any construction activities that would require FAA notification pursuant to FAR Part 77. Notably, the Project is more than 20,000 feet from the nearest runway (approximately 21,900 feet to the northeast) and would not involve any structures more than 200 feet high (the proposed TCMV Specific Plan has a maximum building height of 75 feet). Accordingly, the Project would not result in a safety hazard or excessive noise related to air travel for people residing or working in the Project area. Impacts would be less than significant.

Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City adopted its current LHMP in 2022. The LHMP identifies I-215, SR-60, and major roadways through the City as emergency evacuation routes. Currently, the Project site is undeveloped. There are no emergency facilities located at the Project site; however, Alessandro Boulevard and Cottonwood Avenue, which border the Project site to the south and north, respectively, are identified in the LHMP as primary evacuation routes (City of Moreno Valley 2022a). Nason Street, which borders the Project site to the east, is not identified as a primary or alternate evacuation route; however, it is a north-south route, connecting to SR-60 to the north. Additionally, the Morrison Park Fire Station is located at 13400 Morrison Street, approximately 0.25-mile northwest of the Project site. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Further, the Project involves the construction of the extension of Bay Avenue from its current terminus west of the Project site east to Nason Street, and a new north-west street connecting Alessandro Boulevard and Cottonwood Avenue, which would enhance emergency access. The Project would not substantially impede emergency response in the local area.



The City's EOP is a preparedness document that provides guidance for the City's response to extraordinary emergency situations associated with natural, man-made, and technological disasters. The EOP concentrates on operational concepts and response procedures relative to large-scale emergencies and disasters. City departments are responsible for assuring the preparation and maintenance of Standardized Operating Procedures, resource lists, and checklists that detail how assigned responsibilities are performed and to ensure that they support the implementation of the EOP. The Project would not interfere with the City's EOP. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold g: Would the Project expose people or structure, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The Project site does not contain wildlands and is not in proximity to wildlands. Additionally, the Project site is not within a VHFHSZ. As previously discussed, the nearest VHFHSZ is located approximately 0.4-mile east of the Project site. The Project site is surrounded by existing development and undeveloped and disturbed property that is subject to vegetation management activities, similar to the Project site. The Project would not expose people or structures, either directly or indirectly to significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

4.9.5 CUMULATIVE IMPACT ANALYSIS

As discussed above under the responses to Thresholds "a" and "b," the Project's construction and operation would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the Riverside County Fire Department. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Additionally, based on the laboratory testing results, there were no concentrations of chemicals detected that exceed established regulatory standards for residential uses or that would otherwise pose a hazard to the public. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Project and cumulative development. Accordingly, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

The Project site is located within one-quarter mile of existing school sites. However, due to the nature of the Project (mixed-use with residential, commercial, civic, and park uses), there would not be any hazardous emissions, and the handling of hazardous materials, substances, or waste would not involve the type or quantity that would pose a significant hazard to school children, resulting in a less than significant impact. Therefore, the Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within one-quarter mile of the Project site.



The Project site is not identified on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5; therefore, the Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

The Project site is not within the AIA for the MARB/IP Airport, including established safety zones and areas of excessive noise. Additionally, the Project construction and operations would not exceed established height restrictions requiring FAA notification pursuant to FAR Part 77. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and would not contribute to a cumulatively considerable impact associated with airport hazards.

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Further, the Project would involve implementation of roadway and site access improvements and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan area. Similarly, cumulative development in proximity to the Project area would be required to adhere to emergency access requirements. The Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

The Project site does not contain wildlands and is not within a VHFHSZ; the nearest VHFHSZ is approximately 0.4-mile east of the Project site with intervening development and vacant sites with maintained vegetation. The potential for the Project to expose people or structure, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires is less than significant. Cumulative developed proposed within VHFHSZs would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting the standards of the various fire codes in effect at the time of building permit issuance, including but not limited to the state fire code, CBC, and MVMC. The CBC outlines building design requirements related to building materials and construction methods for exterior wildfire exposure. With adherence to applicable requirements, cumulative development within the VHFHSZ would not increase hazards from wildland fires and hazards to adjacent properties. The Project would not contribute to any cumulative impacts associated with wildland fires.

4.9.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a and b: Less than Significant Impact. The Project site does not contain any RECs. During Project construction and operation, mandatory compliance with federal, State, and local regulations would ensure that the Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous substances or materials. Additionally, due to the nature of the Project, routinely used hazardous materials would not be of the type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment.

Threshold c: Less than Significant Impact. The Project site is located within one-quarter mile of existing schools; however, there would be no hazardous emissions, and the handling of hazardous



materials, substances, or waste would not involve the type or quantity that would pose a significant hazard to public health and safety or the environment. Additionally, the Project would be required to comply with federal, State, and local regulations to ensure that the Project would not create a significant hazard to the public or environment.

Threshold d: No Impact. The Project site is not identified on any list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5.

Threshold e: Less than Significant Impact. The Project site is located more than two miles northeast of MARB/IP Airport and is not within the AIA. Additionally, the Project does not involve any construction or operations that require FAA notification pursuant to FAR Part 77. As such, the Project would not result in an airport safety hazard for people residing or working in the Project area.

Threshold f: No Impact. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, adequate emergency vehicle access is required to be provided. The Project would involve the construction of new roadways, which would improve local access. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Threshold g: Less than Significant Impact. The Project site does not contain wildlands and is not within a VHFHSZ; the nearest VHFHSZ is approximately 0.4-mile from the Project site. The Project would not expose people or structures to a significant wildfire risk.

4.9.7 MITIGATION

Impacts would be less than significant, and mitigation is not required.



4.10 HYDROLOGY AND WATER QUALITY

This subsection identifies and evaluates the Project’s potential to have adverse hydrology/drainage and water quality effects during construction and operation. The information presented in this section is primarily based on the following technical reports. References used in this subsection are listed in EIR Section 7.0, *References*.

- *Preliminary Project Specific Water Quality Management Plan, Tentative Tract Map 38421, Town Center at Moreno Valley Specific Plan (Preliminary WQMP)* prepared by Cannon, and included in EIR *Technical Appendix I* (Cannon 2022)
- *Drainage Report, Town Center at Moreno Valley Specific Plan, Tentative Tract Map 38421, Moreno Valley, California (Drainage Report)* prepared by Cannon, and included in EIR *Technical Appendix J* (Cannon 2025)

Information for this subsection also was obtained from the Santa Ana RWQCB’s *Santa Ana River Basin Water Quality Control Plan* (updated June 2019) and the *Integrated Regional Water Management Plan* (IRWMP) for the Santa Ana River Watershed (also referred to as “One Water One Watershed Plan Update 2018,” (February 19, 2019) prepared by the Santa Ana Watershed Project Authority (SAWPA). These documents are herein incorporated by reference and are available for public review at the physical locations and website addresses given in EIR Section 7.0, *References*.

4.10.1 EXISTING CONDITIONS

A. *Regional Hydrology*

The Project site is in the San Jacinto Watershed. The 24-mile-long San Jacinto River is the main drainage feature in this watershed and flows from the San Jacinto Mountains, across the San Jacinto Valley, to Canyon Lake, and finally to its terminus in Lake Elsinore, which discharges into Temescal Wash, which is tributary to the Santa Ana River. The Santa Ana River watershed is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and drains a 2,840 square-mile area. The Santa Ana River is the principal surface flow water body within the region and includes the upper and lower Santa Ana River watersheds and the San Jacinto River watershed, with several other small drainage areas. The total length of the Santa Ana River and its major tributaries is approximately 700 miles (SAWPA 2019). The Santa Ana River rises in Santa Ana Canyon in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach.

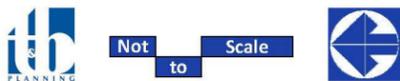
B. *Site Hydrology*

Under existing conditions, the Project has a subtle topographic north-south aligned ridge on the eastern portion of the Project site that separates the drainage at the site, which flows to existing storm drains along Nason Street, Alessandro Boulevard, and Bay Avenue (refer to Figure 4.10-1, *Existing Hydrology Exhibit*).



Source(s): Cannon (2025)

Figure 4.10-1





There is an existing storm drain in Nason Street, located along the eastern portion of the Project, with several stubs to the Project site. Runoff from the eastern portion of the Project site (approximately 17.9 acres) drains across the Project site as sheet flow into the existing storm drain at Nason Street and then is conveyed into the existing field inlet and 36-inch storm drain located at the northwest corner of Alessandro Boulevard and Nason Street. In addition to the Project site, the undeveloped property (approximately 8.2 acres) northeast of the Project site also drains to this storm drain line. This line can receive a maximum of 38.9 cubic feet per second (cfs), and discharges into the 78-inch and 84-inch reinforced concrete pipe (RCP) within Nason Street, which ultimately flows to the Riverside County Flood Control and Water Conservation District (RCFC&WCD) Line F, which is channelized and no longer subject to hydromodification.

Runoff from the western portion of the Project site drains across the site as sheet flow towards Bay Avenue and Alessandro Boulevard. Runoff from the southwestern portion of the site (approximately 24.6 acres south of the future alignment of Bay Avenue) drains south toward Alessandro Boulevard and flows into the existing 36-inch storm drain within Alessandro Boulevard west of the Project site. In addition to stormwater from the western portion of the Project site, this drain accepts flow from approximately 18.6 acres immediately west of the site. The drain accepts 94.6 cfs according to the 2011 Moreno Master Drainage Plan (MDP) as built for Line J-6. The 36-inch storm drain stubbed to the roadside discharges into the 48-inch RCP storm drain within Alessandro Boulevard and directed further west.

Runoff from the northwest portion of the Project site (approximately 23.5 acres) primarily flows west towards the Bay Avenue storm drain. The Bay Avenue storm drain accepts 62.5 cfs from the northwest portion of the Project site according to the 2011 Moreno MDP as built for Line J-4.

C. Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0765G, dated August 28, 2008, the Project site is within “Zone X,” which corresponds to areas with minimal flood hazard. No portions of the Project site are within a 100-year floodplain (FEMA 2008).

D. Groundwater

As further discussed in EIR Section 4.18, *Utilities and Service Systems*, the City of Moreno Valley, including the Project site, is located within the San Jacinto groundwater basin. As further discussed in Section 4.10.2 below, the California State Department of Water Resources (DWR) classifies the San Jacinto groundwater basin as a “high priority” basin.

Groundwater was not encountered during the field exploration of the Project site, which extended to depths of approximately 51 feet below the ground surface (bgs). The groundwater level was measured in March 2021 at approximately 1,470 feet mean sea level (amsl) (40 feet bgs) at well EMWD25695, which is located approximately one mile south of the Project site. It should be noted that locally perched water conditions can occur and may fluctuate seasonally, depending on rainfall. No surface



water was observed on site during the field visit conducted during preparation of the Project-specific geotechnical investigation. (Leighton 2025a)

4.10.2 REGULATORY SETTING

A. Federal Plans, Policies, and Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge, do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

B. State Plans, Policies, and Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (*California Water Code* Section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine RWQCBs (based on hydrogeologic barriers) and the State Water Resources Control Board (SWRCB), which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCBs decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The



SWRCB and RWQCBs have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. Regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. The Santa Ana River watershed is within the purview of Santa Ana RWQCB, and the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* (Basin Plan) is the governing water quality plan for the region as discussed below.

2. National Pollutant Discharge Elimination System Construction General Permit

Pursuant to Section 402(p) of the CWA, which requires regulations for permitting of certain stormwater discharges, the SWRCB has issued a statewide general NPDES Permit for stormwater discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ).¹ Under this Construction General Permit, stormwater discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Storm Water Pollution Prevention Plan (SWPPP) that includes a site evaluation and assessment, best management practices (BMPs) to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels (NALs) according to the Risk Level for the site, as set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent, and other documents), as well as annual reports,

¹ NPDES No. CAS000002, Water Quality Order 2009-0009 DWQ, SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit was administratively extended.



Notice of Terminations, and NAL exceedance reports, must be electronically submitted to the SWRCB and the permit fee mailed to the SWRCB for Construction General Permit coverage. The SWRCB adopted revisions to the Construction General Permit on September 8, 2022. The new permit went into effect on September 1, 2023. However, for those projects that secure coverage under the current permit (2012 permit) prior to September 1, 2023, that coverage will last for two years after the effective date (September 1, 2025).

3. *Sustainable Groundwater Management Act (SGMA)*

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, 2040 is the deadline. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability.

C. *Local Plans, Policies, and Regulations*

4. *Santa Ana River Basin Water Quality Control Plan*

The Santa Ana Regional Board Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) was originally adopted in 2005 and has been subsequently amended through June 2019 (RWQCB 2019). The Basin Plan is designed to preserve and enhance water quality and to protect the beneficial uses of all regional waters. Specifically, the Basin Plan: 1) designates beneficial uses for surface and subsurface waters (groundwater); 2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's anti-degradation policy; 3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; 4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and 5) provides an overview of water resource management studies and projects which are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

The Basin Plan establishes or designates beneficial uses and water quality objectives for all the ground and surface waters in the region. Beneficial uses are the uses of water necessary for the survival and well-being of humans, plants, and wildlife. These uses serve to promote tangible and intangible economic, social, and environmental goals. Water quality objectives are the levels of water quality constituents or characteristics that must be met to protect beneficial uses. The Basin Plan for the Santa Ana River Basin also establishes an implementation program that describes the actions that the Santa Ana RWQCB and others must achieve and maintain for the designated beneficial uses and water quality objectives of the region's waters.



Water bodies that do not meet water quality standards are deemed “impaired” and, under Section 303(d) of the CWA, are placed on a list of impaired waters for which a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety” included). Once established, the TMDL is allocated among current and future pollutant sources to the water body. TMDLs must consider and include allocations to both point sources and non-point sources of listed pollutants. Table 4.10-1, *Receiving Waters Tributary to the Project Site*, indicates the Basin Plan’s beneficial use designations for the receiving waters that the Project is tributary to (in order of upstream to downstream), as well as the 303(d) listed impairment (if any). The definitions of the beneficial uses applicable to the Project area are as follows (RWQCB 2019):

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, municipal, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR):** Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of groundwater for purposes including, but not limited to, future extraction, maintaining water quality, or halting of saltwater intrusion into freshwater aquifers.
- **Rare, Threatened, or Endangered Species (RARE):** Uses of water that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.
- **Water Contact Recreation (REC1):** Uses of water for recreational activities involving bodily contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC2):** Uses of water for recreational activities involving proximity to water, but not normally involving bodily contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation habitats, and fish and wildlife habitats (including invertebrates).
- **Limited Warm Freshwater Habitat (LWRM):** Waters support warmwater ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH, and/or dissolved oxygen conditions. Naturally reproducing finfish populations are not expected to occur in LWRM waters.
- **Wildlife Habitat (WILD):** Uses of water that support wildlife habitat including, but not limited to, preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife water.



- **Industrial Service Supply (IND):** Waters are used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well repressurization.
- **Spawning, Reproduction and Development (SPWN):** Waters support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.

Table 4.10-1 Receiving Waters Tributary to the Project Site

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Perris Valley Storm Drain	None Listed	NA	NA
San Jacinto River (Reaches 1, 2 and 3)	None Listed	INT-MUN, AGR, GWR, REC1, REC2, WARM, WILD	NA
Canyon Lake	Nutrients	MUN, AGR, GWR, REC1, REC2, WARM, WILD	NA
Lake Elsinore	PCBs (68444), Organic Enrichment/ Low Dissolved Oxygen (68808), Toxicity (76493), Nutrients (69206), DDT (94768)	REC1, REC2, WARM, WILD	NA
Temescal Creek Reach 6	None Listed	INT-GWR, REC1, REC2, WARM, WILD	NA
Temescal Creek Reach 5	None Listed	AGR, GWR, REC1, REC2, WARM, WILD RARE	NA
Temescal Creek Reach 4	None Listed	RARE, INT-AGR, GWR, REC1, REC2, WARM, WILD	NA
Temescal Creek Reach 3	None Listed	NA	NA
Temescal Creek Reach 2	None Listed	INT-AGR, IND, GWR, REC1, REC2, LWARM, WILD	NA
Temescal Creek Reach 1	None Listed	REC1, REC2, WARM, WILD	NA
Santa Ana River Reach 2	None Listed	AGR, GWR, REC1, REC2, WARM, WILD RARE, SPWN	48 miles
Santa Ana River Reach 1	None Listed	REC1, REC2, WARM, WILD	NA

PCB: polychlorinated biphenyls; DDT: dichloro-diphenyl-trichloroethane; NA: not applicable; INT: intermittent; AGR: agricultural supply; GWR: groundwater recharge; MUN: municipal and domestic supply; RARE: rare, threatened or endangered species; REC1: water contact recreation; REC2: non-contact water recreation; WARM: warm freshwater habitat; LWARM: limited warm freshwater habitat; IND: industrial service supply; WILD: wildlife habitat; SPWN: spawning, reproduction and development)

Source: (Cannon 2022)



5. *National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit*

On January 29, 2010, the Santa Ana Regional Board issued the NPDES Permit and Waste Discharge Requirements for the RCFC&WCD, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033, which remains in effect until the effective date of a new permit, regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and BMPs to achieve the water quality standards in receiving waters. The City of Moreno Valley, as a co-permittee, is responsible for implementing MS4 permits in Region 8.

6. *West San Jacinto Groundwater Sustainability Agency*

Under SGMA, each high and medium priority basin, as identified by the DWR, is required to have a groundwater sustainability agency (GSA) that will be responsible for groundwater management and development of GSPs. The EMWD Board of Directors is the GSA for the San Jacinto Groundwater Basin and is responsible for development and implementation of the *West San Jacinto Groundwater Basin GSP*.

The EMWD, as the GSA, initiated the development of the *West San Jacinto Groundwater Basin GSP* in February 2019 and adopted the GSP in September 2021. The GSP was approved by the DWR in 2023. The purpose of the GSP is to define the conditions under which the groundwater resources of the West San Jacinto GSA Plan Area, which support agricultural, domestic, municipal and industrial, and environmental uses, will be managed sustainably in the future. The adoption of the GSP represents the commitment of the West San Jacinto GSA to maintain long-term, sustainable use of groundwater resources within the West San Jacinto GSA Plan Area, as required by SGMA. Over the next 20 years, data will continue to be gathered, analyzed, and used to refine the estimated sustainable yield and understanding of the sources of and influences on degraded water quality. As the understanding of the West San Jacinto GSA Plan Area improves, the findings of the GSP will be evaluated and updated as necessary. The GSP documents a viable approach, determined by the GSA in collaboration with stakeholders and informed by the best available information, to maintaining the long-term sustainability of the groundwater resources within the West San Jacinto GSA Plan Area (EMWD 2021a).

7. *Moreno Master Drainage Plan*

The Project site is within the boundary of the Moreno MDP. The Moreno MDP was prepared by the RCFC&WCD, to identify master-planned drainage and flood control facilities that are needed in the project are to safely convey the peak runoff of a 100-year frequency storm (RCFC&WCD, 2015).



8. Moreno Valley Municipal Code

Chapter 8.10 *et seq.*, *Stormwater/Urban Runoff Management and Discharge Controls*, and Section 8.21.170, *National Pollutant Discharge Elimination Systems*, of the *Moreno Valley Municipal Code* (MVMC) requires the City to participate as “Co-permittee” under the NPDES permit program to accomplish the requirements of the CWA (City of Moreno Valley 2021c). Pursuant to this chapter, the City is required to participate in the improvement of water quality and comply with federal requirements for the control of urban pollutants to stormwater runoff.

4.10.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to hydrology and water quality based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant hydrology and water quality impact would occur if the Project:

- a) *Would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- b) *Would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*
- c) *Would 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;*
 - 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; or*
 - iv. *Would Impede or redirect flood flows.*
- d) *In flood hazard, tsunami, or seiche zones, would risk release of pollutants due to project inundation.*
- e) *Would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

4.10.4 IMPACT ANALYSIS

Threshold a: *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

The Project would be required to comply with the CWA, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires



operators of construction sites one-acre or larger to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The Project also would be required to comply with the California Porter-Cologne Water Quality Control Act (*California Water Code* Section 13000 et seq.), which requires that comprehensive water quality control plans be developed for all waters within the State. The Project site is located within the jurisdiction of the Santa Ana RWQCB.

A. Construction-Related Water Quality Impacts

The Project would include the development of residential, commercial, civic, and park uses on the currently undeveloped Project site. Construction-related activities have the potential to result in impacts to water quality. The grading and construction phases would require the disturbance of surface soils and removal of the existing, limited vegetative cover. During the construction period, grading activities would result in exposure of soil to stormwater runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter stormwater runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and potentially result in the impairment of downstream water sources.

Construction activities for the Project would occur over an area more than one acre. Therefore, the Project is required to obtain coverage under a NPDES permit. Construction impacts due to Project development would be minimized through compliance with the applicable NPDES Construction General Permit, discussed above under Section 4.10.2, *Regulatory Setting*. As part of compliance with the NPDES requirements, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB, and a Water Discharge Identification Number would be obtained prior to grading. This will provide notification and intent to comply with the State Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with differing requirements based upon the determined risk level) and to prepare and implement a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and site BMPs that control the other potential construction-related pollutants. BMPs may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders. The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site construction activities. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

The NPDES permit program was established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges. An NPDES permit would generally specify an acceptable level of pollutants or pollutant



parameters in a discharge. The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain generic BMPs for sediment control (e.g., silt fences, sediment trapping devices); erosion control (e.g., chemical stabilization, dust control wind/sand fences); and good housekeeping (e.g., construction site waste management, spill prevention and control measures, and vehicle maintenance) (EPA 2022). As shown on Figure 3-7, *TTM 38421 Preliminary Water Quality Exhibit*, the Project includes installation of temporary sedimentation basins as part of the grading activities (pre-development). The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, hydrocarbons, and trace metals). Mandatory compliance with regulatory requirements for the protection of water quality during construction, including implementation of a SWPPP, would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

B. Post-Development Water Quality Impacts

Stormwater pollutants that may be produced during Project operation include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. Lake Elsinore is listed as a receiving water of the Project and has existing Section 303(d) impairments for PCBs, organic enrichment/low dissolved oxygen, nutrients, toxicity and DDT; therefore, potential waterborne pollutants generated by the Project could contribute to existing Section 303(d) impairments of downstream receiving waters and thus could potentially be considered “pollutants of concern” (Cannon 2022).

The Project Applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City’s NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project’s Preliminary WQMP is included in EIR *Technical Appendix I*. The Preliminary WQMP was prepared to support a non-development-specific tentative tract map and associated grading activities. During the processing of future plot plans, required site-specific WQMPs would be prepared and would identify structural and non-structural BMPs that would be installed with each development project implementing the proposed TCMV Specific Plan. The type and size of BMPs would be dependent on the feasibility of infiltration. If infiltration is feasible, BMPs would include but not be limited to infiltration trenches, infiltration basins, permeable pavement, etc. If infiltration is not feasible, the BMPs would include, but not be limited to, harvest and reuse and bioretention facilities. Non-structural BMPs would also be implemented. Compliance with the site-specific WQMPs would be required as a condition of Project approval pursuant to MVMC Chapter 8.10 and MVMC Section 8.21.170, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.



C. Groundwater Quality

As previously discussed in Section 4.10.1, during soil sampling conducted for the Project, groundwater was not encountered during the drilling of any of the borings, which extended to depths of approximately 51 feet bgs, and the groundwater level at an EMWD well approximately one mile south of the Project site was measured in March 2021 at approximately 40 feet bgs. Therefore, excavation activities associated with the Project, including grading, are not anticipated to encounter significant amounts of groundwater. Nonetheless, since the Project would comply with regulatory requirements, including the Construction General Permit, any surface water that may percolate into the soil would not adversely affect groundwater on or off site.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during long-term operation. Impacts would be less than significant.

Threshold b: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project would be served with potable water by the EMWD and would not utilize wells or any other groundwater extractive activities. The EMWD relies on local potable groundwater as a source of its water supply (in addition to imported water from the Metropolitan Water District of Southern California, desalted ground water, and recycled water). As determined in the Project's Water Supply Assessment, which is provided as EIR *Technical Appendix M*, EMWD would have adequate water supply, including groundwater resources, to serve the Project in addition to its existing and future demands (EMWD 2022a). Accordingly, implementation of the proposed Project has no potential to extract or consume a substantial quantity of groundwater and the Project's direct impact to groundwater supplies would be less than significant.

Natural recharge to the San Jacinto Groundwater Basin is primarily from percolation of flows in the San Jacinto River and its tributary streams, with percolation of water stored in Lake Perris as an additional source of recharge. According to Figure 2-27, *Recharge Map*, of the *West San Jacinto Groundwater Basin GSP*, the Project site is located within a recharge area. Implementation of the Project would reduce the pervious areas available for potential natural recharge due to construction of the proposed residential, commercial and civic buildings, and associated parking areas, roadway improvements, and other improvements. However, the Project site is a relatively small (approximately 69.6 gross acres) in relation to the total size of the groundwater subbasin (approximately 248 square miles or 158,7820 acres) (EMWD 2021a), and the Project site's only source of water is from precipitation, providing little opportunity to recharge under existing conditions. With buildout of the Project, the local groundwater levels would not be adversely affected. Accordingly, buildout of the Project would not interfere substantially with groundwater recharge.



For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

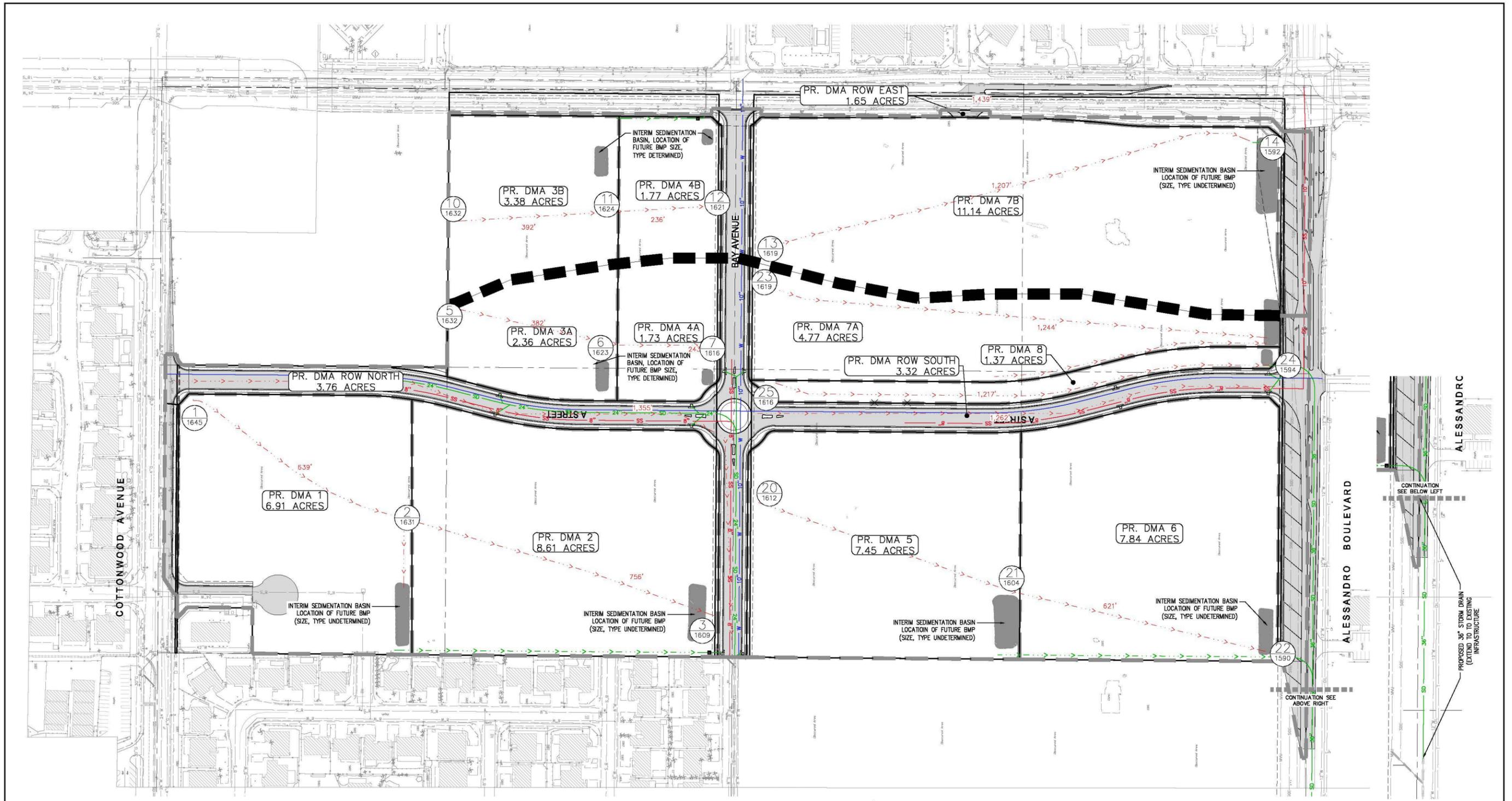
Threshold c: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impeded or redirect flood flows?*

A. *On- or Off-Site Flooding and Stormwater Drainage System Capacity*

As described in the Drainage Report included in EIR *Technical Appendix J*, implementation of the Project would alter the existing ground contours of the Project site and would result in the installation of impervious surfaces (approximately 40 acres), which would result in changes to the site's existing, internal drainage patterns. Residential lots are estimated to contain approximately 70% impervious land cover, parks are estimated to contain approximately 20% impervious land cover, and commercial and civic uses are expected to contain approximately 85% impervious land cover. (Cannon 2025)

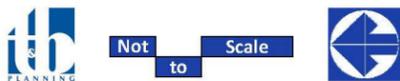
As described in EIR Section 3.0, *Project Description*, the Project would include the installation of an integrated, on-site system of underground storm drain pipes and inlets to capture on-site stormwater runoff flows, convey the runoff across the site, and treat the runoff to minimize the amount of water-borne pollutants carried from the Project site. Upon development of the Project, all stormwater from the Project site would be discharged to existing public storm drains beneath Alessandro Boulevard, Nason Street, and Bay Avenue. Additionally, a 36-inch storm drain would be installed along Alessandro Boulevard extending from Street A to the west (approximately 650 feet west of the Project site's westerly boundary). Figure 4.10-2, *Proposed Hydrology Exhibit*, depicts the post-development drainage conditions at the Project site. Under the proposed developed condition, the proposed north-south street and the east-west extension of Bay Avenue would divide the Project into four quadrants. Similar to existing conditions, approximately 17.94 acres would drain to Nason Street, 23.37 acres would drain to Bay Avenue and 24.75 would drain to Alessandro Boulevard.

Utilizing the Rational Methodology per the Riverside County Hydrology Manual, expected peak flows and projected attenuation values were determined for the Project build-out conditions. During a peak storm event (100-year event), it is estimated that 53.8 cfs of stormwater runoff would flow to Alessandro Boulevard (with 54.2 cfs allowable), and 52.8 cfs would flow to Bay Avenue (with 63.5 cfs allowable). Therefore, the storm drains within Alessandro Boulevard and Bay Avenue would have sufficient capacity to accommodate stormwater runoff from the Project site and no attenuation is required.



Source(s): Cannon (2025)

Figure 4.10-2





It is also estimated that approximately 38.8 cfs of stormwater runoff would flow to Nason Street from the eastern portion of the Project site; however, only 26.7 cfs is allowable. Therefore, approximately 11.1 cfs of attenuation is required. Project BMPs, as required in the site-specific WQMP, would be installed to provide peak flow attenuation, which would ensure that stormwater runoff would not exceed the capacity of the existing storm drain along Nason Street (Cannon 2025). Therefore, implementation of the Project would not result in flooding on or off site. Impacts would be less than significant.

B. Erosion and Siltation/Polluted Runoff

As described above under Threshold “a,” because the Project would implement short- and long-term water quality controls (i.e., BMPs) consistent with applicable regulatory requirements, the Project would not result in substantial erosion or siltation on or off site during both construction and operation or provide substantial additional sources of polluted runoff. Implementation of the Project would result in less than significant impacts.

C. Flood Flows

According to the FEMA FIRM No. 06065C0765G, the Project site is within “Zone X,” which corresponds to areas with minimal flood hazard. No portions of the Project site are within a 100-year floodplain (FEMA 2008). Therefore, the Project would not impede or redirect flood flows, and no impact would occur.

Threshold d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Pacific Ocean is located over 42 miles southwest of the Project site; consequently, there is no potential for the Project site to be impacted by a tsunami as tsunamis typically only reach up to a few miles inland. The Project site is not subject to flooding due to a seiche as seiches occur on enclosed or partially enclosed bodies of water. The nearest large, enclosed body of water is Lake Perris located approximately 3.6 miles south of the Project site. Additionally, the Project site is not within a flood hazard zone or within a dam inundation area. Therefore, the Project is not anticipated to risk the release of pollutants due to Project inundation. No impact would occur.

Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As previously discussed, the Project site is within the Santa Ana River watershed; thus, Project-related construction and operational activities would be required to comply with the *Santa Ana River Basin Water Quality Control Plan* by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct implementation of the *Santa Ana River Basin Water Quality Control Plan* and impacts would be less than significant.



Under the SGMA passed in 2014 (*California Water Code* Section 10729[d]), each high and medium priority basin, as identified by the California DWR, is required to have a GSA that will be responsible for groundwater management and development of a GSP. The Project site is within the San Jacinto Groundwater Basin, which is classified as a “high priority” basin. EMWD is the local GSA responsible for developing and implementing a GSP for the non-adjudicated portions of the San Jacinto Groundwater Basin. A GSP for the San Jacinto Groundwater Basin was prepared in September 2021, *West San Jacinto Groundwater Basin GSP* (EMWD 2021a). The Project is not anticipated to conflict with the Plan as groundwater wells and groundwater extraction would not be part of Project operation. The Project would be supplied with imported, purchased water for potable water demands and recycled water for non-potable water demands.

According to Figure 2-27, *Recharge Map*, of the *West San Jacinto Groundwater Basin GSP*, the Project site is within a recharge area. Although the Project would introduce impervious surfaces to the Project site, the Project would introduce a relatively small amount of impervious surfaces in relation to the entire recharge area. As such, implementation of the Project is not anticipated to conflict with the *West San Jacinto Groundwater Basin GSP*. Impacts would be less than significant.

4.10.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the Santa Ana River Basin and San Jacinto Groundwater Basin.

A. Water Quality

Project construction and the construction of other projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and siltation, to the Santa Ana River Watershed. Pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb one or more acres of land area are required to obtain coverage for construction activities under the State’s Construction General Permit. In order to obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the Santa Ana RWQCB’s *Santa Ana River Basin Water Quality Control Program*, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements would ensure that development projects within the Santa Ana River watershed, including the Project, would not contribute substantially to water quality impairments during construction.

Operational activities on the Project site would be required to comply with site-specific WQMPs to minimize the amount of waterborne pollution, including erosion and sediment, discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water



quality violations. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.

B. Groundwater Supplies and Management

Although the Project would increase impervious surface coverage on the site, the Project would incorporate design features that would allow surface runoff to infiltrate into the groundwater basin, as feasible. Other development projects would similarly be required by applicable lead agencies to incorporate design features that facilitate percolation (e.g., through minimum landscaped/permeable area requirements, water quality/detention basins, infiltration basins). No component of the Project would obstruct with or prevent implementation of the applicable GSP (*West San Jacinto Groundwater Basin GSP*) and other development projects within the San Jacinto Groundwater Basin would be prohibited from any activity that would endanger the health and sustainability of the groundwater basin. Based on the lack of impacts to groundwater, the provision of design measures that would facilitate percolation, and compliance with applicable San Jacinto Groundwater Basin management plans, cumulative development would not result in a considerable, adverse effect to local groundwater supplies.

C. Flooding

Construction of the Project and other development projects within the Santa Ana River watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans to mitigate flood hazards on and off site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Basin would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold “c,” the Project would be designed to ensure that runoff from the Project site during peak storm events is substantially reduced relative to existing conditions. Because the Project and all other developments throughout the Santa Ana River Basin would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

The Project site is not within a special flood hazard area or in an area subject to inundation. Accordingly, development on the Project site would have no potential to impede or redirect flood flows and a cumulatively-considerable impact would not occur.

4.10.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.



Adherence to a SWPPP and site-specific WQMPs is required as part of the Project's implementation to address construction- and operational-related water quality.

Threshold b: Less than Significant Impact. The Project would not physically impact any groundwater recharge facilities. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Groundwater Basin.

Threshold c: Less than Significant Impact. The Project would increase stormwater runoff from the Project site, which would be discharged to the public storm drain system. The Project would not substantially alter the drainage pattern or site or area and would be required to comply with applicable water quality regulatory requirements to minimize erosion and siltation. Additionally, the Project would not result in flooding onsite or off site or impede/redirect flood flows. Lastly, the Project would not create or contribute to increased flooding risks due to insufficient capacity of existing or planned stormwater drainage systems or and would not provide substantial additional sources of polluted runoff.

Threshold d: No Impact. The Project site would not be subject to inundation from tsunamis, seiches, or hazards.

Threshold e: Less than Significant Impact. The Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.

4.10.7 MITIGATION

Impacts would be less than significant; therefore, mitigation is not required.



4.11 LAND USE AND PLANNING

This section includes a description of the Project site and surrounding land uses and an evaluation of the Project's consistency with land use and planning policies adopted by the City of Moreno Valley (City) and other governing agencies for the purpose of avoiding or mitigating environmental effects. Information presented in this section is based on the review of relevant regional and local planning programs including, but not limited to, the City of Moreno Valley current 2006 General Plan (City of Moreno Valley, 2006), the City of Moreno Valley General Plan 2040 Update (2040 General Plan) that the City is in the process of readopting (City of Moreno Valley, 2021b), the *Moreno Valley Municipal Code* (MVMC), and the Southern California Association of Governments (SCAG) *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (Connect SoCal 2024) (SCAG, 2024b).

4.11.1 EXISTING CONDITIONS

A. City of Moreno Valley

The total area within the Moreno Valley City limit is approximately 33,000 acres, and the area within the City's sphere of influence (SOI) is approximately 9,900 acres. Residential land uses account for nearly 32% of land (10,479 acres) within the city limit, concentrated primarily in the western and central portions of the city where most development has historically occurred. The remaining area within the City limits consists of commercial land uses, industrial land uses, public and community facilities, parks and recreation land uses, and vacant land primarily in the eastern portion of the City north and south of State Route (SR)-60. Land outside of the City limit but within the SOI is largely undeveloped natural open space or in use for agricultural purposes.

B. Project Site and Adjacent Land Uses

Under existing conditions, the Project site, which encompasses approximately 69.6 gross acres, is undeveloped. There are soil stockpiles in the southeastern portion of the Project site; the soil was generated during construction for street improvements in the City. The smaller of the two stockpiles is approximately 90 feet wide, 410 feet long, and three feet high. The larger stockpile is approximately 160 feet wide, 975 feet long, and 20 feet high at its highest point.

Existing land uses in the immediate vicinity of the Project site are illustrated on Figure 2-1, *Existing On-site and Surrounding Land Uses*, and are described below.

- **North:** Cottonwood Avenue abuts the Project site on the north. South of Cottonwood Avenue, there is a vacant parcel northeast of the Project site (southwest of the Nason Street and Cottonwood Avenue intersection), and an Eastern Municipal Water District (EMWD) booster station northwest of the Project site (southeast corner of Cottonwood Avenue and Letterman Street) that are not part of the Project. North of Cottonwood Avenue, there are existing residential uses to the north and northeast of the Project site, and the Moreno Valley Unified School District (MVUSD) Early Learning Academy is to the northwest on the north side of Cottonwood Avenue (at the site of the former Moreno Elementary School).



- **South:** Alessandro Boulevard abuts the Project site on the south. South of Alessandro Boulevard is vacant/undeveloped land and the Valley Christian Academy.
- **West:** Immediately west of the northern portion of the Project site are residential uses. The area immediately west of the southern portion of the Project site consists of vacant/undeveloped land that is planned for residential development.
- **East:** Immediately east of the Project site is Nason Street. There are existing residential and religious uses, and vacant/undeveloped land east of Nason Street. The new Moreno Elementary School east of Project site opened in 2023 (across Nason Street and north of Bay Avenue).

4.11.2 REGULATORY SETTING

A. *Regional*

SCAG's Connect SoCal 2024 is the regional land use plan/program particularly relevant to the Project and is discussed below. Other regional programs relevant to the Project that address environmental issues include the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), discussed in EIR Section 4.3, *Air Quality*; the Santa Ana Regional Water Quality Control Board (RWQCB) *Santa Ana River Basin Water Quality Control Plan*, discussed in EIR Section 4.10, *Hydrology and Water Quality*; and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), discussed in EIR Section 4.4, *Biological Resources*.

1. *Connect SoCal 2024*

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Riverside, Imperial, Los Angeles, Orange, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and other plans for the region.

Additionally, SCAG reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans (SCAG, 2024b). As identified in Section 15206 of the California Environmental Quality Act (CEQA) Guidelines, regionally significant projects include residential development of more than 500 dwelling units. Therefore, the proposed Town Center at Moreno Valley (TCMV) Specific Plan, which could involve future development consisting of up to 800 residential units, approximately 230,000 square feet (sf) of non-residential uses, and 4.9 acres of public park uses, is considered regionally significant and subject to review by SCAG.

Pursuant to Senate Bill (SB) 375, SCAG is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS).



SCAG adopted the Connect SoCal 2024 (also known as the 2024-2050 RTP/SCS) in April 2024. Connect SoCal 2024 represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through 2050. The plan details how the region will address its transportation and land use challenges and opportunities to achieve its regional emissions standards and greenhouse gas (GHG) reduction targets. Connect SoCal 2024 builds from the policy direction established in Connect SoCal 2020 as well as more recent policy direction from SCAG’s Regional Council policy committees and special subcommittees to reflect emerging issues such as equity, resilience, and the economy. Connect SoCal 2024 identifies goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.

B. Local

1. City of Moreno Valley Current 2006 General Plan

California Government Code Section 65300 requires each city and county in California to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning.” As further discussed below, the City of Moreno Valley General Plan currently in effect was adopted July 11, 2006 (2006 General Plan) and is a policy document that reflects the City’s vision for the future of Moreno Valley prior to adoption of the 2040 General Plan, which the City is in the process of readopting. The 2006 General Plan is organized into seven separate elements that contain a series of policies to guide the City’s vision for future development. Each of the elements from the 2006 General Plan are summarized below:

- **Community Development**

The Community Development Element functions as a land use guide for future development in the City. The Element identifies the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, recreation, floodplains, and public facilities. These designations are reflected on the 2006 General Plan Land Use Map, which are applied on a parcel-by-parcel basis throughout the City. The Community Development Element also provides standards for residential density and non-residential intensity. It governs how land is to be used; therefore, many of the issues and policies contained in other elements of the 2006 General Plan are linked in some degree to this Element. Each of the elements is summarized below, and the 2006 General Plan policies for the purpose of avoiding or mitigating an environmental effect are included under the General Plan consistency analysis for Threshold “b” included in Section 4.11.4, below.

Based on the 2006 General Plan, the TCMV Specific Plan area currently has a general plan land use designation of Public Facilities.



- **Economic Development**

The Economic Development Element identifies redevelopment project areas within the City of Moreno Valley.

- **Parks, Recreation, and Open Space**

The Parks, Recreation and Open Space Element includes specific policies related to open space preservation, outdoor recreation and recreation facilities, and trails.

- **Circulation**

The Circulation Element identifies major thoroughfares; transportation routes for vehicles, transit, bicycles, and pedestrians; and military airports. The element includes policies for “complete streets,” which provide a balanced, multimodal transportation network serving all users and abilities.

- **Safety**

The Safety Element addresses the topics of safety and community protection from wildfires, flooding, seismic events, landslides, and dam inundation. This element includes background information, policies, and standards for community protection from natural and human-made disasters, including promoting safety and compatibility with the March Air Reserve Base/Inland Port (MARB/IP), adjacent to city limits.

- **Conservation**

The Conservation Element is intended to achieve the wise use of natural resources within the City and immediate environs. Issues addressed by the Conservation Element include erosion, water quality and supply, biological resources and associated habitat, energy conservation, historical/archaeological resources, visual quality, and solid waste and recycling.

- **Housing**

The Housing Element identifies and establishes the City’s policies with respect to meeting the needs of existing and future residents of the City. Specific components of the Housing Element, which also are requirements of State law, include the following: an assessment of housing needs and inventory; an analysis and program for preserving assisted housing developments; a statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing; and a program which sets forth a five-year schedule of actions that the City is undertaking, or intends to undertake, to implement the policies set forth in the Housing Element. The current Housing Element is the 2021-2029 Moreno Valley Housing Element discussed below.

2. City of Moreno Valley Proposed 2040 General Plan

On June 15, 2021, the City of Moreno Valley City Council approved and adopted the 2040 General Plan, a Change of Zone and Municipal Code Update, and a Climate Action Plan (CAP), and certified an EIR (State Clearinghouse [SCH] No. 2020039022), as having been prepared in compliance with



CEQA in connection with the approvals. A lawsuit entitled *Sierra Club v. The City of Moreno Valley*, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the 2040 General Plan, the CAP, and the EIR. In June 2024, the City Council set aside the 2021 approvals and certification, based on a May 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan, Municipal Code, Zoning, and CAP consistent with the Court’s direction and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024. The 2040 General Plan designated a mixed-use “Downtown Center” district to serve as a focal point of the community and destination for people from around the region. The Downtown Center is located around the prominent cross-roads of Nason Street and Alessandro Boulevard and encompasses approximately 1,200 acres near the center of the City. The proposed TCMV Specific Plan area is within the designated Downtown Center (DC) District and land use designation, per the City’s Zoning Atlas and 2040 General Plan, respectively.

However, until such time that the proposed 2040 General Plan and associated Municipal Code and Zoning amendments are readopted, the current 2006 General Plan (discussed above) land use designation in effect prior to the June 2021 approvals remain.

The City’s proposed 2040 General Plan incorporates priorities and goals identified in the City’s first Strategic Plan, *Momentum MoVal*, which was adopted in 2016 to guide growth in a three-to-five-year timeframe (from 2016 forward), and other local planning initiatives and projects that have identified specific goals for the City, or that would shape land uses within the City. Relevant to the Project, these prior planning efforts include the *Alessandro Boulevard Corridor Vision Plan*, the *Nason Street Corridor Plan*, and *Destination MoVal Town Center*. The latter document is a City-initiated project that involved a Request for Proposals (RFP) in November 2019 to transform the Project site (currently owned by the City) into a vibrant mixed-use downtown center; through this competitive publicly noticed RFP process the City selected the Project Applicant to purchase and develop the Project site consistent with the City’s vision. Many of the goals for development established through these previous planning efforts are reflected in the proposed policy framework included in the proposed 2040 General Plan.

The City’s proposed 2040 General Plan is organized into ten elements, including those required by State law, and three additional topics of local importance to the community (economic development, community character, and health). Each of the elements is summarized below, and the 2040 General Plan policies for the purpose of avoiding or mitigating an environmental effect are included under the General Plan consistency analysis for Threshold “b” included in Section 4.11.4, below.

- **Land Use and Community Character**

The Land Use and Community Character Element describes the existing land use pattern and provides an explanation of the proposed 2040 General Plan’s approach to Citywide growth. The City-proposed 2040 General Plan presents a framework to further the City’s evolution from suburban community to a complete city with an integrated mix of housing, employment, educational, cultural, and recreational options and to create a good job-to-housing balance. The



concept of mixed-use is central to the vision for the future of Moreno Valley. As identified in the Land Use and Community Character Element, areas where vacant, underutilized, and City-owned properties are clustered present the best opportunities for redevelopment, as they are locations that can accommodate significant physical change. Areas with the most potential to accommodate new development over the next 20 years are shown on 2040 General Plan Map LCC-2, Concept Areas and Major Specific Plans; the Project site is within the identified “Downtown Center/Aquabella” concept area. Additionally, the intersection of Nason Street and Alessandro Boulevard is identified as a “gateway” on Map LCC-3, Land Use Framework. Buildout of the proposed 2040 General Plan is projected to result in approximately 22,000 new homes and 39,000 new jobs by 2040.

As identified on Map LCC-4, General Plan Land Use, of the City-proposed 2040 General Plan, the Project site has a “Downtown Center” General Plan land use designation. This is one of the mixed-use designations and provides for development of a vibrant new Downtown Center at the heart of the city to serve as a focal point of the community and destination for people from around the region. It allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses to activate the Downtown Center throughout the day and into the evening. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses that encourages people to live, work, play, and shop within the Downtown Center. The Land Use and Community Character Element identifies development principles for the Downtown Center related to land use and urban design, circulation, and parks and open space.

The areas east and south of the Project site, and the area west of the southern portion of the Project site also have a proposed 2040 General Plan land use designation of “Downtown Center.” The area immediately north of the Project site (north of Cottonwood Avenue), and immediately west of the northern portion of the Project site, have an “R5 Residential” proposed 2040 General Plan land use designation (maximum allowable density of 5.0 dwelling units per acre). The MVUSD Early Learning Academy, northwest of the Project site, has a proposed land use designation of “Public.” The area to the northeast of the Project site (north of Cottonwood Avenue) has a proposed 2040 General Plan land use designation of “R2 Residential” (maximum allowable density shall be 2.0 dwelling units per acre).

- **Housing Element**

The current 2021-2029 Moreno Valley Housing Element, adopted by the City in June 2021 and certified by the California Department of Housing and Community Development (HCD) in October 2022, has been prepared to address the legal requirements for the Housing Element, to provide a framework for addressing current and near-term housing needs in the City, and to articulate the community’s longer-term approach to addressing its housing needs given the special characteristics of the local housing environment. The Housing Element outlines how the City will meet its Regional Housing Needs Assessment (RHNA) allocation obligations for the Sixth Cycle Housing Element Update, which covers the housing element planning period of October 2021 through October 2029. For the 2021-2029 planning period, the City’s share of regional housing need is 13,627 units of total new construction. The City’s quantified



objectives for the 2021-2029 Housing Element cycle include 13,595 units of new construction and 152 rehabilitated units. The City's RHNA requirements are further addressed in EIR Section 4.14, *Population and Housing*.

- **Economic Development**

The City's proposed Economic Development Element provides an overview of the economic profile for the City, including economic assets and market opportunities; diversification and growth strategies; support for local businesses; the community profile and competitive position; and workforce development.

- **Circulation**

The proposed Circulation Element provides a circulation diagram identifying major thoroughfares and transportation routes for vehicles, transit, bicycles, and pedestrians. The City's relationship to the March Air Reserve Base/Inland Port (MARB/IP) Airport is also discussed. Pertinent information from the Circulation Element is further addressed in EIR Section 4.16, *Transportation*.

- **Parks and Public Services**

The purpose of the City's proposed Parks and Public Services Element is to establish a framework to guide decision-making and investment in parks and public services that contribute to a high quality of life for local residents and an attractive climate for business. The Parks and Public Services Element provides background information and policy framework related to police and fire services, school, community facilities and libraries, and parks and recreation. This element addresses the topics of open space for outdoor recreation and the location and extent of public utilities, including water, sewer, stormwater, and electricity. Pertinent information about these topics is further discussed in EIR Section 4.15, *Public Services and Recreation*, and EIR Section 4.18, *Utilities and Service Systems*.

- **Safety**

The goal of the City's proposed Safety Element is to assist the City in achieving acceptable levels of protection from natural and man-made hazards to life, health, and property, and to ensure that emergency services in the City are adequate to meet the City's needs during both minor emergencies and major catastrophic situations. Topics addressed in this Element include seismic and geologic hazards, flood hazards, wildfire hazards, hazardous materials, wind hazards, emergency management, community resilience to climate hazards, and airport/aviation safety. These issues are further addressed in EIR Section 4.7, *Geology and Soils*; EIR Section 4.8, *Greenhouse Gas Emissions*; EIR Section 4.9, *Hazards and Hazardous Materials*; EIR Section 4.10, *Hydrology and Water Quality*; and EIR Section 4.19, *Wildfire*.

- **Noise**

The goals, policies, and actions in the City's proposed Noise Element seek to proactively address sources of noise in Moreno Valley, protect against excessive noise, and support the social and economic vitality of the community. The Noise Element identifies noise sources,



quantifies future noise levels through a contour map, and establishes measures to address noise issues. Pertinent information from this Element is addressed in EIR Section 4.13, Noise.

- **Environmental Justice**

The focus of the City’s proposed Environmental Justice Element is on actions the City can take to promote public health, provide protection from environmental hazards, and enrich the quality of life for all residents of Moreno Valley. The Environmental Justice element addresses air quality and pollution exposure; safe and sanitary homes; public facilities and physical activity; healthy food access; and civic engagement and investment prioritization. Based on review of Map EJ-1, Disadvantaged Communities (Senate Bill 535), and Population Density, the Project site is not within a census tract designated as a disadvantaged community.

- **Healthy Community**

The State does not mandate that local governments address health in general plans; however, the City values health and the important role it plays in the community. The purpose of the City’s proposed Healthy Community Element is to promote the health, safety, and general welfare of Moreno Valley’s residents, workers, and visitors. The Healthy Community Element contains policies aimed to focus engagement towards traditionally under-represented groups such as youth and those with less fluency in English; provide opportunities for social connections; provide an array of health care options; and promote businesses that support healthy and active lifestyles.

- **Open Space and Resource Conservation**

The City’s proposed Open Space and Resource Conservation Element addresses open space preservation and access, agricultural resources, habitat conservation, and species protection, recreational trails, water quality, and groundwater protection, scenic resources and cultural heritage, water and energy conservation, and waste reduction. Measures to protect and enhance open space, natural habitat, and biological and cultural resources are provided along with strategies to promote the wise use of energy and water while minimizing waste. Map OSRC-1, Regional Open Space and Trails, identifies that the Project site includes Farmland of Local Importance (further discussed in EIR Section 4.2, *Agriculture and Forestry Resources*), and that there is a park northwest of the Project site and a trail to the north (further discussed in EIR Section 4.15, *Public Services and Recreation*). Map OSRC-2, Special Status Species, does not identify any special status species in the vicinity of the Project site (further discussed in EIR Section 4.4, *Biological Resources*), and Map OSRC-3, Scenic Resources and Ridgelines, does not identify any view corridors within the Project site (further discussed in EIR Section 4.1, *Aesthetics*).

3. City of Moreno Valley Zoning Ordinance

Development of the Project site is currently regulated by the development regulations and design standards contained within the City’s Zoning Ordinance (MVMC Chapter 9). As shown on Figure 2-3, *Existing Zoning*, the City’s current Zoning Map applies the “Public (P) District” zoning to the entire



Project site. The primary purpose of this district is to provide for the conduct of public and institutional activities, including providing protected designated areas for public and institutional facilities.

However, if the City readopts the 2040 General Plan and Zoning Update as proposed, the “Downtown Center (DC) District” zoning classification would be applied to the entire Project site. According to the City-proposed Zoning Ordinance, the purpose of the Downtown Center (DC) District zoning is to establish standards to aid in the development of a downtown center at the heart of the City to serve as a focal point of the community and destination for people around the region. The Downtown Center (DC) District would allow for a mix of businesses, entertainment, residential, cultural, and civic uses with the focus of the highest intensity of development along Nason Street.

Under the current zoning, the area immediately north of the Project site and the area west of the northern portion of the Project site is zoned Residential 5 (R5) District. The MVUSD Early Learning Academy site northwest of the Project site is zoned Public (P) District and the area to the northeast (north of Cottonwood Avenue) is zoned Residential Agriculture 2 (RA-2) District with a Primary Animal Keeping Overlay (PAKO). The PAKO is intended to maintain animal keeping and the rural character of the area noted within the overlay district and designates a portion of the parcel for medium and large animal keeping. The area south of the Project site is currently zoned Office within a Mixed Use District, the area east of the Project site is zoned Residential (R3) District and Office, and the area west of the southern portion of the Project site is zoned Office. However, if the City readopts the 2040 General Plan and Zoning Update, the areas east and south of the Project site and the area west of the southern portion of the Project site would be zoned “Downtown Center (DC) District.”

Specific plans supersede the City’s zoning and development standards/regulations. MVMC Chapter 9.13, Specific Plans, outlines the City’s regulations relevant to the preparation and use of specific plans. As identified in MVMC Section 9.13.010, specific plans are a tool for the systematic implementation of the General Plan.

MVMC Section 9.13.050 outlines specific plan requirements, which include identification of standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable. MVMC Section 9.13.060 specifically outlines minimum design standards to be included in specific plans and identifies that “[a]ll specific plans shall provide for development which exceeds the minimum standards and quality, as determined by the city council over the whole of the project, of development commensurate with what would be permitted under the existing district classification that most closely resembles the type and density of development proposed.”

4.11.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates land use and planning impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to land use and planning would occur if the Project would:



- a) *Physically divide an established community;*
- 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*

4.11.4 IMPACT ANALYSIS

Threshold a: Would the Project physically divide an established community?

The Project site is undeveloped and is bordered by existing roadways to the north, east and south; beyond these roadways is existing development or vacant land planned for future development pursuant to the existing and City-proposed General Plan and zoning designations. There is also existing development and vacant land to the east; the vacant land is also planned for future development. The proposed TCMV Specific Plan would involve development of the Project site with residential, commercial/civic, and park uses. The Project would also involve construction of a new north-south oriented street through the Project site that would connect Cottonwood Avenue and Alessandro Boulevard, and construction of Bay Avenue through the site, an east-west oriented street that would connect existing segments of this roadway to the west and east (with an intersection at Nason Street). The implementation of the Project would not physically divide an established community, and no impact would occur.

Threshold b: Would the Project 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?

This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation associated with development that would be allowed by the proposed TCMV Specific Plan and Tentative Tract Map No. 38421. The Project's consistency with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect is discussed below.

A. City of Moreno Valley General Plan

As identified above, the Project site has an existing 2006 General Plan land use designation of Public Facilities; therefore, the Project involves a General Plan Amendment to change the land use designations for the Project site to Residential (30 du/acre maximum), Open Space, and Commercial.

However, under the City-proposed 2040 General Plan, the Project site would have a General Plan land use designation of "Downtown Center". This is one of the mixed-use designations proposed in the General Plan, and it provides for development of a vibrant new Downtown Center at the heart of the City. As allowed by the City-proposed Downtown Center General Plan land use designations for the Project site, the proposed TCMV Specific Plan involves a mixed-use development consisting of residential, commercial/civic, and open spaces uses. Figure 3-6, *Conceptual Land Use Plan*, depicts the location of proposed uses. The proposed TCMV Specific Plan encourages a range of housing



densities to accommodate various typologies. The commercial/civic and open space uses would provide local conveniences and recreational opportunities.

Activities undertaken by a planning agency must be substantially consistent with the goals and policies of the agency's general plan. The City's existing 2006 General Plan serves as the main land use policy document for the City. However, as previously discussed, the City is in the process of readopting the proposed 2040 General Plan. Future development in the City must substantially comply with the General Plan's policies. The State's general rule for a General Plan consistency determination is that "an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment" (OPR, 2017). Table 4.11-1, *2006 General Plan Consistency Analysis*, provides an analysis of the Project's consistency with applicable policies outlined in the 2006 General Plan adopted for the purpose of avoiding or mitigating an environmental effect, and Table 4.11-2, *City-Proposed 2040 General Plan Consistency Analysis*, provides an analysis of the Project's consistency with applicable policies outlined in the City-proposed 2040 General Plan, which would be applicable in the event it is readopted prior to consideration of the Project by the City.

An assessment of the Project's consistency with current 2006 General Plan and proposed 2040 General Plan policies that govern scenic quality are presented in EIR Section 4.1, *Aesthetics*. The Project's consistency with policies that address circulation are presented in EIR Section 4.16, *Transportation*. As identified through the respective consistency analyses, the Project would not conflict with policies adopted for the purpose of avoiding or mitigating an environmental effect, or policies that address scenic quality and circulation.



Table 4.11-1 2006 General Plan Consistency Analysis

General Plan Policies	2006 GP Consistency Analysis
Community Development Element	
Objective 2.2: Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.	
Policy 2.2.17: Discourage nonresidential uses on local residential streets that generate traffic, noise or other characteristics that would adversely affect nearby residents.	No Conflict: Primary access to the proposed commercial area would be from Nason Street, Alessandro Boulevard and Bay Avenue, and would not require travel along residential streets.
Objective 2.11: Maintain a water system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.	
Policy 2.11.1 Permit new development only where and when adequate water services can be provided.	No Conflict. As discussed in EIR Section 4.18, <i>Utilities and Service Systems</i> , The Project's water service would be connected to the existing water lines in Bay Avenue, Alessandro Boulevard, Nason Street, and Cottonwood Avenue, which have sufficient capacity to serve the Project.
Objective 2.12: Maintain a wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses.	
Policy 2.12.1: Prior to the approval of any new development application ensure that adequate septic or sewer service capacity exists or will be available in a timely manner.	No Conflict. As discussed in EIR Section 4.18, <i>Utilities and Service Systems</i> , the Project would involve the installation of sewer lines along the proposed north-south public street and Bay Avenue. The proposed sewer line in Bay Avenue would connect to the existing sewer line in Bay Avenue west of the Project site. The proposed sewer line in the proposed north-south public street would connect to a new 10-inch sewer line to be installed in Alessandro Boulevard, which would extend to the east to its point of connection with the existing sewer line in Nason Street. The primary trunk sewer line serving the Project site is located in Iris Avenue south of the Project site, which continues in a southerly direction at La Fortuna Lane, and then southwest across El Potrero Park, and crossing Mariposa Avenue to convey wastewater to the Moreno Valley Regional Water Reclamation Facility (MVRWRF) located in the southwestern portion of the City near Kitching Street and Mariposa Avenue. Wastewater generated from the TCMV Specific Plan area would be treated at the MVRWRF. The existing sewer lines and MVRWRF have sufficient capacity to serve the Project.
Objective 2.13: Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.	
Policy 2.13.1: Limit the amount of development to that which can be adequately served by public services and facilities, based upon current information concerning the capability of public services and facilities.	No Conflict. As discussed in EIR Section 4.18, <i>Utilities and Service Systems</i> , the Project would include the installation of on-site and off-site utility infrastructure (water, sewer, storm drains/water quality features, electric, natural gas, telecommunications, etc.) necessary to serve the Project. Additionally, the proposed building would be designed, as required, to accommodate the installation of infrastructure needed for solar energy. The proposed utility infrastructure would connect to the existing utility lines adjacent to or in proximity to the Project site, which have sufficient capacity to serve the Project. The final sizing and design of on-site facilities would occur during final design.
Policy 2.13.2: Unless otherwise approved by the City, public water, sewer, drainage and other backbone facilities needed for a project phase shall be constructed prior to or concurrent with initial development within that phase.	
Policy 2.13.3: It shall be the ultimate responsibility of the sponsor of a development project to assure that all necessary infrastructure improvements (including system wide improvements) needed to support project development are available at the time that they are needed.	
Policy 2.13.4: Encourage installation of advanced technology infrastructure, including,	



General Plan Policies	2006 GP Consistency Analysis
but not limited to, infrastructure for high speed internet access and solar energy.	
Parks, Recreation and Open Space Element	
Objective 4.2: Provide safe, affordable and accessible recreation facilities and programs to meet the current and future needs of Moreno Valley's various age and interest groups and promote the provision of private recreational facilities.	
<p>Policy 4.2.1: Neighborhood parks shall serve as the day-to-day recreational areas of the City, Neighborhood parks should be within a reasonable walking distance of the population served. Community parks may also serve day to-day recreation needs. That portion of the community and/or regional facilities that provide similar amenities to those found in neighborhood parks shall also be considered as meeting this objective.</p>	<p>No Conflict. The proposed TCMV Specific Plan includes approximately 4.9 acres of designated park area, including an approximately 3.5-acre area to be centrally located and open to the public, and an approximately 1.4-acre linear park. The open space areas would provide recreational opportunities for the community. The location of parks near the commercial/civic uses would add an enhanced visitor and resident experience to the community as people can conveniently spend time in both the commercial and the park spaces. The parks would be constructed by the Project Applicant and operated/maintained by the City of Moreno Valley. Additionally, in compliance with the <i>Moreno Valley Municipal Code</i> Chapter 3.40, the parkland requirement for the Project would be met through a combination of dedication of land, provision of on-site recreational facilities, and payment of in-lieu fees. In compliance with MVMC Chapter 3.38, the Project Applicant would also pay the required Development Impact Fee (DIF) for residential uses, which are collected for the purposes of acquiring, designing, constructing, improving, providing, and maintaining, to the extent permitted by law, park improvements and recreation/community center facilities provided for in the General Plan and adopted CIP, or an adopted Master Plan of Parks and Recreation Facilities.</p>
<p>Policy 4.2.7: The City level of service standard is 3 acres of developed parkland for every 1,000 new residents. Exceptions from this ratio may be made in exchange for extraordinary amenities of comparable economic value. Land not suitable for active recreation purposes may not be counted toward fulfilling parkland dedication requirements.</p>	
<p>Policy 4.2.8: Encourage the development of recreational facilities within private developments, with appropriate mechanisms to ensure that such facilities are properly maintained and that they remain available to residents in perpetuity.</p>	
<p>Policy 4.2.17: Require new development to contribute to the park needs of the City.</p>	
Safety Element	
Objective 6.1: Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and secondary effects.	
<p>Policy 6.1.1: Reduce fault rupture and liquefaction hazards through the identification and recognition of potentially hazardous conditions and areas as they relate to the San Jacinto fault zone and the high and very high liquefaction hazard zones. During the review of future development projects, the City shall require geologic studies and mitigation for fault rupture hazards in accordance with the Alquist-Priolo Special Study Zones Act. Additionally, future geotechnical studies shall contain calculations for seismic settlement on all alluvial sites identified as having high or very high liquefaction potential. Should the calculations show a potential for liquefaction, appropriate mitigation shall be identified and implemented.</p>	<p>No Conflict. As discussed in EIR Section 4.7, <i>Geology and Soils</i>, the required geotechnical study has been prepared for the Project to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse impacts from unstable soils and strong seismic ground-shaking. Due to the observed soil characteristics on the Project site and the lack of shallow groundwater beneath the site, there is a low to moderate potential for liquefaction. Regardless, the City will require the Project site to be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the <i>California Building Code (CBC)</i> and the City's Building Code, and the recommendations outlined in the site-specific geotechnical studies to minimize potential liquefaction hazards.</p>
<p>Policy 6.1.2 Require all new developments, existing critical and essential facilities and structures to comply with the most recent</p>	<p>No Conflict. As discussed in EIR Section 4.7, <i>Geology and Soils</i>, future buildings to be developed pursuant to the proposed TCMV Specific Plan would be constructed in accordance with the CBC and the <i>City of Moreno</i></p>



General Plan Policies	2006 GP Consistency Analysis
Uniform Building Code seismic design standards.	<i>Valley Building Code</i> , which is based on the CBC with local amendments. With mandatory compliance with building code standards and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects from seismic ground shaking.
Objective 6.2: Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.	
Policy 6.2.3: Maximize pervious areas in order to reduce increases in downstream runoff resulting from new development.	No Conflict. As discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i> , the proposed residential lots are estimated to contain approximately 70% impervious land cover, parks are estimated to contain approximately 20% impervious land cover, and commercial and civic uses are expected to contain approximately 85% impervious land cover. The Project would maintain the existing drainage patterns and would involve the installation of on-site storm drains that would connect to existing storm drains along Alessandro Boulevard, Nason Street and Bay Avenue. Additionally, a 36-inch storm drain would be installed along Alessandro Boulevard extending from Street A to the east (approximately 650 feet west of the Project site's westerly boundary). The storm drain system would be designed in accordance with applicable requirements for the respective storm events and would not result in flooding on- or off-site.
Policy 6.2.4: Design, construct and maintain street and storm drain flood control systems to accommodate 10 year and 100 year storm flows respectively.	
Policy 6.2.5: The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency.	
Objective 6.3: Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.	
Policy 6.3.1: The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level: a. Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry walls or walls with berms) between single-family residences and major roadways.	No Conflict. As discussed in EIR Section 4.13, <i>Noise</i> , the primary source of noise impacts to the Project site would be traffic noise from site-adjacent and on-site roadways. As discussed in EIR Section 4.13, <i>Noise</i> , the interior noise assessment conducted for the Project shows that with the exception of the proposed residential land uses located west of Nason Street, the required interior noise levels for proposed residential land uses pursuant to Title 24 can be satisfied using standard windows. However, upgraded windows and sliding glass doors are required for the residential land uses located west of Nason Street. Compliance with established interior noise standards would be confirmed at the time building permits are issued through the preparation of a final acoustical study based on actual building design details (refer to Condition of Approval 4.13-2 in EIR Section 4.13, <i>Noise</i>).
Policy 6.3.5: Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.	
Objective 6.5: Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.	
Policy 6.5.1: New commercial and industrial activities (including the placement of mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses.	No Conflict. As discussed in EIR Section 4.13, <i>Noise</i> , future on-site commercial uses would include rooftop mechanical equipment. The noise levels generated by this equipment, in combination with other on-site noise sources would not exceed established noise standards and would not substantially increase existing noise levels. Notwithstanding, the proposed TCMV Specific Plan requires that mechanical equipment be screened from public view; the required screening would serve to reduce noise levels experienced by nearby uses.
Policy 6.5.2: Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.	No Conflict. As discussed in EIR Section 4.13, <i>Noise</i> , noise impacts related to Project construction would be less than significant and no mitigation is required.
Objective 6.6: Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.	
Policy 6.6.1: Provide sites for new neighborhood commercial facilities within	No Conflict. The Project includes a mixed-use development consisting of residential, commercial and park uses, which would provide needed



General Plan Policies	2006 GP Consistency Analysis
<p>close proximity to the residential areas they serve.</p> <p>Policy 6.6.2: Provide multi-family residential development sites in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.</p> <p>Policy 6.6.3: Locate neighborhood parks in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.</p>	<p>housing, including affordable housing, and employment opportunities, allowing residents to work locally, reducing vehicle trips and commute times.</p>
Conservation Element	
Objective 7.3: Minimize the consumption of water through a combination of water conservation and reuse.	
<p>Policy 7.3.1: Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged.</p>	<p>No Conflict. The proposed TCMV Specific Plan would adhere to the Moreno Valley Landscape and Water Efficiency Requirements (MVMC Chapter 9.17) as well as CALGreen requirements related to water conservation. Water-efficient plumbing fixtures would be installed in buildings and water-conserving irrigation as well as climate-appropriate landscaping would be utilized.</p>
Objective 7.4: Maintain, protect, and preserve biologically significant habitats where practical, including the San Jacinto Wildlife Area, riparian areas, habitats of rare and endangered species, and other areas of natural significance.	
<p>Policy 7.4.1: Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to provide adequate buffers to mitigate impacts to such areas.</p>	<p>No Conflict. As discussed in EIR Section 4.4, <i>Biological Resources</i>, there are no special status vegetation communities present within the Project site or reported within two miles of the Project site. Additionally, the Project site does not contain riparian habitat, wetlands, or other sensitive natural communities. Potential impacts to a sensitive plant species with the potential to occur on-site (San Diego tarplant) were determined to be less than significant, and potential impacts to sensitive animal species with the potential to occur on or near the Project site (Cooper’s hawk, burrowing owl, and western mastiff bat) were determined to be less than significant with implementation of identified mitigation measures.</p>
Objective 7.5: Encourage efficient use of energy resources.	
<p>Policy 7.5.1: Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand.</p>	<p>No Conflict. Development on-site pursuant to the proposed TCMV Specific Plan would adhere to applicable <i>California Green Building Code</i> (CALGreen) regulations in effect at the time building permits applications are submitted. Additionally, development would adhere to the proposed TCMV Specific Plan development standards and design guidelines, which address landscape and open space requirements, and building materials to be used. Notably, the landscape guidelines indicate that landscaping is to be used within large, paved areas to reduce heat island effect, and shade trees and shade structures are to be provided in parking lots to reduce the amount of heat absorbed by paved parking surfaces.</p>
<p>Policy 7.5.2: Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles.</p>	<p>No Conflict. As described in EIR Section 3.0, <i>Project Description</i>, the proposed TCMV Specific Plan encourages multi-modal circulation system with an internal focus on pedestrian activity. The on-site circulation system would provide direct connections to existing and/or proposed bikeway and sidewalks adjacent to the Project site to encourage and facilitate bicycle travel. For residential areas, pedestrian/bicycle access and connections to public sidewalks and bikeways, paseos, and open space systems would be emphasized. The proposed residential uses are within walking distance to the proposed commercial uses and residents can use the commercial center for convenience and entertainment. Residents would have the ability to access proposed commercial and retail by foot, bicycle or neighborhood</p>



General Plan Policies	2006 GP Consistency Analysis
	electric vehicle (NEV). Additionally pedestrian access and circulation from bus stops and public sidewalks into and through the Specific Plan area would be convenient and well-marked with wayfinding signage.
Policy 7.5.3: Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access.	No Conflict. There are existing Riverside Transit Agency (RTA) bus stops adjacent to or near the Project site on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard. Potential new bus routes and bus stops may be implemented within the Specific Plan area with the specific locations to be determined in coordination with RTA during the processing of site development plans.
Policy 7.5.5: Encourage the use of solar power and other renewable energy systems.	No Conflict. The proposed TCMV Specific Plan would be implemented in conformance with building regulations included in CALGreen, including the installation of solar facilities.
<i>Objective 7.6: Identify and preserve Moreno Valley's unique historical and archaeological resources for future generations.</i>	
Policy 7.6.1: Historical, cultural and archaeological resources shall be located and preserved, or mitigated consistent with their intrinsic value.	No Conflict. As discussed in EIR Section 4.5, <i>Cultural Resources</i> , and EIR Section 4.17, <i>Tribal Cultural Resources</i> , there are no known resources within the Project site. However, the potential exists for Project-related construction activities to result in impacts to unknown subsurface resources should such resources be discovered during Project-related construction activities. Mitigation measures have been identified to reduce potential impacts to a level considered less than significant.
Policy 7.6.2: Implement appropriate mitigation measures to conserve cultural resources that are uncovered during excavation and construction activities.	



Table 4.11-2 City-Proposed 2040 General Plan Consistency Analysis

General Plan Policies	Consistency Analysis
Land Use and Community Character Element	
<p>Policy LCC.1-4: Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.</p>	<p>No Conflict. The Project site is located in the proposed Downtown Center and along Alessandro Boulevard and Nason Street. As further addressed in EIR Section 4.18, <i>Utilities and Service Systems</i>, there is existing utility infrastructure available adjacent to or near the Project site to serve the proposed uses. The mixed-use nature of the Project site reduces trip frequency, trip length and associated emissions. As further addressed in EIR Section 4.16, <i>Transportation</i>, the anticipated non-residential uses to be developed based on the proposed TCMV Specific Plan would have a less than significant vehicle miles traveled (VMT) impact due to the Project type (local serving retail buildings with less than 50,000 sf or other local serving essential services). Additionally, the VMT analysis for residential uses concludes that VMT per capita would be less than the City’s VMT significance threshold under the base year and cumulative year. With the reduced trip frequency and less than significant VMT impacts, the associated emissions would be less than that experienced by development that does not meet the development principles established for the Downtown Center areas (discussed below).</p>
<p>Policy LCC.1-8: Promote a land and resource efficient development pattern in order to support efficient delivery of public services and infrastructure, conserve open space lands surrounding the city, reduce vehicle trip lengths and improve air quality.</p>	<p>No Conflict. The Project site is currently vacant and does not include designated open space or sensitive biological resources. The Project site is surrounded by existing development and other vacant lots also planned for development. The Project site is within the service area of existing public services. As discussed in EIR Section 4.15, <i>Public Services and Recreation</i>, there are existing public services (fire, police, park, schools) in proximity to the Project site. Development of the Project site pursuant to the proposed TCMV Specific Plan, and consistent with the development pattern anticipated in the General Plan, would be consistent with this policy. Refer to the policy consistency analysis for Policy LCC.1-4, which addresses vehicle trip lengths and air quality.</p>
<p>Policy LCC.1-12: Balance levels of employment and housing within the community to provide more opportunities for Moreno Valley residents to work locally, cut commute times, and improve air quality.</p>	<p>No Conflict. The Project includes a mixed-use development consisting of residential and non-residential uses, which would provide needed housing, including affordable housing, and employment opportunities, allowing residents to work locally, reducing commute times and associated air quality emissions.</p>
Circulation Element	
<p>Policy C.3-11: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.</p>	<p>No Conflict. As discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i>, water quality impacts would be less than significant with adherence to applicable water quality regulations, including installation of best management practices (BMPs), during construction and operation.</p>
Parks and Public Services Element	
<p>Policy PPS.3-7: Continue to engage the Police and Fire Departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.</p>	<p>No Conflict. As discussed in EIR Section 4.15, <i>Public Services and Recreation</i>, the Moreno Valley Fire Department (MVFD) and Moreno Valley Police Department (MVPD) have reviewed the Project. Future projects implementing the proposed TCMV Specific Plan would also be subject to additional review during the plan check process.</p>



General Plan Policies	Consistency Analysis
<p>Policy PPS.4-1: Coordinate with utility agencies to provide for water and sewer systems capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.</p>	<p>No Conflict. As discussed in EIR Section 4.18, <i>Utilities and Service Systems</i>, EMWD would provide water and sewer service to the Project. The Project includes the installation of on-site water and sewer lines, which would connect to existing infrastructure in the roadways adjacent to the Project site and would be sufficient to meet Project requirements.</p>
Safety Element	
<p>Policy S.1-4: Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.</p>	<p>No Conflict. As discussed in EIR Section 4.7, <i>Geology and Soils</i>, future buildings to be developed pursuant to the proposed TCMV Specific Plan would be constructed in accordance with the CBC and the <i>City of Moreno Valley Building Code</i>, which is based on the CBC with local amendments. With mandatory compliance with building code standards and site-specific design and construction measures, buildings would retain their structural integrity when subjected to seismic activity.</p>
<p>Policy S.1-7: Design, construct and maintain street and storm drain flood control systems to accommodate 10-year and 100-year storm flows respectively, employing “green infrastructure” techniques as feasible and appropriate. The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency.</p>	<p>No Conflict. As described in EIR Section 3.0, <i>Project Description</i>, and EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project would maintain the existing drainage patterns and would involve the installation of on-site storm drains that would connect to existing storm drains along Alessandro Boulevard, Nason Street and Bay Avenue. Additionally, a 36-inch storm drain would be installed along Alessandro Boulevard extending from Street A to the east (approximately 650 feet west of the Project site’s westerly boundary). Expected peak flows and projected attenuation values were determined for the Project build-out conditions. The storm drains within Alessandro Boulevard and Bay Avenue have sufficient capacity to accommodate storm water runoff from the Project site and no attenuation is required. With implementation of the required on-site BMPs, which would provide peak flow attenuation, the existing storm drain system in Nason Street would also have sufficient capacity to accommodate storm water runoff from the Project site. During the processing of future plot plans, required site-specific Water Quality Management Plans (WQMPs) would be prepared and would identify structural and non-structural BMPs that would be installed with each development project implementing the proposed TCMV Specific Plan. The type and size of BMPs would be dependent on the feasibility of infiltration. If infiltration is feasible, BMPs would include but not be limited to infiltration trenches, infiltration basins, permeable pavement, etc. If infiltration is not feasible, the BMPs would include, but not be limited to, harvest and reuse bioretention facilities. Non-structural BMPs would also be implemented. The Project site is not within a FEMA 100-year flood zone.</p>
<p>Policy S.1-9: Encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize best management practices (BMPs) to reduce stormwater runoff and minimize increases in downstream runoff resulting from new development.</p>	
<p>Policy S.1-10: Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.</p>	
<p>Policy S.1-25: No Conflict with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.</p>	<p>No Conflict. As discussed in EIR Section 4.9, <i>Hazards and Hazardous Materials</i>, the Project would not involve uses that would utilize, store, or generate hazardous materials or waste in quantities that may pose a significant hazard to the public. Manufacturing and other chemical processing are not allowed and would not occur within the proposed uses. Any business that occupies on-site buildings and that handles/stores hazardous materials would do so in accordance with applicable regulations.</p>
<p>Policy S.3-6: Encourage the use of landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, promote the use of voluntary measures identified in the California</p>	<p>No Conflict. Development on-site pursuant to the proposed TCMV Specific Plan would adhere to applicable CALGreen regulations in effect at the time building permits applications are submitted. Additionally, development would adhere to the</p>



General Plan Policies	Consistency Analysis
<p>Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.</p>	<p>proposed TCMV Specific Plan development standards and design guidelines, which address landscape and open space requirements, and building materials to be used. Notably, the landscape guidelines indicate that landscaping is to be used within large, paved areas to reduce heat island effect, and shade trees and shade structures are to be provided in parking lots to reduce the amount of heat absorbed by paved parking surfaces.</p>
<p>Policy S.3-7: Require new development to provide and maintain shade trees suitable to local climatic conditions. A climate-appropriate strategy may involve planting mostly drought-tolerant native trees that may have less foliage, interspersed with leafier trees at points where people gather.</p>	<p>No Conflict. Landscaping that is compliant with the Moreno Valley Landscape and Water Efficiency Requirements (MVMC Chapter 9.17) as well as CALGreen would be installed. Further, landscape that provides a pleasant environment for pedestrians and park-goers would be included to lend shade in the warmer months and a pleasing aesthetic.</p>
<p>Noise Element</p>	
<p>Policy N.1-1: Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight.</p> <p>Policy N.1-4: Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards.</p>	<p>No Conflict. As discussed in EIR Section 4.13, <i>Noise</i>, the primary source of noise impacts to the Project site would be traffic noise from site-adjacent and on-site roadways. The traffic noise analysis indicates that the installation of noise barriers and upgraded windows at identified locations would be sufficient to obtain acceptable interior noise levels for sensitive uses adjacent to off-site roadways. Compliance with established interior noise standards would be confirmed at the time building permits are issued through the preparation of a final acoustical study based on actual building design details (refer to Condition of Approval 4.13-2).</p>
<p>N.1-5: Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.</p>	<p>No Conflict. As discussed in EIR Section 4.13, <i>Noise</i>, potential commercial and park land use noise source activities resulting from the Project include outdoor seating activity, trash enclosure activity, roof-top air conditioning, and parking lot activity. Based on the Project-specific noise analysis, these noise sources would not result in operational noise levels that exceed the City’s noise standards at nearby noise-sensitive receiver locations and no mitigation is required.</p>
<p>Policy N.1-6: Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.</p>	<p>No Conflict. As discussed in EIR Section 4.13, <i>Noise</i>, future on-site uses would include rooftop mechanical equipment. The noise levels generated by this equipment, in combination with other on-site noise sources would not exceed established noise standards and would not substantially increase existing noise levels. Notwithstanding, the proposed TCMV Specific Plan requires that mechanical equipment be screened from public view; the required screening would serve to reduce noise levels experienced by nearby uses.</p>
<p>Policy N.1-7: Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls where possible.</p>	<p>No Conflict. Refer to the consistency analysis provided for Policy N.1-1 above. Noise walls along site adjacent roadways would be installed only for private backyards of single-family residential uses, as necessary to ensure compliance with the City’s noise standards.</p>
<p>Environmental Justice</p>	
<p>Policy EJ.1-6: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.</p>	<p>No Conflict. As discussed in EIR Section 4.3, <i>Air Quality</i>, with implementation of applicable South Coast Air Quality Management District (SCAQMD) rules and General Plan EIR mitigation measures, potential regional and local construction-related air pollutant emissions would not exceed the SCAQMD-</p>



General Plan Policies	Consistency Analysis
	established thresholds of significance and construction-related air quality impacts would be less than significant.
Policy EJ.1-7: Require new large commercial or light industrial projects to develop and implement a plan to minimize truck idling in order to reduce diesel particulate emissions.	No Conflict. While the TCMV Specific Plan would involve non-residential development, the anticipated uses (e.g., office, hotel, civic, restaurant, commercial/retail), are not the type of uses that would involve use of heavy trucks with the potential to generate substantial diesel particulate emissions from truck idling. Notwithstanding, any idling from delivery trucks with the proposed retail space would be required to comply with California Air Resources Board (CARB) anti-idling rules.
Policy EJ.1-8: Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.	No Conflict. As discussed in EIR Section 4.3, <i>Air Quality</i> , construction-related mitigation measures that incorporate new technologies and construction techniques are required to ensure that construction-related air quality impacts are reduced to a less than significant level.
EJ.1-13: Through the development review process, ensure that hazardous material-affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.	No Conflict. As discussed in EIR Section 4.9, <i>Hazards and Hazardous Materials</i> , based on the Phase I and Phase II Environmental Site Assessments (ESA) prepared for the Project site, the site does not contain any recognized environmental conditions (RECs), historical RECs (HRECs), controlled RECs (CRECs), underground storage tanks (USTs), or other evidence of hazardous materials-affected soil or groundwater that would have the potential to adversely affect the environment or the health and safety of site occupants.
Open Space & Resource Conservation	
Policy OSRC.1-7: Require that grading plans include appropriate and feasible measures to minimize erosion, sedimentation, wind erosion, and fugitive dust. Particularly in hillside areas, new roadways and trails should follow natural contours to minimize grading.	No Conflict. The Project site is relatively flat, with the exception of soil stockpiles, and would not involve hillside development. As discussed in EIR Section 4.7, <i>Geology and Soils</i> , construction activities would be conducted in compliance with regulations established by the State Water Resources Control Board, MVMC, and SCAQMD to address erosion and sedimentation. These requirements would be included on the contractor specifications and grading plans.
Policy OSRC.1-9: Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.	No Conflict. As discussed in EIR Section 4.4, <i>Biological Resources</i> , there are no special status vegetation communities present within the Project site or reported within two miles of the Project site. Additionally, the Project site does not contain riparian habitat, wetlands, or other sensitive natural communities. Potential impacts to a sensitive plant species with the potential to occur on-site (San Diego tarplant) were determined to be less than significant, and potential impacts to sensitive animal species with the potential to occur on or near the Project site (Cooper's hawk, burrowing owl, and western mastiff bat) were determined to be less than significant with implementation of identified mitigation measures.
Policy OSRC.1-10: In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.	No Conflict. As required, a <i>Biological Technical Report for Town Center at Moreno Valley Project</i> (Biological Report) was prepared by VCS Environmental (VCS) and is included as EIR <i>Technical Appendix C</i> to this EIR. The results of this study are summarized in EIR Section 4.4, <i>Biological Resources</i> , and as identified under the policy consistency analysis for Policy OSRC.1-9, mitigation measures have been incorporated to reduce potential impacts to special status species to a less than significant level.



General Plan Policies	Consistency Analysis
Policy OSRC.1-19: Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff while implementing best practices for stormwater pollution prevention.	No Conflict. As shown on conceptual land use plan provided on Figure 3-6, the Project includes 4.9 acres of public open space and park uses. As described in EIR Section 4.10, <i>Hydrology and Water Quality</i> , the parks are estimated to contain 80% pervious surface (20% impervious area).
Policy OSRC.1-20: Facilitate groundwater recharge in Moreno Valley by encouraging development projects to use Low Impact Development (LID) practices such as bioretention, porous paving, and rainwater harvesting systems, and by encouraging private property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff.	No Conflict. As described in EIR Section 4.10, <i>Hydrology and Water Quality</i> , site-specific WQMPs would be prepared and would identify structural and non-structural BMPs that would be dependent on the feasibility of infiltration. If infiltration is feasible, BMPs would include but not be limited to infiltration trenches, infiltration basins, permeable pavement, etc. If infiltration is not feasible, the BMPs would include, but not be limited to, harvest and reuse and bioretention facilities. Non-structural BMPs would also be implemented.
Policy OSRC.1-21: Continue to regulate new commercial and industrial activities as well as construction and demolition practices to minimize discharge of pollutants and sedimentation into the stormwater drainage system.	No Conflict. As discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i> , the Project's construction and operational activities would comply with applicable regulations that govern water quality and discharges to municipal systems. Water quality impacts would be less than significant with adherence to applicable water quality regulations, including installation of on-site BMPs.
Policy OSRC.3-6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction. Policy OSRC.3-7: Conserve water through the provision of water-efficient infrastructure, drought-tolerant plantings, and greywater usage to support public parks and landscaped areas.	No Conflict. The proposed TCMV Specific Plan would adhere to the Moreno Valley Landscape and Water Efficiency Requirements (MVMC Chapter 9.17) as well as CALGreen requirements related to water conservation. Water-efficient plumbing fixtures would be installed in buildings and water-conserving irrigation as well as climate-appropriate landscaping would be utilized.



In addition to the policies identified in Table 4.11-1, Land Use and Community Character Element Policy LCC.2-2 states: “Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2 and the illustrative development program shown in Table LCC-3 prior to approval. Development on smaller parcels may satisfy this requirement with a site plan.” Table LCC-2 identifies Downtown Center development principles related to land use and urban design, parks and open space, and circulation. Refer to EIR Section 4.16, *Transportation*, for a discussion of development principles addressing circulation. As required under the proposed policy, the proposed TCMV Specific Plan has been developed to implement or facilitate future implementation of the following development principles that address land use and urban design and parks and open space:

Downtown Center Development Principles: Land Use and Urban Design

- Focus the highest intensity of development along Nason with a mix of employment, residential, civic, cultural, restaurant, hotel, and entertainment uses to serve Moreno Valley residents and visitors.
- Build the visual presence of the Downtown Center with taller building heights, landmarks, trees, and distinctive branding and signage.
- Orient new buildings to the street, minimize setbacks along street frontage, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.
- Provide common, resident-serving uses such as lobbies, fitness centers, and common areas in visible, ground-floor locations within multifamily developments and mixed-use buildings to activate the street level.
- Locate higher-density residential uses along major arterials (Alessandro, Cactus, and Nason) and transition to lower-intensity residential and employment-oriented uses in other parts of the Downtown Center.
- Locate low and medium-density housing (up to 20 du/ac) and neighborhood-serving shops and services on the periphery of the Downtown Center and on streets adjacent to the Central Park feature in order to integrate the park into the rhythm of daily activity in the area.
- Preserve views of the hills to the southeast from within the Downtown Center and incorporate the natural topography into site development plans to help create a distinctive sense of place.
- Use a variety of architectural styles throughout the area, varying rooflines, building materials, colors, and façade articulation to heighten visual interest.
- Emphasize human-scaled design within largescale commercial and mixed-use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of development.

Downtown Center Development Principles: Parks and Open Space

- Connect the RUMC (Riverside University Health System Medical and Surgical Center) and the Nason/Alessandro Town Center development with a pedestrian paseo, lined with ground



floor uses and featuring seating, landscaping, trees, and public art to create an active public space. Provide pedestrian paseos to connect new developments with each other and with the Kaiser hospital campus.

- Create a network of public outdoor spaces including neighborhood and community parks, so that all residents of the Downtown Center are within a half-mile walk of outdoor recreational space.
- Promote a variety of plazas, pocket parks, and other common outdoor spaces in commercial and employment areas. These are envisioned as privately-owned, publicly accessible spaces.
- Locate neighborhood parks and open spaces along designated bicycle and pedestrian routes.

Table LCC-3, *Downtown Center Illustrative Development Program (Net New Development 2020-2040)*, indicates that the proposed Downtown Center-designated area is programmed to be developed with up to 5,524 Medium/High-Density residential units (more than 10 dwelling units per acre [du/acre]); 400,000 square feet (sf) or retail/service uses; 1.45 million square feet (msf) of office/research and development uses; and 1.5 msf of other/commercial uses. The proposed TCMV Specific Plan with up to 800 residential units (maximum 30 du/acre), and approximately 230,000 sf of non-residential uses would be well within the land use program anticipated in the General Plan for the Downtown Center.

B. City of Moreno Valley Zoning Ordinance

As previously discussed, the City's Zoning Ordinance is within Title 9 of the MVMC and establishes specific standards for the use and development of all properties within the City by regulating land uses, development intensity, including limits of building setbacks, landscaping standards, and building heights. Currently, the Project site is zoned Public (P) District, and the Project involves a proposed change of zone for the Project site to change the zoning designation to TCMV Specific Plan (SP 222). However, the zoning for the Project site would be Downtown Center (DC) District under the zoning the City is in the process of readopting in connection with the 2040 General Plan. The Project would add the TCMV Specific Plan (SP 222) to the Downtown Center (DC) District for the Project site. The uses allowed by the proposed TCMV Specific Plan are consistent with those allowed by the MVMC for the City-proposed Downtown Center (DC) District, and as outlined in MVMC Table 9.02.020-2, *Permitted Uses*.

Per MVMC Chapter 9.07, *Special Districts*, large projects may implement a specific plan in lieu of an area plan. MVMC Chapter 9.13, *Specific Plans*, outlines the City's regulations relevant to the preparation and use of specific plans. The application of the TCMV Specific Plan (SP 222) would allow for development within the Project site to be implemented in accordance with the proposed TCMV Specific Plan, which would constitute the zoning regulations applicable to the Project site. Once adopted, the TCMV Specific Plan would supersede the City's zoning for the Project site in both the designation of land and its regulations. Where discrepancies occur between the proposed TCMV Specific Plan and the MVMC, the TCMV Specific Plan development standards would prevail. Where no regulations or guidelines are specified in the TCMV Specific Plan, the City's General Plan and MVMC would govern development.



The Project would not conflict with the requirements of the MVMC, including Zoning regulations.

C. Connect SoCal

As previously identified, SCAG adopted the Connect SoCal 2024 in April 2024. Connect SoCal 2024 represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through 2050. Connect SoCal 2024 identifies goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. Connect So Cal 2024 identifies that the regional planning policies identified are a resource for County Transportation Commissions and local jurisdictions, who can refer to specific policies to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs. However, since there are no one-size-fits-all solutions in such a diverse region, it is up to local agencies to identify which policies are the most applicable regional planning policies. As requested by SCAG in its comment letter on the Draft EIR Notice of Preparation, Table 4.11-3, *SCAG Connect SoCal 2024 Consistency Analysis*, addresses the Project’s consistency with applicable Connect SoCal 2024 regional policies. As demonstrated through this analysis, implementation of the Project would not conflict with the applicable Connect SoCal 2024 regional policies.



Table 4.11-3 SCAG Connect SoCal 2024 Consistency Analysis

Connect SoCal Regional Policy Number	Policy Statement	Consistency
Complete Streets		
03.	Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	No Conflict. As part of the Project, the Project Applicant would implement roadway improvements adjacent to the Project site along Alessandro Boulevard, Nason Street and Cottonwood Avenue, and would involve the construction of new public roadways within the Project site (Bay Avenue and Street A). There is an existing Class II Bike Lane (on-street striped) along Nason Street, an existing Class III Bike Route along Cottonwood Avenue, and a proposed Class II Bike Lane along Alessandro Boulevard, which would be constructed as part of the Project. The on-site circulation system would provide direct connections to these bikeways to encourage and facilitate bicycle travel. Streets within the Specific Plan area including Street A, Bay Avenue, and smaller streets would accommodate bikes within travel lanes (shared travel lanes for bikes and vehicles with no striping). These improvements would promote non-vehicular modes of transportation in the area. Further, the proposed non-vehicular circulation system would facilitate access to existing bus stops near the Project site along Nason Street and Alessandro Boulevard.
Housing the Region		
35.	Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region	No Conflict. The proposed TCMV Specific Plan would allow for the development of up to 800 residential units, including a minimum of 100 affordable units at the Project site. The Project would also include the development of civic uses in the proposed commercial area. As previously discussed, the Project site is west of the MVUSD Moreno Elementary School, and south of the MVUSD Early Learning Academy. Further, the Project site is located approximately 0.25-mile north of the Riverside University Health System Medical Center. Therefore, the Project would involve development of housing in an area with access to important resources and amenities.
36.	Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	No Conflict. The proposed TCMV Specific Plan would allow for the development of up to 800 residential units, which would contribute to housing development that could support existing and future transit in the local area.
37.	Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region	No Conflict. The proposed TCMV Specific Plan would allow for the development of up to 800 residential units, with a minimum of 100 affordable units, which would assist the City in meeting its housing requirements.
15-Minute Communities		
42.	Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that	No Conflict. The proposed TCMV Specific Plan would allow for the development of up to 800 residential units, non-residential commercial/civic uses, and a park within an area that is developed with various uses, including but not limited to residential, educational and religious uses. The Project would facilitate future residents with the proposed TCMV Specific Plan area, and adjacent areas planned for development, and existing residents in the area to access day-to-day needs within 15 minutes.



Connect SoCal Regional Policy Number	Policy Statement	Consistency
	result in fewer and shorter trips because of the proximity of complementary land uses	
Sustainable Development		
48.	Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience	No Conflict. As presented throughout this EIR, the Project's impacts to the environment would be less than significant or would be reduced to the maximum feasible extent with the implementation of mitigation measures. Additionally, the analysis presented in EIR Section 4.6, <i>Energy</i> , with mandatory compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards and CALGreen, Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy.
Air Quality		
51.	Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts	No Conflict. An analysis of the Project's environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in Section 4.3, <i>Air Quality</i> , and GHG emissions are addressed in EIR Section 4.8, <i>Greenhouse Gas Emissions</i> . Air quality and GHG emissions impacts would be reduced to the maximum extent feasible through the implementation of mitigation measures. Additionally, the mixed-use nature of the Project site reduces trip frequency, trip length and associated air quality and GHG emissions. As further addressed in EIR Section 4.16, <i>Transportation</i> , the anticipated non-residential uses to be developed based on the proposed TCMV Specific Plan would have a less than significant VMT impact due to the Project type (local serving retail buildings with less than 50,000 sf or other local serving essential services). Additionally, the VMT analysis for residential uses concludes that VMT per capita would be less than the City's VMT significance threshold under the base year and cumulative year.



4.11.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in addition to other development in the City in accordance with the General Plan and zoning, and as identified in Table 4.0-1, *List of Cumulative Projects*.

The Project site is undeveloped, and the Project would involve development of residential, commercial/civic and park uses on a site planned for development and would not divide an established community. The cumulative projects adjacent to the Project site to the northeast and west are proposed for development with residential uses and also would not divide an established community. Therefore, the Project would not cause or cumulatively contribute to the division of an established community.

As discussed under Threshold “b,” the land use character and overall density of the Project would be compatible with surrounding uses. Cumulative development projects would be reviewed for consistency with adopted land use plans, policies and regulations by the City (including General Plan policies and MVMC regulations), in accordance with the requirements of CEQA, the state Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Through these requirements, future development would be consistent with adopted goals and policies, would be in compliance with applicable regulations, and would be compatible with existing land uses. Even if the cumulative impact of these projects would be significant, the Project’s contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because the Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

4.11.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. The Project would involve development of the currently vacant Project site with residential, commercial/civic, and park uses, on a vacant site planned for development. The Project would not obstruct access to and from the existing neighborhoods and would improve connectivity with implementation of proposed roadway improvements. The implementation of the Project would not physically divide an established community and no impact would occur.

Threshold b: Less than Significant Impact. Implementation of the Project would not conflict with the City’s existing 2006 General Plan or proposed 2040 General Plan, which the City is in the process of readopting; MVMC; or SCAG’s *Connect SoCal 2024*, and specifically would not conflict with applicable environmental plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.

4.11.7 MITIGATION

No significant impacts would result, and mitigation is not required.



4.12 MINERAL RESOURCES

This subsection analyzes potentially significant impacts related to mineral resources that could result from the implementation of the Project. All references used in this subsection are listed in EIR Section 7.0, *References*.

4.12.1 EXISTING CONDITIONS

There are no active mineral resource extraction facilities within the City. The City of Moreno Valley General Plan 2040 land use map does not delineate any mineral resource recovery sites or designate any land for mineral resource production (City of Moreno Valley, 2021b).¹

According to the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan*, a majority of the City is designated as Mineral Resource Zone (MRZ) 3, for which the significance of mineral resources cannot be determined (City of Moreno Valley 2021a).² The Land Use Plan for the Reche Canyon/Badlands Subarea of Riverside County designates land along Jack Rabbit Road within the southeastern portion of the City as Mineral Resources (Riverside County, 2020). This area is designated as MRZ 2, which indicates an area is underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present. This area is approximately 7.0 miles east-southeast of the Project site and is not currently used for mineral resource extraction.

4.12.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA, *Public Resources Code*, Sections 2710-2796) established policies for the conservation, development, and reclamation of mineral lands. It also contained specific provisions for the California Geological Survey to classify the regional significance of mineral resources through the use of MRZs. The objective of these zones is to identify the significance of mineral deposits and ensure that the mineral potential of land is recognized and considered by local government decision-makers before they make land use decisions that could preclude mining. The highest priority areas are those within the state that are subject to urban expansion or other irreversible land uses that would preclude mineral extraction. The following provides a description of the four MRZs:

¹ The mineral resources information provided in the City of Moreno Valley General Plan 2040, which the City is in the process of readopting, remains applicable to the discussion of the existing environmental setting for mineral resources in the City. The court decision did not address this topical issue.

² The mineral resources information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the existing environmental setting for mineral resources in the City. The court decision did not address this topical issue.



- MRZ-1 designates areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 designates areas underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present.
- MRZ-3 designates areas that contain known mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 designates areas where available information is inadequate for assignment to an MRZ.

4.12.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates mineral resource impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

- 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.*

4.12.4 IMPACT ANALYSIS

Threshold a: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

As discussed previously, the Project site has no known identified mineral resources of regional or statewide importance; the Project site is in MRZ-3. Therefore, the Project site does not have any known mineral resources that would be of value to the region or the residents of the State. Additionally, the Project site is surrounded by existing development or areas planned for future urban uses based on the General Plan; therefore, mining at the Project site would not be feasible. As previously discussed, the Land Use Plan for the Reche Canyon/Badlands Subarea of Riverside County designates land along Jack Rabbit Road within the southeastern portion of the City as Mineral Resources (Riverside County, 2020). This area is designated as MRZ 2, which indicates an area is underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present. This area is approximately 7.0 miles east-southeast of the Project site and is not currently used for mineral resource extraction. Due to distance, the implementation of the Project would not impact the identified MRZ-2 resources. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would occur.



Threshold b: Would the Project 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?

The Project site is not identified as a mineral resource recovery site. Therefore, the Project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur.

4.12.5 CUMULATIVE IMPACT ANALYSIS

The Project site is classified as MRZ-3 and is not designated as Mineral Resources under the General Plan, or as a locally-important mineral resource recovery site or within proximity to a local mineral resource recovery site. Furthermore, there are no delineated sites or locations of known mineral resources in proximity to the Project site. Therefore, the Project would not result in a significant impact to mineral resources and would not contribute to a cumulative impact on mineral resources.

4.12.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. The Project site does not have any known mineral resources that would be of value to the region or residents of the State. Accordingly, with implementation of the Project, there would be no impact on known mineral resources.

Threshold b: No Impact. The Project site is not within a mineral resource recovery site. Therefore, the Project would not 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 would occur.

4.12.7 MITIGATION

Impacts would be less than significant, and mitigation is not required.



4.13 NOISE

This subsection addresses the environmental issue of noise, including existing noise levels in the Project area and the Project's potential to introduce new or elevated sources of noise. The analysis contained herein incorporates information contained within the Project-specific noise study titled *Town Center at Moreno Valley Noise and Vibration Impact Analysis* (Noise Analysis) prepared by Urban Crossroads (Urban Crossroads, 2025d). This report is included as Environmental Impact Report (EIR) *Technical Appendix K*. References used in this subsection are listed in EIR Section 7.0, *References*.

4.13.1 NOISE AND VIBRATION FUNDAMENTALS AND TERMINOLOGY

Detailed information about the fundamentals of noise and vibration, and associated terminology is presented in Section 2 of the Noise Impact Analysis included in EIR *Technical Appendix K* of this EIR; this information is summarized herein.

A. Noise

Noise is simply defined as an "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad-frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in dBA. The L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the environment.

Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level, is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the



evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time but rather represents the total sound exposure. The City of Moreno Valley (City) relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources.

The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source, and at a rate of 3 dB for each doubling of distance from a line source. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in noise prediction: soft-site and hard-site conditions. Hard sites (i.e., sites with a reflective surface between the source and the receiver, such as parking lots or smooth bodies of water) receive no excess ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. Soft sites are sites that have an absorptive ground surface (e.g., soft dirt, grass, or scattered bushes and trees) and receive an excess ground attenuation value of 1.5 dBA per doubling of distance.

Community responses to noise vary depending upon everyone's susceptibility to noise and personal attitudes about noise. Despite this variability in behavior on an individual level, a change of 3 dBA is considered barely perceptible and a change of 5 dBA is considered readily perceptible.

B. Vibration

The Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment Manual*, provides technical guidance for predicting and assessing noise and vibration impacts. According to the FTA, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). Decibel notation (VdB) is commonly used to measure root mean square (RMS). Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.



The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. A vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

4.13.2 EXISTING CONDITIONS

A. Ambient Noise Conditions

Urban Crossroads recorded 24-hour noise level measurements at nine locations in the vicinity of the Project site on Thursday, December 4, 2024. Figure 4.13-1, *Noise Measurement Locations*, provides the boundaries of the Project site and the noise level measurement locations. Table 4.13-1, *24-Hour Ambient Noise Level Measurements*, identifies the hourly daytime (8:00 a.m. to 10:00 p.m.) and nighttime (10:01 p.m. to 7:59 a.m.) noise levels at each noise level measurement location. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number.

Table 4.13-1 24-Hour Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²	
		Daytime	Nighttime
L1	Located north of the site near the residence at 26783 Campus Point Drive	56.9	50.0
L2	Located east of the site near the residence at 13760 Nason Street.	71.6	65.1
L3	Located east of the site near the residence at 13860 Nason Street.	69.7	63.8
L4	Located south of the site near the residence at 26871 Alessandro Blvd.	47.8	41.8
L5	Located south of the site at the Valley Christian Academy located at 26755 Alessandro Blvd.	69.9	61.3
L6	Located west of the site near the residence at 26606 Danube Way	54.7	48.5
L7	Located west of the site near the residence at 26722 Bay Avenue.	57.8	54.6
L8	Located northwest of the site near the residence at 26656 Quartz Road.	57.2	50.0
L9	Located east of the site near Moreno Elementary School at 13700 Nason Street.	58.6	48.7

¹ See Figure 4.13-1 for the noise level measurement locations.

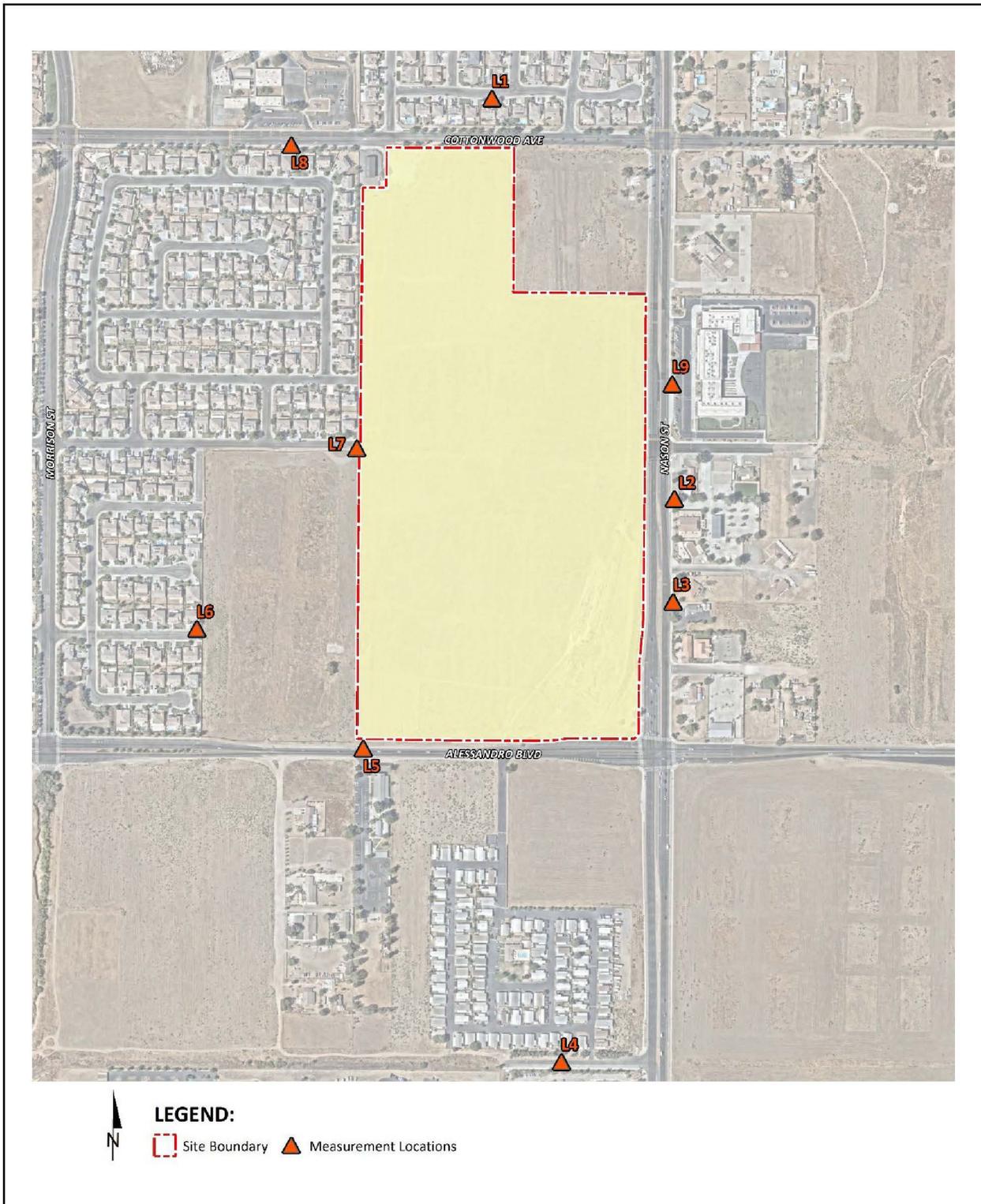
² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. of the Noise Analysis included in EIR *Technical Appendix K*.

"Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m.

Source: (Urban Crossroads, 2025d)

B. Existing Groundborne Vibration

There are no sources of perceptible groundborne vibration on the Project site under existing conditions.



Source(s): Urban Crossroads (February 2025)

Figure 4.13-1



Not to Scale



Noise Measurement Locations



4.13.3 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. *Building Standards Code*

The State of California's noise insulation standards are codified in the *California Code of Regulations* (CCR), Title 24, Building Standards Administrative Code, Part 2, and the *California Building Standards Code*. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

2. *Green Building Standards Code*

The State of California's *Green Building Standards Code* contains mandatory measures for non-residential building construction in Section 5.507, *Environmental Comfort*. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other noise sources. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

3. *California Noise Insulation Standards*

The California Noise Insulation Standards (CCR Title 24 Section 1092) establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA Ldn/CNEL (i.e., the same levels that the EPA recommends for residential interiors) in any habitable room of a new dwelling. An acoustical study must be prepared for proposed multiple-unit residential and hotel/motel structures where outdoor Ldn/CNEL is 60 dBA or greater. The study must demonstrate that the design of the building would reduce interior noise to 45 dBA Ldn/CNEL or lower. Because noise levels can increase over time in developing areas, Title 24 also specifies that dwellings are to be designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

B. Local Plans, Policies, and Regulations

1. City of Moreno Valley General Plan

The City of Moreno Valley General Plan currently in effect was adopted July 11, 2006 (2006 General Plan) and is a policy document that reflects the City’s vision for the future of Moreno Valley prior to adoption of the 2040 General Plan, which the City is in the process of readopting. The City of Moreno Valley 2006 General Plan does not include a noise element or specific transportation-related noise standards. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element. The City-proposed 2040 General Plan includes a Noise Element. Applicable policies of the current 2006 General Plan and the proposed 2040 General Plan and the Project’s consistency with these policies are identified in EIR Section 4.11, *Land Use and Planning*.

The existing Environmental Safety section of the General Plan Safety Element and proposed Noise Element rely on the transportation noise criteria that are derived from standards contained in the California Office of Planning and Research (OPR) General Plan Guidelines. The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR Community Noise Compatibility Matrix describes the land use compatibility guidelines for the Project, and is shown in Exhibit 3-A of the Noise Analysis included in EIR *Technical Appendix K*. Relevant to the analysis in this subsection, the City requires a noise study and/or mitigation measures for all projects that expose people to noise levels greater than the “normally acceptable” standard and for any other project that are likely to generate noise in excess of these standards.

Relevant to the Project, residential uses are considered normally acceptable with exterior noise levels of up to 65 dBA CNEL and conditionally acceptable up to 70 dBA CNEL. For conditionally acceptable land use, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Residential uses are considered normally unacceptable with exterior noise of up to 75 dBA CNEL. For normally unacceptable land use, new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and required noise insulation features included in the design. The City requires that noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measure to buffer, dampen, or actively cancel noise sources. The City also requires noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise-sensitive land uses. Additionally, the City requires that developers reduce noise impacts on new development through appropriate means and indicates that noise attenuation methods should avoid the use of visible sound walls where possible.

Park uses are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, conditionally acceptable up to 75 dBA CNEL, and normally unacceptable above 75 dBA CNEL. Hotel land uses are considered normally acceptable with exterior noise levels of up to 65 dBA CNEL,



conditionally acceptable up to 70 dBA CNEL and normally unacceptable above 70 dBA CNEL. Commercial uses are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, conditionally acceptable up to 77 dBA CNEL and normally unacceptable above 77 dBA CNEL. Libraries are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable up to 80 dBA CNEL, and unacceptable above 80 dBA CNEL.

2. *Moreno Valley Municipal Code (MVMC)*

The Noise Ordinance included in MVMC Chapter 11.80 provides performance standards and noise control guidelines for activities within the City limits, as described below.

Construction Noise Standards

The MVMC has established restrictions on the time of day that noisy construction activities can occur. MVMC Section 11.80.030(D)(7), *Construction and Demolition*, states:

No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 8:00 p.m. and 7:00 a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

In addition, grading operations are limited to the hours identified in MVMC Section 8.21.050(O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer.

Operational Noise Standards

MVMC Section 11.80.030(C), *Nonimpulsive Sound Decibel Limits*, provides the following restriction:

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any non-impulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance.

Based on this standard, the operational noise level limits for commercial land use, from Table 11.80.030-2, of 65 dBA L_{eq} during the daytime (8:00 a.m. to 10:00 p.m.) hours and 60 dBA L_{eq} during the nighttime (10:01 p.m. to 7:59 a.m.) hours shall apply to the operational noise source activities from the Project. Therefore, at a distance of 200 feet from the property line, the Project's operational noise



levels shall not exceed the 65 dBA L_{eq} daytime and 60 dBA L_{eq} nighttime noise level standards for commercial land uses.

Vibration

MVMC Section 9.10.170 prohibits vibration that “can be felt at or beyond the property line.”

Commercial Land Use Noise Regulations

Depending on what types of commercial land uses are developed in the Specific Plan, the following MVMC sections, which address noise, may also apply to the Project.

- **Section 9.09.070(C)(3), Vehicle repair facilities.** This section requires that all repair activities and operations shall be conducted entirely within an enclosed building. Outdoor hoists are prohibited.
- **Section 9.09.080(C)(6), Drive-in, drive-through, fast food and take-out restaurants.** This section requires that any drive-up or drive-through speaker system shall not be detectable above ambient noise levels beyond the property boundaries. The system shall incorporate best available technology to compensate for ambient noise levels.
- **Section 9.09.110 Recycling facilities.** The purpose of this section is to serve the need of the public for convenient recycling redemption and processing facilities, while guaranteeing the adequacy of the site for the use and for the protection of the surrounding properties through review and consideration of physical treatment and compatibility with surrounding properties.
- **Section 9.09.270(B)(6) Outdoor dining.** This section requires that amplified sound (e.g., music, television, etc.) not be audible beyond the lot line.
- **Section 9.09.260, Mixed Use Development (Noise Notification).** This section requires that residents, whether owners or tenants, of a mixed-use development project be notified in writing before taking up residence that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area. Additionally, the covenants, conditions, and restrictions of a mixed-use project shall require that the residents acknowledge their receipt of the written noise notification.
- **Section 11.80.040(H) Special provisions for temporary use and special event permits.** This requires that functions for which the permits are issued be limited to a continuous airborne sound level not to exceed 70 dB(A), as measured 200 feet from the real property boundary of the source property if on private property, or from the source if on public right-of-way, public space or other publicly owned property.

4.13.4 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates noise impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would 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;*



- b) Generation of excessive ground borne vibration or ground borne noise levels;
- 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.

The evaluation of the Project’s noise and vibration impacts during construction and operation under Thresholds “a” and “b” are based on the criteria identified in Table 4.13-2, *Significance Criteria Summary*, which are further discussed in Section 4, *Significance Criteria*, of the Noise Analysis included in EIR *Technical Appendix K*.

Table 4.13-2 Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria ⁷	
		Daytime	Nighttime
Off-Site Traffic ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
On-Site Traffic	Exterior Noise Compatibility Criteria ²	See Exhibit 3-A of EIR <i>Technical Appendix K</i>	
	Interior Noise Level Standard ³	45 dBA CNEL	
Operational	At 200' from the property line of the source ⁴	65 dBA L _{eq}	60 dBA L _{eq}
	If ambient is < 60 dBA L _{eq} ¹	≥ 5 dBA L _{eq} Project increase	
	If ambient is 60 - 65 dBA L _{eq} ¹	≥ 3 dBA L _{eq} Project increase	
	If ambient is > 65 dBA L _{eq} ¹	≥ 1.5 dBA L _{eq} Project increase	
Construction	At 200' from the property line of the source ⁴	65 dBA L _{eq}	60 dBA L _{eq}
	Exterior Noise Level Increase ⁵	12 dBA L _{eq}	
	Vibration Level Threshold ⁶	0.3 PPV (in/sec)	

¹ Federal Interagency Committee on Noise (FICON), 1992.

² City of Moreno Valley General Plan Community Noise Compatibility Matrix, Table N-1 (Exhibit 3-A of EIR *Technical Appendix K*).

³ CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206.

⁴ MVMC, Chapter 11.80 Noise Regulation, Table 11.80.030-2.

⁵ Caltrans Traffic Noise Analysis Protocol, April 2020.

⁶ Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19, which is derived from the FTA Transit Noise Impact and Vibration Impact Assessment Manual.

⁷ MVMC, Chapter 11.80 Noise Regulation, Table 11.80.020 defines "Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m. for operational noise. MVMC Section 11.80.030(D)(7) defines "Daytime" = 7:00 a.m. to 8:00 p.m.; "Nighttime" = 8:00 p.m. to 7:00 a.m. for construction noise.

Source: (Urban Crossroads, 2025d)



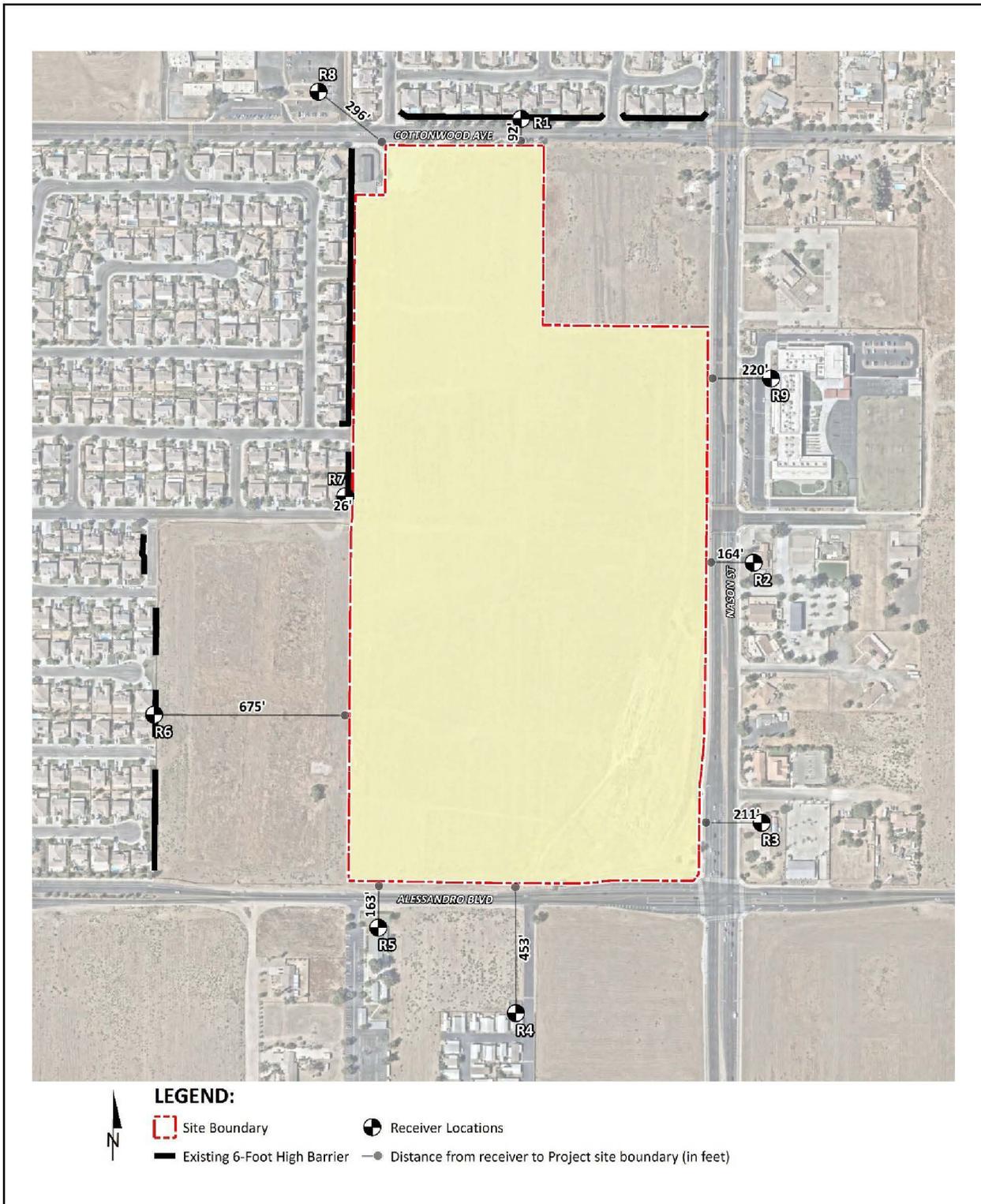
4.13.5 IMPACT ANALYSIS

Threshold a: Would the Project generate 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?

To assess the potential for long-term operational and short-term construction noise impacts, Urban Crossroads identified nine representative receiver locations¹, described below and shown on Figure 4.13-2, *Off-site Noise Receiver Locations*. All distances were measured in a straight line from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building facade, whichever is closer to the Project site. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Noise Analysis would experience lower noise levels than those presented due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Location R1 represents the existing noise-sensitive residence at 26873 Campus Point Drive, approximately 92 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise-sensitive residence at 13760 Nason Street, approximately 164 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise-sensitive residence at 13980 Nason Street, approximately 211 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise-sensitive residence at 26871 Alessandro Boulevard, approximately 453 feet south of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

¹ Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.



Source(s): Urban Crossroads (February 2025)

Figure 4.13-2



Not to Scale



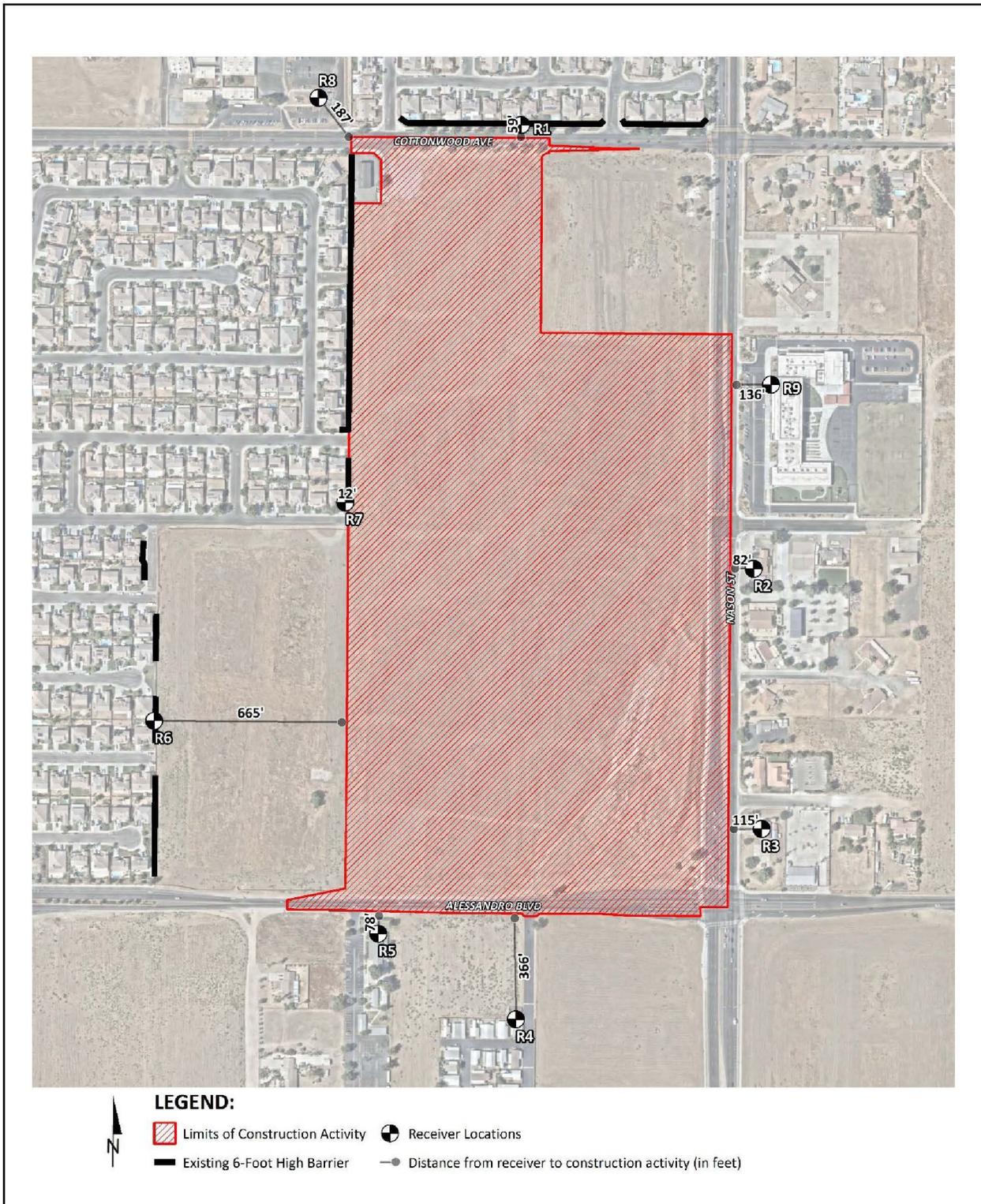
Off-site Noise Receiver Locations



- R5: Location R5 represents the Valley Christian Academy located at 26755 Alessandro, approximately 163 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R6: Location R6 represents the existing noise-sensitive residence at 26606 Danube Way, approximately 675 feet west of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R7: Location R7 represents the existing noise-sensitive residence at 26722 Bay Avenue, approximately 26 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment. Location R7 can also be used to represent the potential future noise sensitive receivers within the Alessandro Walk (Tentative Tract Map 38265) residential development located west of the Project site and north of Alessandro Boulevard.
- R8: Location R8 represents the Moreno Valley Unified School District Early Learning Academy located at 26700 Cottonwood Avenue, approximately 296 feet northwest of the Project site. R8 is placed at the closest classroom. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R9: Location R9 represents the relocated Moreno Elementary School located at 13700 Nason Street, approximately 220 feet east of the Project site. R9 is placed at the building façade facing the Project. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

B. Construction Noise Level Compliance

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Construction activities on the Project site would include the following stages: site preparation, grading, building construction, paving, application of architectural coatings. Each stage has a specific equipment mix, depending on the work to be completed during that stage, as described in EIR Section 3.0, *Project Description*. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Figure 4.13-3, *Construction Noise Source Locations*, shows the construction noise source activity in relation to the nearest sensitive receiver locations.



Source(s): Urban Crossroads (February 2025)

Figure 4.13-3



Not to Scale



Construction Noise Source Locations



The construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise-generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Using the reference construction equipment noise levels provided in Table 11-1 of the Noise Analysis included in EIR *Technical Appendix K*, and the CadnaA (Computer Aided Noise Abatement) noise prediction model described in Section 10.3 of the Noise Analysis, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 11-3 of the Noise Analysis presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 11-3, the construction noise levels are expected to range from 45.7 to 60.6 dBA L_{eq} at the nearby receiver locations and 56.3 dBA L_{eq} at 200 feet from the property line of the source. Appendix 11.1 of the Noise Analysis includes the detailed CadnaA construction noise model inputs. Table 4.13-3, *Construction Noise Level Compliance*, the Project's construction noise levels would not exceed the City's daytime 65 dBA L_{eq} significance threshold at all receiver locations and at 200 feet from the property line of the sources.

The off-site storm drain improvement would proceed linearly along Alessandro Boulevard and would not take place at one location for the entire duration of construction. Construction noise from this work would, therefore, be relatively short-term because it would take place for only a matter of days. As storm drain construction work moves linearly along the alignment within the existing right-of-way and farther from sensitive uses, noise levels would be reduced.

Therefore, noise impacts related to Project construction would be less than significant and no mitigation is required.

C. Temporary Construction Noise Level Increases

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level increase.

Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented on Table 4.13-4. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on Caltrans' substantial noise level increase criteria, which is being applied for purposes of this analysis. As shown on Table 4.13-4, the temporary noise level increases would range from 0.0 dBA to 9.2 dBA and would not exceed the 12 dBA significance threshold at all receiver locations.



Table 4.13-3 Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	57.2	65	No
R2	57.4	65	No
R3	56.0	65	No
R4	52.7	65	No
R5	56.4	65	No
R6	45.7	65	No
R7	60.6	65	No
R8	50.6	65	No
R9	55.4	65	No
@200'	56.3	65	No

¹ Noise receiver locations are shown on Figure 4.13-2.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 11-2 of the Noise Analysis included in EIR *Technical Appendix K*.

³ Construction noise level thresholds as shown on Table 4.13-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Source: (Urban Crossroads, 2025d)

Table 4.13-4 Daytime Construction Noise Level Increases

Receiver Location ¹	Highest Project Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	57.2	L1	56.9	60.1	3.2	12	No
R2	57.4	L2	71.6	71.8	0.2	12	No
R3	56.0	L3	69.7	69.9	0.2	12	No
R4	52.7	L4	47.8	53.9	6.1	12	No
R5	56.4	L4	47.8	57.0	9.2	12	No
R6	45.7	L5	69.9	69.9	0.0	12	No
R7	60.6	L6	54.7	61.6	6.9	12	No
R8	50.6	L1	56.9	57.8	0.9	12	No
R9	55.4	L2	71.6	71.7	0.1	12	No
@200'	56.3	L3	69.7	69.9	0.2	12	No

¹ Construction noise source and receiver locations are shown on Figure 4.13-3.

² Total Project daytime construction noise levels as shown on Table 4.13-3.

³ Reference noise level measurement locations as shown on Figure 4.13-1.

⁴ Observed daytime ambient noise levels as shown on Table 4.13-1.

⁵ Represents the combined ambient conditions plus the Project construction activities.

⁶ The noise level increase expected with the addition of the proposed Project construction activities.

⁷ Caltrans Traffic Noise Analysis Protocol.

Source: (Urban Crossroads, 2025d)



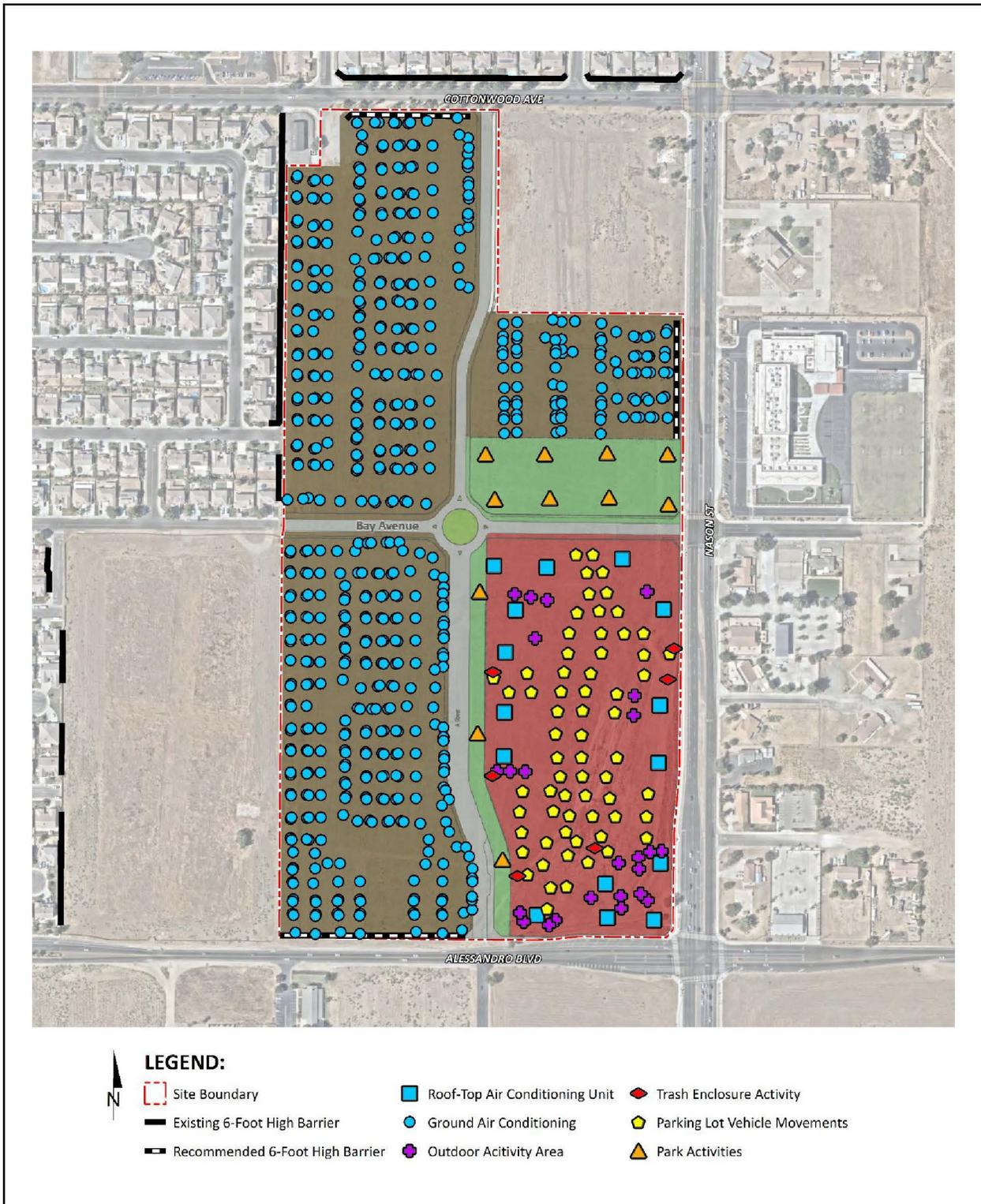
D. Operational Noise Level Impacts

The potential stationary-source operational noise impacts at the nearest receiver locations resulting from the operation of uses allowed by the Project are addressed in this section. Urban Crossroads collected noise level measurements from similar types of activities to represent the noise levels expected with the development of the Project, as described in Section 10.2 of EIR *Technical Appendix K*. Figure 4.13-4, *Operational Noise Source Locations* identifies the representative noise source activities used to assess the commercial and park land use noise source activities, which include outdoor seating activity, trash enclosure activity, roof-top air conditioning, parking lot activities, park activities, and ground air conditioning units. The projected noise levels conservatively assume all of these activities operating at the same time; however, these sources of noise activity would likely vary throughout the day.

To fully describe the exterior operational noise levels from the Project, the CadnaA noise prediction model was used; CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearthmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the reference noise levels to represent the Project operations, the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations and at 200 feet from the property line of the source were calculated.

As shown in Table 10-2 and 10-3 of the Noise Analysis included in EIR *Technical Appendix K*, the Project's daytime operational noise levels are anticipated to range between 29.5 and 49.9 dBA L_{eq} and the Project's nighttime operational noise levels are anticipated to range between 25.8 and 43.8 dBA L_{eq} . The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity. Appendix 10.1 of EIR *Technical Appendix K* includes the detailed noise model inputs including the existing perimeter walls used to estimate the Project operational noise levels.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City's exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13-5, *Operational Noise Level Compliance*, shows that the Project's operational noise levels would satisfy the 65 dBA L_{eq} daytime and 60 dBA L_{eq} nighttime exterior noise level standards at all nearby receiver locations and at 200 feet from the property line of the source. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.



Source(s): Urban Crossroads (February 2025)

Figure 4.13-4



Not to Scale



Operational Noise Source Locations



Table 4.13-5 Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Levels (dBA L _{eq}) ²		Noise Level Standards (dBA L _{eq}) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	35.2	31.3	65	60	No	No
R2	46.3	41.8	65	60	No	No
R3	49.9	43.8	65	60	No	No
R4	44.9	39.0	65	60	No	No
R5	39.7	33.3	65	60	No	No
R6	29.5	25.8	65	60	No	No
R7	43.0	40.5	65	60	No	No
R8	31.9	28.0	65	60	No	No
R9	40.4	35.6	65	60	No	No
@200'	31.9	35.6	65	60	No	No

¹ See Figure 4.13-2 for the off-site receiver locations.

² Proposed Project operational noise levels as shown on Tables 10-2 and 10-3 of the Noise Analysis included in EIR *Technical Appendix K*.

³ Exterior noise level standards for source (commercial) land use, as shown on Table 4-13-2.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

Source: (Urban Crossroads, 2025d)

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby off-site receiver locations potentially impacted by Project operational noise sources. Project and ambient noise levels describe the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 4.13-6, *Daytime Project Operational Noise Level Increases*, and Table 4.13-7, *Nighttime Project Operational Noise Level Increases*. As indicated, the Project would result in noise level increases ranging between 0.0 and 1.8 dBA L_{eq} at the nearest receiver locations. The Project would not exceed the established noise level increase significance criteria presented in Table 4.13-2. Therefore, the Project's incremental operational noise increase would result in less than significant impacts.



Table 4.13-6 Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	35.2	L1	56.9	56.9	0.0	5.0	No
R2	46.3	L2	71.6	71.6	0.0	1.5	No
R3	49.9	L3	69.7	69.7	0.0	1.5	No
R4	44.9	L4	47.8	49.6	1.8	5.0	No
R5	39.7	L4	47.8	48.4	0.6	5.0	No
R6	29.5	L5	69.9	69.9	0.0	1.5	No
R7	43.0	L6	54.7	55.0	0.3	5.0	No
R8	31.9	L1	56.9	56.9	0.0	5.0	No
R9	40.4	L2	71.6	71.6	0.0	1.5	No
@200'	31.9	L3	69.7	69.7	0.0	1.5	No

¹ See Figure 4.13-2 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 10-2 of the Noise Analysis included in EIR *Technical Appendix K*.

³ Reference noise level measurement locations as shown on Figure 4.13-1.

⁴ Observed daytime ambient noise levels as shown on Table 4.13-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4.13-2.

Source: (Urban Crossroads, 2025d)

Table 4.13-7 Nighttime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	31.3	L1	50.0	50.1	0.1	5.0	No
R2	41.8	L2	65.1	65.1	0.0	1.5	No
R3	43.8	L3	63.8	63.8	0.0	3.0	No
R4	39.0	L4	41.8	43.6	1.8	5.0	No
R5	33.3	L4	41.8	42.4	0.6	5.0	No
R6	25.8	L5	61.3	61.3	0.0	3.0	No
R7	40.5	L6	48.5	49.1	0.6	5.0	No
R8	28.0	L1	50.0	50.0	0.0	5.0	No
R9	35.6	L2	65.1	65.1	0.0	1.5	No
@200'	35.6	L3	63.8	63.8	0.0	3.0	No

¹ See Figure 4.13-2 for the receiver locations.

² Total Project nighttime operational noise levels as shown on Table 10-3 of the Noise Analysis included in EIR *Technical Appendix K*.

³ Reference noise level measurement locations as shown on Figure 4.13-1.

⁴ Observed daytime ambient noise levels as shown on Table 4.13-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4.13-2.

Source: (Urban Crossroads, 2025d)

E. Off-Site Traffic Noise Impacts

To assess the off-site transportation CNEL noise level impacts associated with development of the Project, noise contours were developed based on the *Town Center at Moreno Valley Specific Plan Traffic Analysis* prepared by Urban Crossroads (Urban Crossroads, 2025e). Noise contour boundaries represent equal levels of noise exposure and are measured in CNEL from the center of the roadway. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes: Existing, Opening Year Cumulative (OYC) (2028), and Horizon Year (2045).

1. Existing Project Traffic Noise Level Increases

The analysis of existing traffic noise plus traffic noise generated by the Project is provided for informational purposes; this condition would not occur because the Project would not be fully developed and occupied under Existing conditions. As shown in Table 7-1 of the Noise Analysis included in EIR *Technical Appendix K*, Existing without Project exterior noise levels are calculated to range between 58.3 to 72.1 dBA CNEL, without accounting for any noise attenuation features. Table 7-2 of the Noise Analysis shows that under Existing with Project conditions, exterior noise levels are calculated to range between 59.2 to 72.2 dBA CNEL. As shown on Table 7-7 of the Noise Analysis, the Project's off-site noise level increases are calculated to range between 0.0 and 1.0 dBA CNEL. Based on the significance criteria identified in Table 4.13-2, the land uses adjacent to the Project study area roadway segments would experience less than significant noise level increases.

2. OYC (2028) Project Traffic Noise Level Increases

As shown in Table 7-3 of the Noise Analysis, the OYC (2028) without Project exterior noise levels are calculated to range between 59.7 to 73.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Noise Analysis shows the OYC (2028) with Project conditions noise levels are expected to range between 60.4 to 74.3 dBA CNEL. As shown on Table 7-8 of the Noise Analysis, the Project's off-site noise level increases are calculated to range between 0.0 and 0.7 dBA CNEL. Based on the significance criteria identified in Table 4.13-2, the land uses adjacent to the Project study area roadway segments would experience less than significant noise level increases. Therefore, the Project's traffic noise levels under the OYC (2028) with Project conditions would be less than significant without mitigation.

3. Horizon Year (2045) Noise Level Increases

As shown in Table 7-5 of the Noise Analysis, the Horizon Year (2045) without Project exterior noise levels are calculated to range between 60.2 to 75.1 dBA CNEL, without accounting for any noise attenuation features. Table 7-6 of the Noise Analysis shows the Horizon Year (2045) with Project conditions noise levels are calculated to range between range from 60.8 to 75.6 dBA CNEL. Table 7-9 of the Noise Analysis shows that the Project off-site traffic noise level increases are calculated to range from 0.0 to 0.6 dBA CNEL. Based on the significance criteria identified in Table 4.13-2, the land uses adjacent to the Project study area roadway segments would experience less than significant noise level increases. Therefore, the Project's traffic noise levels under the Horizon Year (2045) with Project conditions would be less than significant without mitigation.

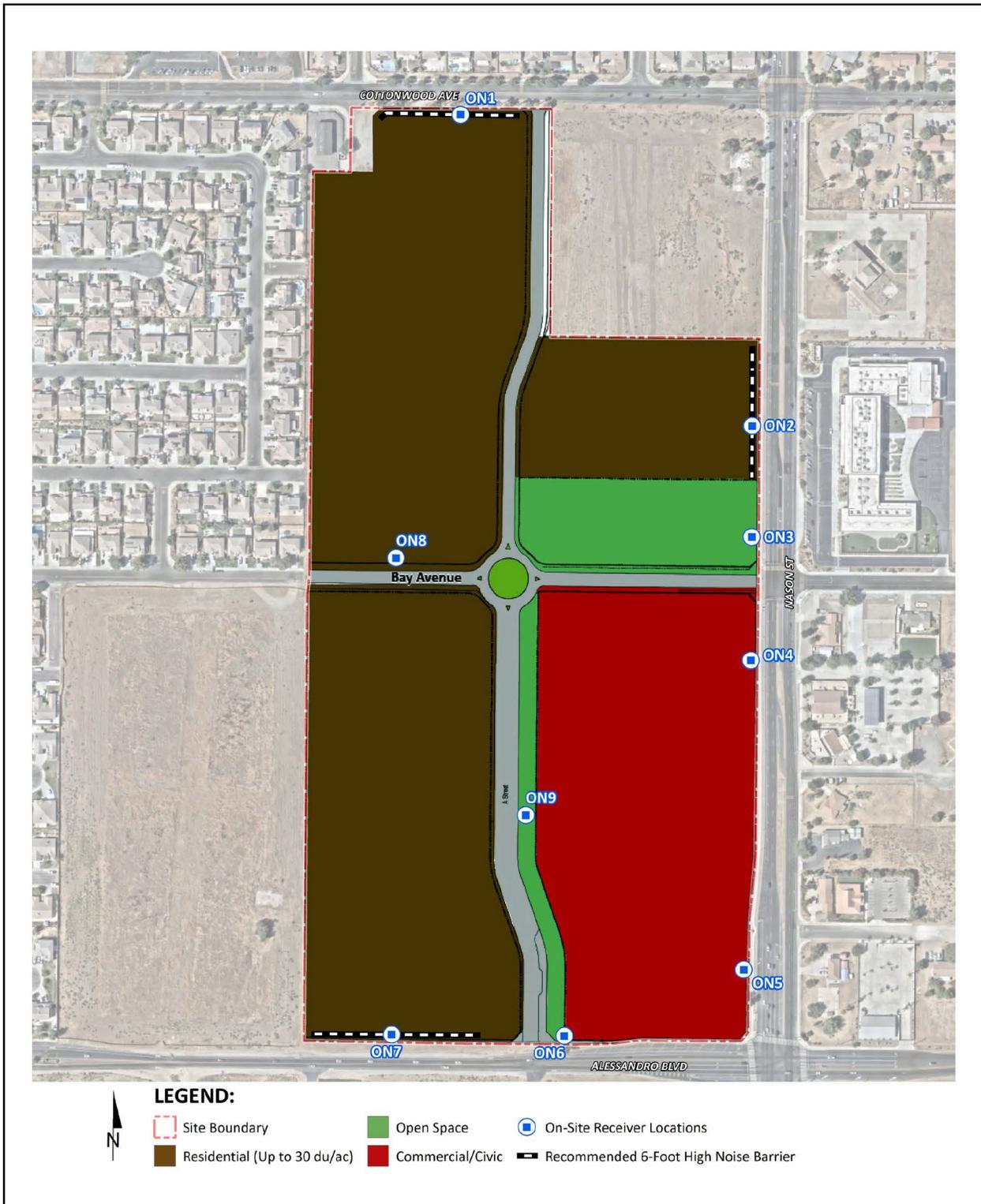


F. On-Site Traffic Noise Impacts

Impacts of the environment on a project are excluded from CEQA unless the project itself “exacerbates” such impacts. Although analysis of potential noise impacts to proposed uses from existing transportation-related noise sources is not required pursuant to CEQA, the City’s policies intend to reduce transportation-related noise and require developers to reduce noise impacts on new development through appropriate means including double-paned or soundproof windows, setbacks, berming, and screening. Site-specific exterior noise analysis is required to demonstrate that the proposed development would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the land use compatibility standards. Additionally, for future development located in areas where exterior noise levels exceed the land use compatibility standards as defined in the Noise Element, site-specific interior noise analyses demonstrating compliance with the interior noise standards of Title 24 and the General Plan would be required. These requirements for site-specific noise analyses would be implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dBA CNEL. Through implementation of this regulatory framework, exterior and interior traffic noise impacts associated with new development would be less than significant.

The required Project-specific analysis of the compatibility of proposed land uses with existing transportation noise sources is provided in Section 8 of the Noise Analysis provided in EIR *Technical Appendix K*. The primary source of transportation-related affecting the Project site is anticipated to be from Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue, and proposed Street A (the north-south street connecting Cottonwood Avenue and Alessandro Boulevard). The Project also would be exposed to nominal traffic noise from the Project’s other internal roads. However, due to the distance and low traffic volume/speed, traffic noise from these roads would not make a substantive contribution to ambient noise conditions.

Nine on-site receiver locations shown in Figure 4.13-5 were selected for analysis; these on-site receiver locations face Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue, and proposed Street A. Table 4.13-8, *Exterior Noise Levels*, summarizes the future on-site exterior noise levels. The on-site traffic noise analysis calculations are provided in Appendix 8.1 of the Noise Analysis included in EIR *Technical Appendix K*.



Source(s): Urban Crossroads (February 2025)

Figure 4.13-5



Not to Scale



On-Site Receiver Locations and Recommended Noise Abatement Measures



Table 4.13-8 Exterior Noise Levels

Receiver Location ¹	Roadway	Land Use	Exterior Noise Level (dBA CNEL) ²	Land Use Compatibility ³
ON1	Cottonwood Av.	Residential	66.7	Conditionally Acceptable
ON2	Nason St.	Residential	73.6	Normally Unacceptable
ON3	Nason St.	Park	73.6	Conditionally Acceptable
ON4	Nason St.	Hotel	73.6	Normally Unacceptable
ON5	Nason St.	Commercial	73.6	Conditionally Acceptable
ON6	Alessandro Blvd.	Commercial	70.2	Conditionally Acceptable
ON7	Alessandro Blvd.	Residential	70.2	Normally Unacceptable
ON8	Bay Av.	Residential	57.7	Normally Acceptable
ON9	Street A	Civic/Library	55.7	Normally Acceptable

¹ On-site receiver locations shown on Figure 4.13-5.

² Exterior on-site traffic noise level calculations are included in Appendix 8.1 of EIR *Technical Appendix K*.

³ Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A of EIR *Technical Appendix K*. For conditionally acceptable land use, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. For Normally Unacceptable land use, if new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Source: (Urban Crossroads, 2025d)

1. Residential Land Use

As shown in Table 4.13-8, noise sensitive outdoor living areas (backyards) for residential land uses would experience exterior noise levels of up to 73.6 dBA CNEL on Nason Street (ON2) without mitigation; this exterior noise level is normally unacceptable for residential uses, and a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Noise-sensitive exterior areas are generally limited to private yards of single-family residential land use and outdoor common areas for multi-family residential land use. To satisfy the City’s 65 dBA CNEL normally acceptable exterior noise level guidelines, the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by on-site receiver locations ON1, ON2, and ON7. With the recommended noise barriers shown on Figure 4.13-5, *On-Site Receiver Locations and Recommended Noise*, the future exterior noise levels with noise abatement measures would range from 57.6 to 64.7 dBA CNEL (refer to Table 4.13-9, *Exterior Noise Levels with Noise*). This noise analysis shows that the recommended 6-foot-high noise barriers would satisfy the City’s 65 dBA CNEL normally acceptable exterior noise level guidelines for residential uses. The requirement for installation of noise control barriers is outlined in Condition of Approval (COA) 4.13-1.

Table 4.13-9 Exterior Noise Levels with Noise Attenuation

Receiver Location ¹	Roadway	Land Use	Barrier Height (Feet)	Exterior Noise Level (dBA CNEL) ²	Land Use Compatibility ³
ON1	Cottonwood Av.	Residential	6'	57.6	Normally Acceptable
ON2	Nason St.	Residential	6'	64.7	Normally Acceptable
ON7	Alessandro Blvd.	Residential	6'	61.4	Normally Acceptable
ON8	Bay Av.	Residential	0'	57.7	Normally Acceptable

¹ On-site receiver locations shown on Figure 4.13-5.

² Exterior on-site traffic noise level calculations are included in Appendix 8.1 of EIR *Technical Appendix K*.

³ Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A of EIR *Technical Appendix K*.

Source: (Urban Crossroads, 2025d)

2. Non-Residential Uses

As shown in Table 4.13-8 the proposed civic land use (analyzed as a library) located east of Street A is considered normally acceptable with exterior noise levels of up to 55.7 dBA CNEL. Located east of A Street, Receiver Location ON9 shows that the civic use is considered satisfactory with buildings of normal conventional construction, without any special insulation requirements.

The proposed park use west of Nason Street represented by Receiver Location ON3 is conditionally acceptable with exterior noise levels of 73.6 dBA CNEL. However, it is expected that the park would be limited to daytime activities with no receivers at this location that would experience the nighttime noise levels encapsulated within the future 24-hour unmitigated exterior CNEL noise levels.

The proposed commercial use west of Nason Street and north of Alessandro Boulevard is conditionally acceptable with exterior noise levels ranging between 70.2 and 73.6 dBA CNEL. Based on the City's Community Noise Compatibility Matrix, the proposed commercial land use represented by Receiver Locations ON5 and ON6 would satisfy the interior noise requirements using conventional construction.

The proposed hotel use west of Nason Street is normally unacceptable with exterior noise levels of 73.6 dBA CNEL. The reasonable worst-case exterior noise level represented by Receiver Location ON4 describes the unmitigated exterior noise levels at the right-of-way boundary. Actual noise levels for hotel uses would be calculated at the building locations that would include additional setbacks from the right-of-way and site design to reduce the potential noise exposure. In addition, hotel buildings often incorporate additional noise-reducing design elements such as double-glazed windows, sealed doors, and sound-absorbing insulation to enhance acoustic comfort for guests.

For conditionally acceptable and normally unacceptable land uses, new construction or development would be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design to ensure that required noise levels are met.



G. Interior Noise Analysis

To ensure that the interior noise levels comply with the interior noise level standards, future exterior noise levels were calculated at the estimated at the first, second and third floor building facade locations for planned residential locations. Table 8-3 through 8-5 of the Noise Analysis included EIR *Technical Appendix K* indicate that Project residential land uses adjacent to Cottonwood Avenue, Nason Street, Alessandro Boulevard would require a windows-closed condition and a means of mechanical ventilation (e.g., air conditioning). Table 8-3 of the Noise Analysis shows that the future first floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.4 to 41.3 dBA CNEL. Table 8-4 shows that the future second-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.3 to 44.3 dBA CNEL. Table 8-5 shows that the future third-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 30.9 to 44.1 dBA CNEL.

The interior noise assessment shows that the residential land use represented by the on-site receiver locations ON1, ON7, and ON8 can be satisfied using standard windows with a minimum STC rating of 27. However, upgraded windows and sliding glass doors with minimum STC rating of 30 are required for the residential land uses located west of Nason Street represented by the on-site receiver location ON2 (refer to COA 4.13-2). With adherence to COA 4.13-2, the interior noise levels for ON2 would satisfy the City's 45 dBA CNEL threshold.

Notwithstanding the results of the evaluation above, all future noise-sensitive residential uses would require detailed analysis of the noise reduction requirements to ensure that needed noise insulation features are included in the design. These final noise studies would utilize any recommendations identified in the Noise Analysis included in EIR *Technical Appendix K*, in combination with precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary. The final noise study requirements are detailed in COA 4.13-2.

Threshold b: *Would the Project generate excessive groundborne vibration or groundborne noise levels?*

The MVMC does not define the numeric level at which a development project's vibration levels are considered "excessive;" thus, FTA's 0.3 PPV threshold for "older residential structures" is used to evaluate the Project's potential to create excessive groundborne vibration or groundborne noise.

A. Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile-driving or rock-blasting activities are planned for the Project.



Construction activities on the Project site would utilize construction equipment that has the potential to generate vibration. Based on the representative vibration levels presented in Table 11-4 of the Noise Analysis included in EIR *Technical Appendix K* for various construction equipment types, estimated vibration levels resulting from construction activities on the Project site were calculated at distances ranging from 12 to 665 feet from Project construction activities. As shown in Table 4.13-10, *Project Construction Vibration Levels*, construction vibration velocities are estimated to range between 0.001 and 0.268 PPV. Based on the maximum acceptable continuous vibration threshold of 0.3 PPV, the typical Project construction vibration levels would fall below the building damage thresholds at all receiver locations. Therefore, vibration impacts related to Project construction would be less than significant.

Table 4.13-10 Project Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³					Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	59'	0.001	0.010	0.021	0.025	0.025	0.3	No
R2	82'	0.001	0.006	0.013	0.015	0.015	0.3	No
R3	115'	0.000	0.004	0.008	0.009	0.009	0.3	No
R4	366'	0.000	0.001	0.001	0.002	0.002	0.3	No
R5	78'	0.001	0.006	0.014	0.016	0.016	0.3	No
R6	665'	0.000	0.000	0.001	0.001	0.001	0.3	No
R7	12'	0.009	0.105	0.229	0.268	0.268	0.3	No
R8	187'	0.000	0.002	0.004	0.004	0.004	0.3	No
R9	136'	0.000	0.003	0.006	0.007	0.007	0.3	No
@200'	200'	0.000	0.002	0.003	0.004	0.004	0.3	No

¹ Receiver locations are shown on Figure 4.13-2.

² Distance from receiver location to Project construction boundary (Project site boundary).

³ Based on the Vibration Source Levels of Construction Equipment (Table 11-4 of the Noise Analysis included in EIR *Technical Appendix K*).

⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

Source: (Urban Crossroads, 2025d)

B. Operational Vibration Impacts

The operational activities associated with the proposed residential, commercial, and park uses would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.



Threshold 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?*

Threshold “c” applies when there are nearby public and private airports and/or air strips and focuses on land use compatibility of the Project to nearby airports and airstrips. The Project site is not located within two miles of an airport or airstrip. The closest airport is the March Air Reserve Base/Inland Port (MARB/IP) Airport which is over 3 miles southwest of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered less than significant.

4.13.6 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers construction and operation of the Project in conjunction with other development projects in the vicinity of the Project site. As shown on EIR Figure 4.0-1, *Cumulative Projects Location Map*, in EIR Section 4.0, *Environmental Analysis*, there are cumulative projects proposed adjacent to the Project site, and it is possible that surrounding properties would be under construction while Project construction activities are occurring.

As discussed under the analysis of Threshold “a,” Project construction-related noise impacts would be less than significant. However, the nearest sensitive receiver locations may also experience additional construction noise impacts due to potential concurrent construction activities on site, and at sites adjacent to the Project site (refer to Figure 4.0-1). This includes Alessandro Walk residential development (Tentative Tract Map 38265) located west of the Project site (represented by Receiver Location R7) and Cottonwood and Nason residential development located northeast of the Project site. Using the highest reference construction equipment noise levels for grading activity and the CadnaA noise prediction model, calculations of the cumulative construction noise level impacts at the nearby sensitive receiver locations were completed. The actual timing of construction for each project is not known at this time; therefore, to present the conservative condition, Table 11-5 in the Noise Analysis in EIR *Technical Appendix K* presents a summary of the cumulative noise levels assuming the Project and adjacent projects are constructed concurrently. The cumulative construction noise analysis shows that the nearby receiver locations would satisfy the City of Moreno Valley daytime 65 dBA_{Leq} significance threshold during concurrent cumulative construction activities. Therefore, the cumulative noise impacts would be considered less than significant at all receiver locations and at 200 feet from the property line of the source. In addition, MVMC Section 11.80.030(D)(7) limits general construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 8:00 p.m. Because construction activities are typically limited to weekdays, during daylight hours, the direct and cumulative construction noise impacts are considered a nuisance or annoying, rather than a significant impact upon surrounding land uses.

With respect to noise associated with Project operations, the analysis provided herein includes noise from existing developments in the surrounding area. As shown on Table 4.13-6 and Table 4.13-7, the Project’s noise contribution would not be perceptible to noise-sensitive receptors in the Project area

during daytime or nighttime hours. Therefore, operational noise impacts associated with the Project would be less than cumulatively considerable.

The analysis presented under Threshold “a” evaluates the Project’s traffic noise contribution along study area roadways with consideration of near-term (Year 2028) and long-term (Horizon Year 2045) cumulative development. As summarized in Table 7-1 through Table 7-9 of the Noise Analysis included in EIR *Technical Appendix K*, the Project’s traffic noise contributions along study area roadways would not exceed applicable significance thresholds and, therefore, would not be cumulatively-considerable under near- or long-term conditions.

As discussed under the analysis of Threshold “b,” during construction, the Project’s peak vibration impacts would occur when large pieces of equipment, like bulldozers, are operating on-site. (During the non-grading phases of Project construction, when smaller pieces of equipment are used on-site, the Project’s vibration would be minimal.) Vibration effects diminish rapidly from the source; therefore, the only reasonable sources of cumulative vibration in the vicinity of the Project site could occur on properties abutting these sites.

As discussed under the analysis of Threshold “b,” under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project site. As with the Project, cumulative projects in the vicinity of the Project site would consist of land uses would not generate perceptible groundborne vibration during operation. Therefore, Project impacts due to vibration during operation would be less than cumulatively considerable.

As discussed under the analysis of Threshold “c,” the Project would not involve the construction, operation, or use of any public airports or public use airports. There are no conditions associated with implementation of the Project that would contribute to airport noise or exposure of additional people to unacceptable levels of airport noise. Accordingly, the Project would not cumulatively contribute to impacts associated with noise from a public airport, public-use airport, or private airstrip.

4.13.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. During construction and operation (on-site noise sources and off-site traffic noise) the Project would not generate 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.

Threshold b: Less than Significant Impact. The Project’s construction and operational activities would not result in a perceptible groundborne vibration or noise.

Threshold c: Less than Significant Impact. The Project site is not within an area exposed to high levels of noise from the MARB/IP Airport. As such, the Project would not expose people to excessive noise levels associated with a public airport or public use airport.



4.13.8 CONDITIONS OF APPROVAL

The following COAs are required to ensure future development pursuant to the proposed TCMV Specific Plan adheres to the City's noise standards for land use compatibility. These COAs are not required to reduce significant Project impacts.

COA 4.13-1 Six-foot-high noise barriers shall be constructed for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by the on-site receiver locations ON1, ON2, and ON7 on EIR Figure 4.13-5, *On-Site Receiver Locations and Recommended Noise Abatement Measures*. The noise control barriers shall be constructed so that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the recommended height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking.

COA 4.13-2 To satisfy the State of California's 45 dBA CNEL noise insulation standards, all residential land uses adjacent to Cottonwood Avenue, Nason Street, and Alessandro Boulevard shall require a windows-closed condition and a means of mechanical ventilation (e.g., air conditioning). Upgraded windows with minimum STC rating of 30 are required for the single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2. With the following noise abatement measures, the on-site interior traffic noise levels would satisfy the 45 dBA CNEL interior noise requirements.

Windows/Sliding Glass Doors: All residential units require windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, and the following sound transmission class (STC) ratings:

1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded windows and sliding glass doors with minimum STC ratings of 30 (all windows/glass doors, all floors);
2. All other residential lots require windows and sliding glass doors with minimum sound transmission class (STC) ratings of 27.

Exterior Doors (Non-Glass): All exterior doors shall be well weather-stripped and have well-sealed perimeter gaps around the doors to achieve the STC ratings recommended below:



1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded doors with minimum STC ratings of 30 (all floors);
2. All other residential lots require doors with minimum sound transmission class (STC) ratings of 27.

Exterior Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.

Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.

Ventilation: Consistent with MVMC Section 9.03.040(F)(3), in all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed 60 dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.

Future Noise Studies: Final noise studies shall be prepared for the future noise-sensitive residential uses prior to issuance of building permits. Each noise study shall finalize the noise attenuation measures described in the Town Center at Moreno Valley Noise Analysis using the precise grading plans and actual building design specifications, and may include additional mitigation, if necessary, to meet the interior noise level standards for residential land uses. These noise studies would utilize any recommendations identified in this study and use the precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary, based on the site-specific noise impacts within these planning areas.



4.14 POPULATION AND HOUSING

This subsection analyzes potentially significant impacts associated with population and housing growth that could result from the implementation of the Project. References used in this subsection are listed in EIR Section 7.0, *References*.

4.14.1 EXISTING CONDITIONS

The Project site is currently undeveloped and there are no existing homes, residents, or employees.

A. Population and Housing

In 2024, the California Department of Finance (DOF) estimated the population in the City of Moreno Valley (City) to be 207,146 individuals, and the number of households to be 58,713, representing approximately 8.5% of the population (2,442,378 residents) and approximately 6.7% of the households (882,389) in Riverside County (DOF 2024).

B. Employment

According to the California Employment Development Department, in October 2024, the City's civilian labor force was 100,500 persons with 95,400 people employed and an unemployment rate of 5.6% (or 5,700 persons). For the same period, the civilian labor force in Riverside County was 1,165,700 persons with 1,100,000 persons employed (an unemployment rate of 5.6%) (EDD 2024). Additionally, in 2019, approximately 86% of the City's residents commuted outside the City for work (SCAG 2019).

C. Regional Local and Growth Projections

The Southern California Association of Governments (SCAG) is the metropolitan planning organization responsible for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. To facilitate regional planning efforts, SCAG's planning area is organized into 14 sub-regions. The City is one of 15 Riverside County cities located in the Western Riverside Council of Governments (WRCOG) sub-region.

SCAG's *Connect SoCal 2024*, adopted in April 2024, is the currently adopted 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and includes a Demographics and Growth Forecast technical report, which helps coordinate regional planning, employment, and housing development strategies in Southern California. The demographic and growth forecasts presented in *Connect SoCal 2024* are the currently adopted population, housing, and employment forecasts for the six-county region, and reflect recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy. As part of the development of the forecast, SCAG coordinates with local jurisdictions, including the City of Moreno Valley, to understand each community's vision for the future so that it can be integrated into the outlook for the future of the region.



According to the Demographic & Growth Forecast technical report included in *Connect SoCal 2024*, and as shown in Table 4.14-1, *SCAG Projected 2019-2050 Growth Forecast*, between 2019 and 2050, the number of households in the City of Moreno Valley is expected to increase by 21,900, an approximately 40.0% increase, and employment (number of jobs) is expected to increase by 30,000, an approximately 69.4% increase. Connect SoCal 2024 estimated the population in the City to be 206,800 residents in 2019; however, does not project future population below the County level.

Table 4.14-1 SCAG Projected 2019-2050 Growth Forecast

	2019	2050	Percent Growth
City of Moreno Valley			
Households	54,700	76,600	40.0
Employment	44,500	75,400	69.4
Jobs-Housing Ratio	0.81	0.98	
County of Riverside			
Population	2,386,000	2,992,000	25.4
Households	744,000	1,062,000	42.7
Employment	847,000	1,185,000	39.9
Jobs-Housing Ratio	1.13	1.12	

Source: (SCAG 2024c)

As shown in Table 4.14-1, the jobs to housing ratio in the City is projected to increase from 0.81 in 2019 to 0.98 in 2050. An appropriate jobs-housing ratio for any given geographic area is area-specific, in that each locale presents differing demographic characteristics. Jobs-housing ratios are also dynamic and fluctuate over time. Generally, a ratio of less than 1:1 indicates a jobs-poor area, and a ratio of one or more than 1:1 indicates a jobs-rich area. This can be compared to Riverside County as a whole which is expected to remain jobs-rich.

4.14.2 REGULATORY SETTING

A. State

1. *State of California Fair Share Housing Requirements*

State housing law (*California Government Code*, Section 65580 et seq.) calls upon local jurisdictions to provide for low- and moderate-income housing. In implementing this law, the California Department of Housing and Community Development (HCD) assigns fair share housing targets to each jurisdiction and requires local General Plan Housing Elements to address how these fair share housing targets can be achieved during the specified timeframe given local demographics, land use, and zoning. State law requires local jurisdictions to submit Housing Elements for HCD review and approval. The City’s 2021-2029 Housing Element was adopted by the City Council on June 15, 2021, the City Council made additional findings and determinations in October 2022, and HCD certified the Housing Element on



October 11, 2022.¹ Implementation of these housing laws at the regional level (SCAG) and at the local level (City of Moreno Valley) is discussed below.

B. Regional

1. SCAG Connect SoCal 2024 (2024-2050 RTP/SCS)

EIR Subsection 4.11, *Land Use and Planning*, includes a discussion of SCAG’s Connect SoCal 2024 (2024-2050 RTP/SCS) and provides an analysis of the Project’s consistency with the established goals. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. As previously identified, Connect SoCal includes a Demographics and Growth Forecast technical report. The Regional Growth Forecast is used as a key guide for developing regional plans and strategies mandated by federal and state governments such as the RTP/SCS, the Air Quality Management Plan (AQMP) (discussed in EIR Subsection 4.3, *Air Quality*), and the Regional Housing Needs Assessment (RHNA), discussed in this subsection.

2. Regional Housing Needs Assessment (RHNA)

As identified above, State law requires all regional COGs, also known as municipal planning organizations (MPOs), which includes SCAG, to determine the existing and future housing needs for its region. SCAG is also required to determine the allocation of housing that must be accommodated in each city and county in the SCAG region. SCAG’s RHNA provides an allocation of the existing and future housing needs by jurisdiction; this is based on income level, existing housing needs in each city and county, and the fair share allocation of the projected regional population growth. The allocations are driven by the intent that a better balance between jobs and housing should occur in various areas of the region and that every city should incur its fair share in the development of affordable housing units and in meeting future housing needs. All local governments are required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible), to facilitate and encourage housing production commensurate with that housing need.

The City’s adopted Housing Element outlines how the City will meet its RHNA allocation obligations for the Sixth Cycle Housing Element Update, which covers the housing element planning period of October 2021 through October 2029. For the 2021-2029 planning period, the City’s share of regional housing need is 13,627 units of total new construction (City of Moreno Valley, 2021d). The City’s RHNA allocation is shown in Table 4.14-2, *City RHNA 2021-2029*.

¹ After the City’s adoption of Resolution No. 2022-67 in October 2022, the City’s Housing Element, as modified, was not subject to any legal challenge and is the operable HCD-certified Housing Element for the City. (City Council Resolution No. 2024-37, June 18, 2024).



Table 4.14-2 City RHNA 2021-2029

Income Category	Units	Percent
Very Low (0-50% of AMI)	3,779	28%
Low (51-80 of AMI)	2,051	15%
Moderate (81-120% of AMI)	2,165	16%
Above Moderate (more than 120% of AMI)	5,632	41%
Total New Construction Needed	13,627	100%

AMI – Average Median Income
Source: (City of Moreno Valley, 2021d)

C. Local Plans, Policies, and Regulations

1. City of Moreno Valley 2021-2029 Housing Element

State law requires that California jurisdictions adopt a Housing Element that establishes goals, policies, and programs that respond to community housing conditions and needs. The adopted 2021-2029 Moreno Valley Housing Element was prepared to address the legal requirements for the Housing Element, to provide a framework for addressing current and near-term housing needs in the City, and to articulate the City’s longer-term approach to addressing its housing needs given the special characteristics of the local housing environment.

The City’s quantified objectives for the 2021-2029 Housing Element cycle include 13,595 units of new construction, which represent the City’s remaining RHNA for the Six Cycle Housing Element Update, and 152 rehabilitated units (City of Moreno Valley, 2021d). The consistency of the Project with relevant goals and policies of the City’s Housing Element is evaluated in EIR Subsection 4.11, *Land Use and Planning*.

4.14.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts related to population and housing based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant population and housing impact would occur if the Project would:

- 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.*



4.14.4 IMPACT ANALYSIS

Threshold a: *Would the Project 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)?*

A. Construction

It is estimated that the development of uses allowed by the proposed TCMV Specific Plan would occur over an approximate 36-month construction period. Project construction activities would require contractors and laborers. It is anticipated that general construction labor would be available from the local and regional labor pool and would not result in substantial population growth because the construction workers would commute from their respective homes. Additionally, each construction phase (e.g., grading, paving, electrical etc.) requires different skills and specialties, which would be needed for the length of time of that phase. Because of that, the Project's construction phases would not result in a long-term increase in employment which would induce substantial unplanned population growth from temporary construction activities. Therefore, the Project would not directly or indirectly induce substantial population growth in the City during construction, resulting in a less than significant impact.

B. Operation

1. Population and Housing Growth Analysis

The proposed TCMV Specific Plan involves a mixed-use development consisting of residential, commercial/civic, and park uses. As described in EIR Section 3.6, *Project Operational Characteristics*, based on the maximum number of units anticipated for purposes of analysis in this EIR (800 units), it is estimated that buildout of the TCMV Specific Plan could generate up to 3,080 new residents in the City. This is based on the estimated population generation factor of 3.85 people per unit presented in the 2021-2029 Housing Element.

The development of new housing units at the Project site, which is currently undeveloped, would assist the City in meeting State-mandated fair share housing production targets as outlined in SCAG's RHNA. Table 4.14-3, *Comparison of Project Population, Employment, and Housing with Adopted Growth Forecasts*, compares the calculation of future population, housing and employment with implementation of the proposed TCMV Specific Plan to regional and local projections, as applicable. As shown, the maximum number of units allowed by the proposed TCMV Specific Plan (800 units) would not exceed the housing projections for the City or the region, and the potential for 3,080 new residents would not exceed the population projections for the region. The proposed maximum number of units represents approximately 4.4% of the increase in housing in the City projected by SCAG for 2050, and less than 1% of the housing growth in the County projected by SCAG for 2050. The estimated increase in population represents approximately less than 1% of the population growth in the County projected by SCAG for 2050.



Table 4.14-3 Comparison of Project Population, Employment, and Housing with Adopted Growth Forecasts

	Existing	Anticipated Growth With the Project	Existing Plus Project (2025)	Connect SoCal 2024 Regional Growth Projections (2050) ^b
Population				
County of Riverside (2024)	2,442,378 ^a	3,080	2,445,458	2,992,000
Households				
County of Riverside (2024)	882,389 ^a	800	883,189	1,062,000
City of Moreno Valley (2024)	58,713 ^a		59,513	76,600
Employment				
County of Riverside (2022)	897,000 ^b	421	897,421	1,185,000
City of Moreno Valley (2019)	44,500 ^b		44,921	83,200

SCAG: Southern California Association of Governments

^a (DOF 2024)

^b (SCAG 2024c)

Therefore, implementation of the proposed TCMV Specific Plan would not result in substantial direct unplanned population growth, resulting in a less than significant impact.

The Project proposes infrastructure improvements such as the extension of Bay Avenue, construction on an on-site roadway, and on-site utility infrastructure that would connect to existing utility infrastructure in the surrounding roadways. The utility infrastructure improvements would be sized to accommodate the Project and would not include additional capacity to accommodate future development off site. As such, the Project’s proposed infrastructure improvements are not anticipated to result in indirect substantial unplanned population growth.

2. Employment Growth Analysis

The anticipated non-residential development scenario for implementation of the TCMV Specific Plan established for purposes of analysis in this EIR is estimated to generate up to 421 employment opportunities associated with the proposed commercial/civic uses (refer to EIR Table 3-7, *Estimated Employment Generation*). This represents only 1.1% of the anticipated employment growth in the City by 2050 as presented in SCAG’s 2050 projections.

The Project region currently contains an ample supply of potential employees and the labor demand generated by the Project is not anticipated to draw new residents to the area or the City. The proposed employment opportunities can be filled by the local labor force. As previously discussed, the City of Moreno Valley and the County have an unemployment rate of 5.6%, and many of the City’s residents commute outside the City for work. Therefore, the Project would not indirectly induce substantial unplanned population growth in the area through the construction of new businesses.



In summary, the proposed TCMV Specific Plan would assist the City in meeting its RHNA requirements and would not involve any uses or activities that would induce substantial unplanned growth in the City or the region. This impact would be less than significant.

Threshold b: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Currently, the Project site is undeveloped. As such, the development of the Project would not displace substantial numbers of existing people or housing. No impact would occur.

4.14.5 CUMULATIVE IMPACT ANALYSIS

Buildout of the Project site is anticipated to generate housing and non-residential uses. The associated increases in population (estimated 3,080 residents) and employment opportunities (estimated 421 jobs) in the City would not result in unplanned population growth in the City or the County beyond that anticipated for the City or the region in SCAG's Connect SoCal 2024 growth forecasts. The anticipated employment opportunities associated with the proposed commercial/civic uses would not be such that individuals would move to the City or the region creating unplanned indirect increases in population. Additionally, the Project would not result in an extension of infrastructure that would result in unplanned induced or cumulatively considerable development. Since the Project impact is less than significant, the Project would not cause a cumulatively considerable impact related to population.

The Project site is undeveloped, and the Project would not displace people or housing that would require the construction of replacement housing elsewhere. As such, the Project would not contribute to a cumulatively significant impact associated with the need to construct housing units.

4.14.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project would include the development of residential, commercial/civic, and park uses, and associated roadways and utility infrastructure that would be used to accommodate the proposed development. The estimated 800 units (3,080 residents) and 421 new employment opportunities resulting from implementation of the proposed TCMV Specific Plan would not directly or indirectly induce substantial unplanned population growth. Impacts would be less than significant.

Threshold b: No Impact. The Project site is undeveloped and implementation of the proposed TCMV Specific Plan would not displace a substantial number of existing people or housing. No impacts would occur.

4.14.7 MITIGATION

Impacts would be less than significant, and mitigation is not required.



4.15 PUBLIC SERVICES AND RECREATION

This subsection analyzes potentially significant impacts related to public services and recreation that could result from the implementation of the Project. References used in this subsection are listed in Environmental Impact Report (EIR) Section 7.0, *References*.

4.15.1 EXISTING CONDITIONS

The Project site is currently undeveloped and does not include any uses that generate a demand for fire, police, school, park, or library services. Following is a description of these public services that would be required to serve the Project.

A. Fire and Emergency Service

Fire and emergency medical services are provided to the City, including the Project site, by the Moreno Valley Fire Department (MVFD) under contracts with the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE) for provision of services as part of an integrated regional fire protection system. MVFD is the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the city. MVFD also provides a full range of fire prevention services including public education, code enforcement, plan check, and inspection services for new and existing construction, and fire investigation. Through a master mutual aid agreement, MVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to the City. Additionally, the City's Office of Emergency Management is located within the MVFD allowing for a well-coordinated response to both natural and human-made disasters. The MVFD has established a target response time of 5 minutes from dispatch to arrival for 90% of calls for service and continues to work to meet this goal. The MVFD has not adopted service ratios for personnel or equipment; however, MVFD strives to achieve National Fire Protection Association standards for the organization and deployment of fire suppression operations and adjusts staffing and equipment levels as needed, based on an ongoing assessment of activity in the City and calls for service (City of Moreno Valley 2021a).¹

The MVFD currently has seven fire stations; however, the MVFD Strategic Plan indicates that up to 14 stations may be needed to serve the City at buildout (MVFD 2011). The nearest fire station to the Project site is Station No. 99 (Morrison Park Fire Station), which is located at 13400 Morrison Street, approximately 0.4 roadway miles northwest of the Project site. The Morrison Park Fire Station is a two-bay fire station that houses one Type 1 Engine (paramedic engine) (City of Moreno Valley 2022b).

Moreno Valley Volunteer Reserve Firefighters assist the MVFD in firefighting activities and provision of Emergency Medical Services (EMS). These volunteers respond to alarms as members of fire crews,

¹ The fire protection services information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the existing environmental setting for fire protection services in the City. The court decision did not address this topical issue.



operate various fire apparatus and equipment, and are trained as Emergency Medical Technicians, First Responders, or Emergency Medical Responders (EMR), and administer varying degrees of emergency medical aid (City of Moreno Valley 2021a).

The CAL FIRE/RCFD Division Chief is the appointed Fire Chief of the MVFD and oversees the City's Fire Prevention Bureau and Office of Emergency Management and Volunteer Services. The Office of Emergency Management program provides a wide variety of training, such as Community Emergency Response Team (CERT) training and Terrorism Awareness, to both employees and residents. This program is also responsible for citywide prevention, mitigation, preparedness, response, and recovery for natural or man-made disasters (City of Moreno Valley 2022b).

B. Police Service

The City of Moreno Valley contracts with the Riverside County Sheriff's Department (RCSD) for police protection services. Law enforcement services in the City, including the Project site, and the RCSD's operations within the City are referred to as the Moreno Valley Police Department (MVPD). MVPD operates out of the Moreno Valley Station located at the Civic Center Complex at Alessandro Boulevard and Frederick Street (22850 Calle San Juan De Los Lagos approximately 3.9 miles west of the Project site). The City is planning an expansion of the Civic Center complex that would include a remodeled Public Safety Building capable of accommodating roughly 600 total personnel, as well as a satellite police substation in the southeastern part of the City to service anticipated demand of the buildout of the City. Satellite substations are also planned in several locations throughout the City (City of Moreno Valley 2021a).²

MVPD currently operates five divisions, which include Administration, Detective, Patrol, Special Enforcement, and Traffic. The Patrol Division provides first responders to crimes in progress and to calls for service assigned by dispatch. This division consists of nine supervising sergeants, 64 sworn patrol officers, three K-9 teams, and 10 non-sworn officers. MVPD has adopted a zone policing strategy whereby officers are assigned to one of four areas (Zone 1 through 4) of the City in order to improve response times to calls for service, help officers become more familiar with the community, and build relationships with residents and business owners (City of Moreno Valley 2022c). The Project site is within Zone 4, which generally covers the eastern portion of the City (east of Lasselle Street and south of State Route (SR)-60 (City of Moreno Valley 2022c).

Calls to the MVPD are prioritized and assigned by urgency from greatest urgency (Priority 1) through non-emergency calls. Priority 1 calls include emergency calls which require immediate response, when vehicular pursuit is in process, or when there is reason to believe that an immediate threat to life exists. Priority 2 calls include injured persons, robberies in progress, bomb threats, car jackings, rape, and stolen vehicles. Priority 3 calls include assault, prowlers, disturbances, tampering with vehicles, and

² The police services information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the existing environmental setting for police services in the City. The court decision did not address this topical issue.



burglary alarms. The MVPD has a response target of six minutes or less for Priority 1 calls, 15 minutes or less for Priority 2 calls, and 35 minutes or less for Priority 3 calls (City of Moreno Valley 2021a).

The Administration Division oversees Community and Volunteer Services Programs, as well as the Neighborhood Watch program, and now has 81 volunteers across the Citizen’s Patrol Unit, Anti-Graffiti Patrol Unit, Police Explorer Program, Reserve Officer’s Program, Station Volunteers, and Mounted Posse. These volunteer programs help connect the MVPD to the community and play an important role in ensuring the continued safety and well-being of residents (City of Moreno Valley 2021a).

C. Schools

1. Moreno Valley Unified School District

The Project site is within the Moreno Valley Unified School District (MVUSD), which serves 77 square miles, including the City of Moreno Valley, a small portion of the City of Riverside, and unincorporated regions in Riverside County. MVUSD serves Kindergarten through 12th grade across 39 existing school sites. The Project site is within the service area for Moreno Elementary School (K-5), Mountain View Middle School (6-8), and Valley View High School (9-12). Table 4.15-1, *Existing Schools Enrollment and Capacity*, identifies enrollment for the 2023-2024 academic year and the maximum student capacity at each school.

Table 4.15-1 Existing Schools Enrollment and Capacity

School Name	2023-2024 Enrollment (Students)	Maximum Student Capacity
Moreno Elementary School	740	850
Mountain View Middle School	1,147	1,700
Valley View High School	2,650	2,800

Source: (Infante 2024)

The MVUSD student generation rates (number of students per dwelling) for elementary, middle, and high schools are shown in Table 4.15-2, *MVUSD Student Generation Rates*.

Table 4.15-2 MVUSD Student Generation Rates

School Type	Student Generation Rate (Per Dwelling Unit)
Elementary	0.3314
Middle	0.1702
High	0.2281

Source: (City of Moreno Valley 2021a)

Between 2009 and 2019, enrollment at MVUSD schools decreased by 11% overall. As such, MVUSD is able to rely less on portable classroom and house more students in conventional school buildings. A new elementary school (replacement school for Moreno Elementary School) was constructed at the



intersection of Nason Street and Bay Avenue with a capacity for 850 students. This new school facility site is located east of the Project site on the opposite side of Nason Street. Moreover, the City anticipates an additional high school facility in the northeastern area of the City within the next 20 years (City of Moreno Valley 2021a).³

The previous Moreno Elementary School facilities, located at 26700 Cottonwood Avenue, northeast of the Project site across Cottonwood Avenue, have been repurposed for the MVUSD Early Learning Academy special education program operations, which serves approximately 300 children from birth to kindergarten age (MVUSD 2024).

D. Parks

The City's Park and Community Services Department provides park and recreational services to the City, including the Project site. The Park and Community Services Department maintains approximately 482 acres of parkland within the City which consist of 7 community parks, 24 neighborhood parks, 4 specialty parks, and 15 miles of trails/greenways. The City plans to add approximately 194.20 acres of parkland to the City and proposes to provide 80.77 acres of additional parks and recreational facilities. As such, the City has 671.28 acres of existing and planned parkland with a parkland ratio of 2.66 acres per 1,000 residents. Additionally, the City maintains joint use agreements with the Moreno Valley and Val Verde School Districts for off-hour use of school facilities (City of Moreno Valley 2021a).

The nearest community park⁴ to the Project site is Morrison Park, located at 26667 Dracaea Avenue, approximately 0.2-mile northwest of the Project site. Morrison Park provides barbecues, picnic tables, soccer field, snack bar, and four lit softball/baseball fields. An approximately 8-acre property located at the northeast corner of the Morrison Street and Cottonwood Avenue intersection is planned as a future park adjacent to the existing Morrison Park. The nearest neighborhood park⁵ to the Project site is Rock Ridge Park, located at 27119 Waterford Way, approximately 0.5-mile northeast of the Project site. The nearest joint-use facility to the Project site is the Valley View High School Swimming Pool located at 13135 Nason Street, approximately 0.4-mile north of the Project site, which is available to the public during off-hours. Other park facilities within 3 miles of the Project site include Sunnymead Park, an approximately 15.5-acre community park located approximately 2.1 miles northwest of the

³ The school information provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of the school services in the City. The court decision did not address this topical issue.

⁴ Community Parks are larger parks (20 to 50 acres in size) providing community-wide amenities, meeting needs of large sections of the community. These parks have a three-mile radius service area, which represents a 20-minute drive, and often include community buildings, such as a cultural center or teen center, as well as specialty sports facilities. Where Community Parks are located in residential neighborhoods, they serve both the needs of the Community Park service radius and the Neighborhood Park service radius.

⁵ Neighborhood Parks range from ¼ to 20 acres in size and are geared specifically for those living within a ¼-mile radius of the park, which represents a 15-minute walk. Ease of access and walking distance are critical factors in locating a Neighborhood Park. Amenities provided by a Neighborhood Park include practice sports fields, informal open play areas, children's play apparatus, and basketball, tennis, and volleyball courts.



Project site, and Weston Park, an approximately 4-acre neighborhood park located approximately 0.8-mile northwest of the Project site.

Trails/Greenways allow for uninterrupted, safe pedestrian movement through the City and play an important role in connecting the park, recreation and open space system. There are two main categories of greenways: “Natural” greenways follow existing natural resources, and “man-made” greenways result from development projects and are often located in residential subdivisions or along abandoned rail corridors, power line corridors, storm drain easements and collector parkway rights-of-way. There are no trails on or adjacent to the Project site; the nearest trail is the Cold Creek Trail accessed from the existing Cold Creek Trail Head located approximately 0.5-mile northeast of the Project site.

E. Libraries

The Moreno Valley Public Library provides services and programs furthering educational development and cultural vitality of patrons of all ages and backgrounds in the Moreno Valley area. The library has three branch locations: Main Branch, Mall Branch, and Iris Plaza Branch. The Main Branch facility is located on the old Midland Middle School site at 25480 Alessandro Boulevard, reconstructed in 1987 to house the library as well as a senior and community center. The Main Branch is closest to the Project site (approximately 1.4 miles to the west). The library has since grown to occupy the entire 16,000-square-foot building. The Mall Branch satellite location, opened in 2017, is located at 22500 Town Circle. The Iris Plaza Branch, opened in 2020, is located at 16170 Perris Boulevard. The three public libraries offer a wide array of books and technological resources that are suited to serve patrons of all ages, supporting a culture of learning and civic involvement (City of Moreno Valley 2021a).

4.15.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. California Fire Code

The *California Fire Code* (CFC) (*California Code of Regulations* Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The CFC also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the CFC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The CFC includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City has adopted the CFC as Title 8, Chapter 8.36 of the *Moreno Valley Municipal Code* (MVMC), including appendices addressing fire-flow requirements for buildings.



2. *Assembly Bill 2926*

Assembly Bill (AB) 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development impact fees (DIFs) are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

3. *Leroy F. Greene School Facilities Act of 1998 (Senate Bill [SB] 50)*

Senate Bill (SB) 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules. *California Education Code* Section 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees.

4. *Mitigation Fee Act*

The California Mitigation Fee Act (*California Government Code*, Sections 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. As discussed below, the City of Moreno Valley has adopted development impact fee programs for various public facilities, which are outlined in the MVMC.

5. *Quimby Act California Government Code § 66477*

The State of California's Quimby Act was established by the California Legislature for the purpose of preserving open space and providing park facilities for California's growing communities. The Quimby Act allows local agencies to establish ordinances requiring residential subdivisions to provide land or "in-lieu-of" fees for park and recreation purposes. This State Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of a tentative tract map or parcel map.

B. Local Plans, Policies, and Regulations

1. *City of Moreno Valley 2006 General Plan*

The following chapters of the current (2006) City of Moreno Valley General Plan (2006 General Plan) address issues related to public services and recreation: Chapter 2 (Community Development), Chapter 4 (Parks, Recreation and Open Space), and Chapter 6 (Safety Element).



The Community Development Element discusses school and library services in the City. The Parks, Recreation and Open Space Element identifies that the City has an established parkland ratio of 3.0 acres per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community within the City. As previously identified, the City currently has 2.66 acres per thousand residents, below the established service ratio. The Parks, Recreation and Open Space Element also identifies existing and proposed trails within the City. Based on review of the City's Master Plan of Trails, there are no existing or planned trails on or adjacent to the Project site; the nearest trail is the Cold Creek Trail accessed from the existing Cold Creek Trail Head located approximately 0.5-mile northeast of the Project site (City of Moreno Valley 2023).

The Safety Element includes information about public safety services (police protection and fire and emergency services).

A discussion of the Project's consistency with relevant goals and policies from the 2006 General Plan and the City's currently proposed 2040 General Plan is provided in EIR Subsection 4.11, *Land Use and Planning*.

2. Parks, Recreation, and Open Space Comprehensive Master Plan

The Parks, Recreation and Open Space Comprehensive Master Plan (Master Plan) acts as Moreno Valley's primary implementing tool for parks planning, bridging the City's General Plan and Capital Improvement Program (CIP). The Master Plan provides a detailed inventory of the City's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources. Moreno Valley's parkland dedication ordinance operates under the umbrella of the Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of 3.0 acres per 1,000 residents. Additionally, the City can explore other strategies to encourage the provision of parks and recreational facilities, such as public-private partnerships or impact bonds, which shift financial burden and risk from local government to a new investor, who provides up-front capital for a project.

3. Moreno Valley Municipal Code

MVMC Title 3, *Revenue and Finance*, establishes residential (Chapter 3.38, *Residential Development Impact Fees*), commercial, and industrial (Chapter 3.42, *Commercial and Industrial Development Impact Fees*) development impact fees (DIFs) intended to recover for each new residential, commercial, and industrial development, its reasonable share, of the cost of each type of public facility and infrastructure improvements needed to serve that development and to ensure implementation of, and consistency with the City's General Plan and to protect the public health, safety, and welfare by ensuring that adequate public facilities and related improvements will be constructed and made available to serve new residential development concurrent with the need. The DIFs for residential uses include, but are not limited to, fees for the following public facilities: fire, police, park, community/recreation center, and library. The DIFs for commercial and industrial uses include, but are not limited, to fees for fire and police facilities.



Consistent with the Quimby Act, the City adopted Ordinance No. 581 outlining requirements for parkland dedication or payment of in-lieu fees, which is codified in MVMC Chapter 3.40. This authorizes the City to require the dedication of land for park and recreation facilities, or a payment in-lieu incidental to and as a condition of the approval of a tentative tract map, tentative parcel map for residential subdivisions, or a custom home approval. The amount of land required to be dedicated to the City for parks and recreation facilities is to be consistent with the standards and policies for park facilities adopted in the General Plan or an applicable specific plan. As identified above, the City has established a standard of 3 acres per 1,000 residents.

Unless otherwise stated in MVMC Chapter 8.36, *California Fire Code*, all of the provisions and appendices of the 2022 *California Fire Code*, inclusive of all of the inclusions and exclusions set forth in each chapter's matrix, have been adopted by and apply to the City. This includes, but is not limited to, building and equipment design features outlined in MVMC Section 8.36.030.

4.15.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to public services based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

- a) *Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the 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;*
 - ii. *Police protection;*
 - iii. *Schools;*
 - iv. *Parks;*
 - v. *Other public facilities*
- b) *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;*
- c) *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?*



4.15.4 IMPACT ANALYSIS

Threshold a: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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 Services;*
- ii. Police Protection Services;*
- iii. School Services; or*
- v. Other Public Facilities*

A. Fire Protection Services

Increased demands for fire protection and emergency services would result from implementation of the proposed Town Center at Moreno Valley (TCMV) Specific Plan, which would involve the development of residential (an increase of an estimated 3,080 individuals in the City's population), commercial/civic (an increase of approximately 421 employment opportunities), and park uses at the currently undeveloped Project site. There would also be an associated increased demand on fire protection and emergency service apparatus, equipment, and personnel beyond existing levels. It is anticipated that the Morrison Park Fire Station (Station No. 99), located 0.4 roadway miles northwest of the Project site, would provide the first response to the Project site.

Based on the anticipated amount and types of proposed uses, the Project would increase the typical number and range of service calls by the MVFD, including structural fires; emergency medical and rescue services; hazardous materials inspections and response; and community safety, awareness, and outreach activities. However, based on review of the Project by the MVFD, the Project is not anticipated to generate the need for new firefighters and other personnel, and would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service in the City.

The Project would be required to comply with all applicable codes, ordinances, and standard conditions, including the current edition of the CFC, as amended by the City per the MVMC. The Project was reviewed by the MVFD during the development review process and would be subject to additional review during the plan check process for implementing development. Project compliance with City fire protection requirements would reduce the potential for fire and the demand for fire protection services. Additionally, the Project Applicant would be required to comply with the provisions of MVMC Title 3 related to DIF payments for fire facilities, which would be used for the purpose of acquiring, designing, constructing, improving, providing, and maintaining, fire services facilities provided for in the General Plan and CIP, and would ensure the contribution of the Project's fair share of the cost of these facilities. The required DIF payments for fire services facilities are applicable to residential and commercial uses anticipated in the proposed TCMV Specific Plan.



The Project would not result in the result in the need for new or physically altered fire protection facilities and no physical environmental impacts would result. Impacts would be less than significant.

B. Police Protection Services

As identified above, implementation of the proposed TCMV Specific Plan would involve the development of residential, commercial/civic, and park uses, and would result in an associated increase in residents and employment opportunities in the City. This would increase existing demands for police protection services at the Project site, which is currently undeveloped.

Anticipated crime and safety issues during construction at the Project site include theft of building materials and construction equipment, malicious mischief, graffiti, and general vandalism. During operation, the Project could create the typical range of police service calls that other similar uses in the City experience. The primary types of crimes experienced in non-residential areas are property crimes (e.g., burglary, larceny, theft/auto theft, arson, shoplifting, vandalism). In addition to property crimes, “crimes against persons” are typically associated with residential uses. These include, but are not limited to, assault, battery, domestic violence, sexual and child abuse, and robberies. The increase in vehicle trips on public roadways resulting from the Project could also increase the potential for traffic accidents and violations.

Residents, employees, visitors, patrons, and other individuals that would come to the Project site would have to comply with the regulations in the MVMC and the California Penal and Vehicle Codes, as monitored and enforced by the MVPD. However, based on the proposed land uses, and the anticipated increase in calls for service in the area compared to existing conditions, implementation of the Project would require additional police protection services. As individual projects are proposed in the City, MVPD service levels and staffing requirements are evaluated to determine if additional staffing and/or facilities would be required. The MVPD would ultimately determine the timing and number of new officers hired as part of its standard staffing practices based on the amount and type of land uses ultimately developed.

The Project would not require the construction of new or expanded off-site police protection facilities; however, a police substation, could be accommodated within the TCMV Specific Plan area, if required by the City in the future. Any onsite facilities to support the MVPD would occur in the impact area analyzed in this EIR and would not result in additional environmental impacts.

Additionally, the Project Applicant would be required to comply with the provisions of MVMC Title 3 related to DIF payments, which would be used for the purpose of acquiring, designing, constructing, improving, providing, and maintaining, police services facilities provided for in the General Plan and CIP, and would ensure the contribution of the Project’s fair share of the cost of these facilities. The required DIF payments for police services facilities are applicable to residential and commercial uses anticipated in the proposed TCMV Specific Plan.



The Project would not result in the result in the need for new or physically altered police facilities and no physical environmental impacts would result. Impacts would be less than significant.

C. School Services

Impacts to school services are primarily driven by increases in permanent population; therefore, student generation is estimated based on the number of proposed residential units. The development of additional dwelling units has the potential to place a greater demand on the existing public school system by generating additional students to be served by the MVUSD. As indicated in Table 4.15-3, *Project-Related Student Generation*, the development of up to 800 dwelling units would generate approximately 265 elementary school-aged students, 136 middle school-aged students, and 182 high school-aged students (583 total students).

Table 4.15-3 Project-Related Student Generation

School Type	Dwelling Units	Student Generation Rate	Project Generated Students
Elementary	800	0.3314	265
Middle	800	0.1702	136
High	800	0.2281	182
Total			583

Source: (City of Moreno Valley 2021a)

Based on the overall reduction in students in the MVUSD since 2009, it is anticipated that the Project's generation of elementary, middle, and high school students would be accommodated by existing and planned facilities, including the new Moreno Elementary School east of the Project site (across Nason Street), with capacity to accommodate 850 students.

The need for additional school facilities and related services is addressed through compliance with payment of required school impact fees. SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of impacts on school facilities in excess of fees set forth in Section 17620 of the *California Education Code*. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. The MVUSD would be able to collect these school impact fees for proposed development implementing the proposed TCMV Specific Plan. The State Legislature has declared that the payment of school impact fees constitutes full mitigation for the impacts generated by new development, per Section 65995 of the *California Government Code*. Since required impact fees would be paid, each future development project implementing the proposed TCMV Specific Plan would mitigate the impacts associated with its activities. Thus, the Project would not result in the need for new or physically altered school facilities and no physical environmental impacts would result. Impacts from implementation of the Project on school services in the MVSUD would be less than significant.



D. Library Services

The Project would result in an increase in the City's residential population; thus, the Project has the potential to increase the demand for other public facilities, including library services. Although the residents in the City are able to use any of the branches throughout the City's library system, the Main Branch is closest to the Project site (located approximately 1.4 miles to the west). In accordance with MVMC Chapter 3.38, the Project Applicant would be required to pay library improvement DIFs to contribute its fair share of costs for acquiring, designing, constructing, improving, providing and maintaining, the library facilities and improvements provided for in the General Plan and adopted CIP, and the library materials necessary or appropriate to serve residential development. The City does not require payment of library fees for non-residential uses; therefore, the required DIF payments for library services facilities and materials are applicable to residential uses anticipated in the proposed TCMV Specific Plan. The construction of new or physically altered library facilities is not required as a result of the Project and no physical impacts would occur. Impacts would be less than significant.

Threshold a: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:

iv. Parks

Threshold b: 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?

Implementation of the proposed TCMV Specific Plan would result in the development of up to 800 residential units and would generate a population of approximately 3,080 residents. Based on the City's established parkland ratio of 3.0 acres per 1,000 residents, the Project would generate a demand for approximately 9.2 acres of parkland. The proposed TCMV Specific Plan includes approximately 4.9 acres of designated park area, including an approximately 3.5-acre area to be centrally located and open to the public, and an approximately 1.3-acre linear park. The open space areas would provide recreational opportunities for the community. The location of parks near the commercial/civic uses would add an enhanced visitor and resident experience to the community as people can conveniently spend time in both the commercial and the park spaces. The parks would be constructed by the Project Applicant and operated/maintained by the City of Moreno Valley. The proposed onsite park facilities alone do not meet the parkland standards established in the General Plan. Therefore, in compliance with the MVMC Chapter 3.40, the parkland requirement for the Project would be met through a combination of dedication of land, provision of onsite recreational facilities, and payment of in-lieu fees. The provision of onsite private open space and recreational facilities may be credited against the parkland dedication and/or fee requirement at the discretion of the City. Until the onsite facilities are further defined and considered in the context of public outdoor spaces, the calculation of the "credit" for parkland cannot be made.



The provisions of the Quimby Act only apply to land acquisition and not park improvements. In compliance with MVMC Chapter 3.38, the Project Applicant would also pay the required DIF for residential uses, which are collected for the purposes of acquiring, designing, constructing, improving, providing, and maintaining, to the extent permitted by law, park improvements and recreation/community center facilities provided for in the General Plan and adopted CIP, or an adopted Master Plan of Parks and Recreation Facilities. The City does not require payment of park fees for non-residential uses. Therefore, the required DIF payments for park and recreation/community center facilities are applicable to residential uses anticipated in the proposed TCMV Specific Plan.

In summary, the proposed TCMV Specific Plan includes the implementation of park and recreational facilities into the proposed development; these facilities would be further defined in coordination with the City and included in the City's Master Plan of Parks and Recreation Facilities. Additionally, the Project Applicant would be required to pay required DIF for proposed residential uses. Therefore, the Project would result in a less than significant impact related to the need to provide new or expanded park and recreational facilities, and the potential for substantial physical deterioration of park and recreation facilities due to increased use would be less than significant.

Threshold c: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As discussed above, the proposed TCMV Specific Plan includes approximately 4.9 acres of designated park area. Additionally, recreational amenities would be provided onsite within residential neighborhoods for future residents. The potential impacts associated with construction and operation of onsite park and recreational facilities are addressed under the relevant issue area identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Implementation of the Project would not require the expansion of any existing recreational facilities outside of the TCMV Specific Plan area; therefore, no physical impacts associated with development of park facilities would result beyond those identified in this EIR for the Project, which includes onsite recreational facilities. Impacts to park and recreational facilities would be less than significant.

4.15.5 CUMULATIVE IMPACT ANALYSIS

Based on their inherent purpose, the provision of public services takes into consideration a larger service area than just individual project boundaries. Public services to the proposed TCMV Specific Plan area are provided by the MVFD, MVPD, MVUSD, Moreno Valley Public Library, and the Moreno Valley Park and Community Services Department. Implementation of the proposed TCMV Specific Plan would involve the development of up to 800 residential units and commercial/civic and park uses. This would result in an increase in the population (approximately 3,080 new residents) and employment opportunities for the City. The increase in population and employment would incrementally increase existing demands for public services.



A. Fire and Emergency Services

Future development in the City such as the proposed TCMV Specific Plan and cumulative development projects identified in EIR Section 4.0, *Environmental Analysis*, is expected to increase demand for fire protection services within the MVFD service area and would contribute to the need to expand facilities and operate such services. Pursuant to MVMC Title 3, each development project in the City would be required to pay applicable DIFs for fire protection facilities. By maintaining a consistent level of service through expansion or facility improvements, the MVFD would be able to ensure that its performance objectives are consistently met. As increases in demand would be incremental over time, the City and the MVFD would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases.

Additionally, new development in the City, would be required to comply with all applicable codes, ordinances and regulatory requirements, including the current edition of the CFC, regarding fire prevention and suppression measures, fire hydrants, automatic fire extinguishing systems, fire access, and water availability, among other measures. Future development in the City, including development and uses anticipated by the proposed TCMV Specific Plan, would also have to comply with applicable fire safety and fire access requirements to prevent fire incidents; to facilitate emergency response; and to reduce the demand for fire protection services. Individual projects would be reviewed by the MVFD to determine the specific fire requirements applicable to the development and to ensure compliance with these requirements. This further ensures an adequate level of service for fire protection and emergency services to residents in the MVFD service area.

Therefore, the Project's increased demand for fire protection services would not result in a cumulatively considerable contribution to a significant cumulative impact related to fire protection.

B. Police Services

As with fire protection services, future projects in the City, including development anticipated by the proposed TCMV Specific Plan, are expected to increase demand for police protection services and would contribute to the need to expand facilities and operate such services. Police staffing levels are in constant need of evaluation as the City population grows. Individual projects may not result in the need to increase staffing levels; however, combined development may result in a cumulative increase in police protection service requirements. Pursuant to MVMC Title 3, each development project in the City would be required to pay applicable DIFs for police services facilities. By maintaining a consistent level of service through expansion or facility improvements, the MVPD would be able to ensure that its performance objectives are consistently met. As increases in demand would be incremental over time, the City and the MVPD would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Therefore, the Project's increased demand for police protection services would not result in a cumulatively considerable contribution to a significant cumulative impact related to police protection.



C. Schools

Cumulative development in the MVUSD service area would generate an increase in student population in MVUSD schools. As school districts' enrollments expand, administrators must seek short-term and long-term remedies to accommodate those additional students. In recognition of these conditions, the State Legislature provided authority for school districts to assess impact fees for both residential and nonresidential development projects. Those fees, as authorized under Section 65995 of the *California Government Code*, are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure. The Legislature has declared that the payment of these fees constitutes full mitigation for the impacts generated by new development, per Section 65995 of the *California Government Code*. Since all development implemented pursuant to the proposed TCMV Specific Plan and other development proposed in the City and surrounding areas must pay its appropriate impact fees, each project would mitigate the impacts associated with its activities. Therefore, the Project's increased demand for school services would not result in a cumulatively considerable contribution to a significant cumulative impact related to schools.

D. Library Services

Future projects in the City, including development anticipated by the proposed TCMV Specific Plan, would increase the demand for library services and would contribute to the need to expand facilities and operate such services. Pursuant to MVMC Chapter 3.38, residential developments would be required to pay established DIFs for library facilities. Through adherence to requirements for payment of library impact fees, residential developments in the City would meet their demands for library services. Since individual development projects, including the Project, would mitigate their incremental impact on library services, the Project's increased demand for library services would not result in a cumulatively considerable contribution to a significant cumulative impact related to library services.

E. Parks and Recreation

Future residential development in the City and, including other proposed residential development such as that anticipated by the proposed TCMV Specific Plan, would contribute to the cumulative need for more recreational open space and park facilities generated by the increase in residents. As previously discussed, based on the estimated population generation for the proposed project (3,080 residents), approximately 9.2 acres of parkland would be needed to meet the City's established standard of 3.0 acres per 1,000 residents. Cumulative development within the City would generate a need for additional parkland.

The City has a number of regulations in place to address funding from new residential development for additional parkland and park improvements. Pursuant to the Quimby Act, MVMC Chapter 3.40 requires the dedication of land, payment of an in-lieu fee, or a combination of both for the provision of parks and recreational facilities for new residential developments. Additionally, pursuant to MVMC Title 3, residential developers would be required to pay established DIFs for community and recreation



center, and park facilities. Through adherence to requirements for provision of parkland and/or payment of fees, residential developments in the City would provide parks and recreational facilities to meet their demands.

Since individual development projects, including that anticipated by the proposed TCMV Specific Plan, would mitigate their incremental impact on parks and recreational facilities, the Project's increased demand for park and recreational facilities would not result in a cumulatively considerable contribution to a significant cumulative impact related to park and recreational facilities.

4.15.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The proposed TCMV Specific Plan would generate new residents and employees at the Project site, which is currently undeveloped, and would increase the demand for public services compared to existing conditions. With payment of mandatory DIFs pursuant to MVMC Title 3, payment of school impact fees, and adherence to requirements for the provision of parkland, the Project's potential impacts related to public services and facilities would be less than significant and the Project would not result in or require the construction of new or physically altered facilities. No physical impacts would occur and Project impacts related to fire, police, school, park and other public facilities would be less than significant.

Threshold b: Less Than Significant Impact. The total parkland demand for the Project (approximately 8.9 acres) would be accommodated by the park and recreational facilities anticipated by the proposed TCMV Specific Plan, and through mandatory compliance with the MVMC Chapter 3.40 of the MVMC, which requires the payment of park in-lieu fees in the event a project does not provide adequate parkland onsite. With adherence to requirements for the provision of parkland or payment of in-lieu fees, and payment of the required DIFs for park and community/recreation center facilities, which ensure that adequate park and recreational facilities are provided to serve Project residents, the Project would not result in the substantial physical deterioration or accelerate the deterioration of existing parks or recreational facilities and impacts would be less than significant.

Threshold c: Less Than Significant Impact. The proposed TCMV Specific Plan anticipates the development of park and recreational uses, and the physical impacts resulting from construction and operational of these uses is evaluated for each environmental topic in this EIR. No additional physical impacts would result and this impact would be less than significant.

4.15.7 MITIGATION

Impacts would be less than significant, and mitigation is not required.



4.16 TRANSPORTATION

This section assesses transportation impacts resulting from the implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under Section 4.16.2, *Regulatory Setting*, below, the California Natural Resources Agency (CNRA) adopted changes to the California Environmental Quality Act (CEQA) Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project’s transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by “level of service” (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. The City of Moreno Valley (City) has prepared the *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (June 2020), which were the basis for the analysis of transportation impacts conducted for the Project. With respect to the CEQA-required VMT analysis, the *Town Center at Moreno Valley Vehicle Miles Traveled (VMT) Analysis* (VMT Analysis), prepared by Urban Crossroads (Urban Crossroads 2024a), is provided in EIR *Technical Appendix L*.

Notwithstanding the VMT method of analysis for CEQA purposes, the City’s traffic study guidelines require a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. However, CEQA Guidelines Section 15064.3, effective January 1, 2019, “describes specific considerations for evaluating a project’s transportation impacts” and provides that, except for roadway capacity projects, “a project’s effect on automobile delay (or LOS)” shall not constitute a significant environmental impact” (CEQA Guidelines Section 15064.3[a]). As required by the City, the *Town Center at Moreno Valley Specific Plan (PEN21-0334 and PEN22-0077) Traffic Analysis, City of Moreno Valley (TIA)*, prepared by Urban Crossroads (Urban Crossroads 2025e), has been prepared for the Project. Information from the TIA has also been used to support the analysis of potential impacts related to other topical issues (e.g., air quality and health risk, greenhouse gas emissions, noise, etc.), as discussed in the respective sections of this EIR.

References used in this section are listed in EIR Section 7.0, *References*.

4.16.1 EXISTING CONDITIONS

A. Existing VMT

Currently, the Project site is undeveloped; thus, the Project site does not generate VMT.

B. Existing Roadway System

Regional access to the City is provided by Interstate (I)-215, which generally extends in a north-south direction and is located west of the City, and State Route (SR)-60, which extends east-west through the northern portion of the City. These highways are accessed by multiple on- and off-ramps throughout the City. The Project site is located approximately 1.1-mile south of the Nason Street/SR-60 interchange and approximately 5.3 miles east of the Alessandro Boulevard/ I-215 interchange.



The Project is bound by Alessandro Boulevard to the south, Cottonwood Avenue to the north, and Nason Street to the east; Bay Avenue terminates west of the Project site. Figure 4.16-1, *Existing Number of Through Lanes and Intersection Controls*, identifies intersections located near the Project site, the number of through traffic lanes for existing roadways, and the intersection traffic controls. Existing traffic on nearby roadways consists of both passenger vehicles and trucks passing through the area.

C. Existing Transit Services

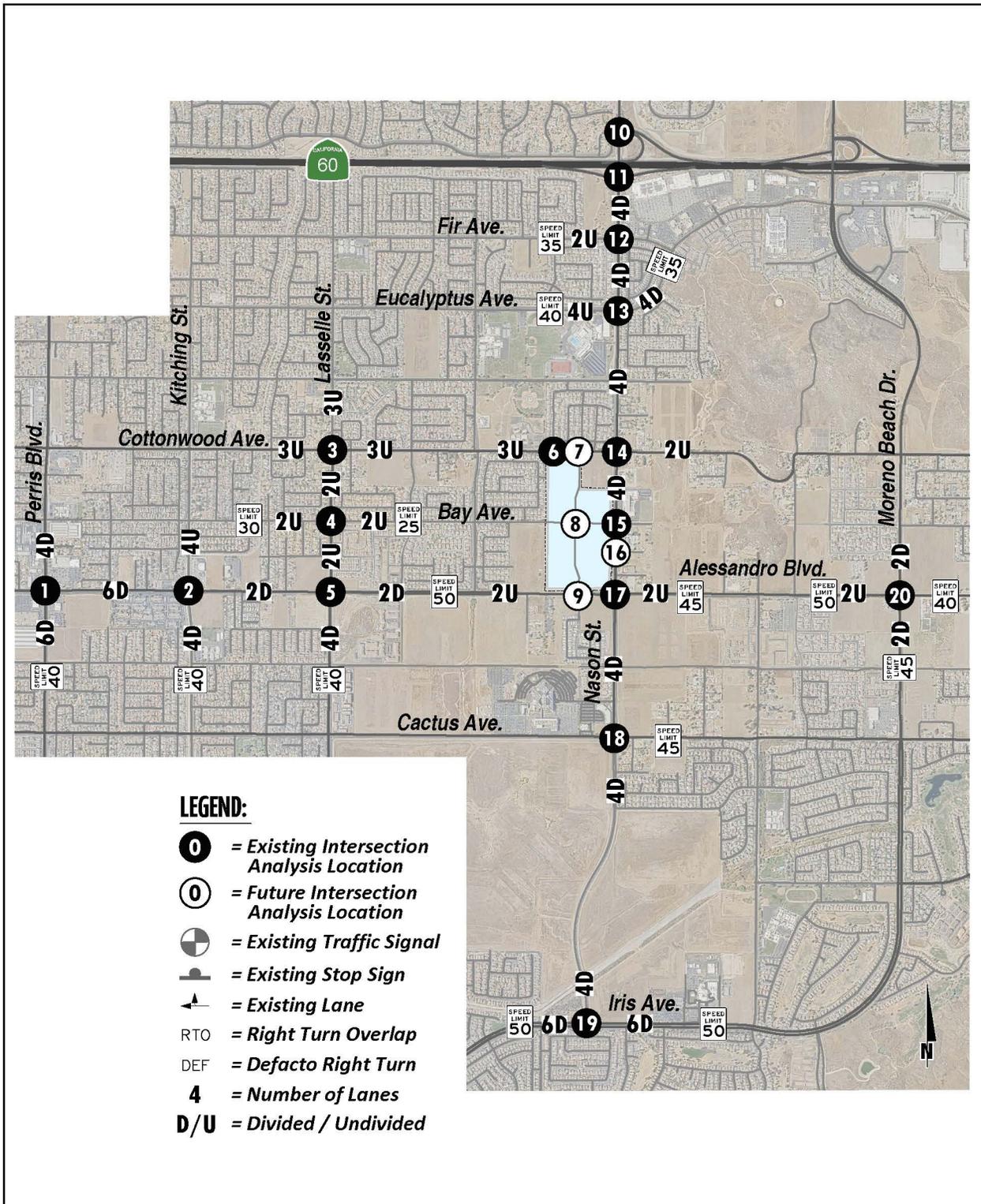
Transit service to the Project site and surrounding areas is primarily provided by the Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. RTA Routes 21, 31 and 40 run along portions of Alessandro Boulevard and Nason Street with bus stops along Nason Street (Route 31) and Alessandro Boulevard (Routes 21 and 40) adjacent to the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

The City is also served by Metrolink, a commuter rail service operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The City is served by the Moreno Valley/March Field Metrolink Station, at 14160 Meridian Parkway, located approximately 5.3 miles west of the Project site.

D. Existing Bicycle and Pedestrian Facilities

The City's existing and planned bicycle and pedestrian network in the vicinity of the Project site is shown in Figure 4.16-2, *Existing and Planned Bicycle and Pedestrian Network*. As shown, Nason Street, Cactus Avenue, Eucalyptus Avenue, Moreno Beach Drive, Alessandro Boulevard (west of Kitching Street), and Lasselle Street (south of Alessandro Boulevard) currently provide Class II bikeways (on-road, striped). Alessandro Boulevard along the Project site frontage is identified as a future Class II bikeway. Cottonwood Avenue provides an existing Class III bike route (signed, but not striped) west of Nason Street, and a planned Class III bike route east of Nason Street.

Figure 4.16-3, *Existing Pedestrian Facilities*, illustrates the existing crosswalks and existing sidewalks throughout the study area. To the north of the Project site, there is a sidewalk on both sides of Cottonwood Avenue between Morrison Avenue and Nason Street, and to the east of the Project site, there is a sidewalk on both sides of Nason Street between Cottonwood Avenue and Alessandro Boulevard. The sidewalks along Nason Street extend north and south of the Project site and crosswalks for each leg of the intersections at Cottonwood Avenue and Alessandro Boulevard. There are no sidewalks along either side of Alessandro Boulevard adjacent to the Project site (Urban Crossroads 2025e).



Source(s): Urban Crossroads (February 2025)

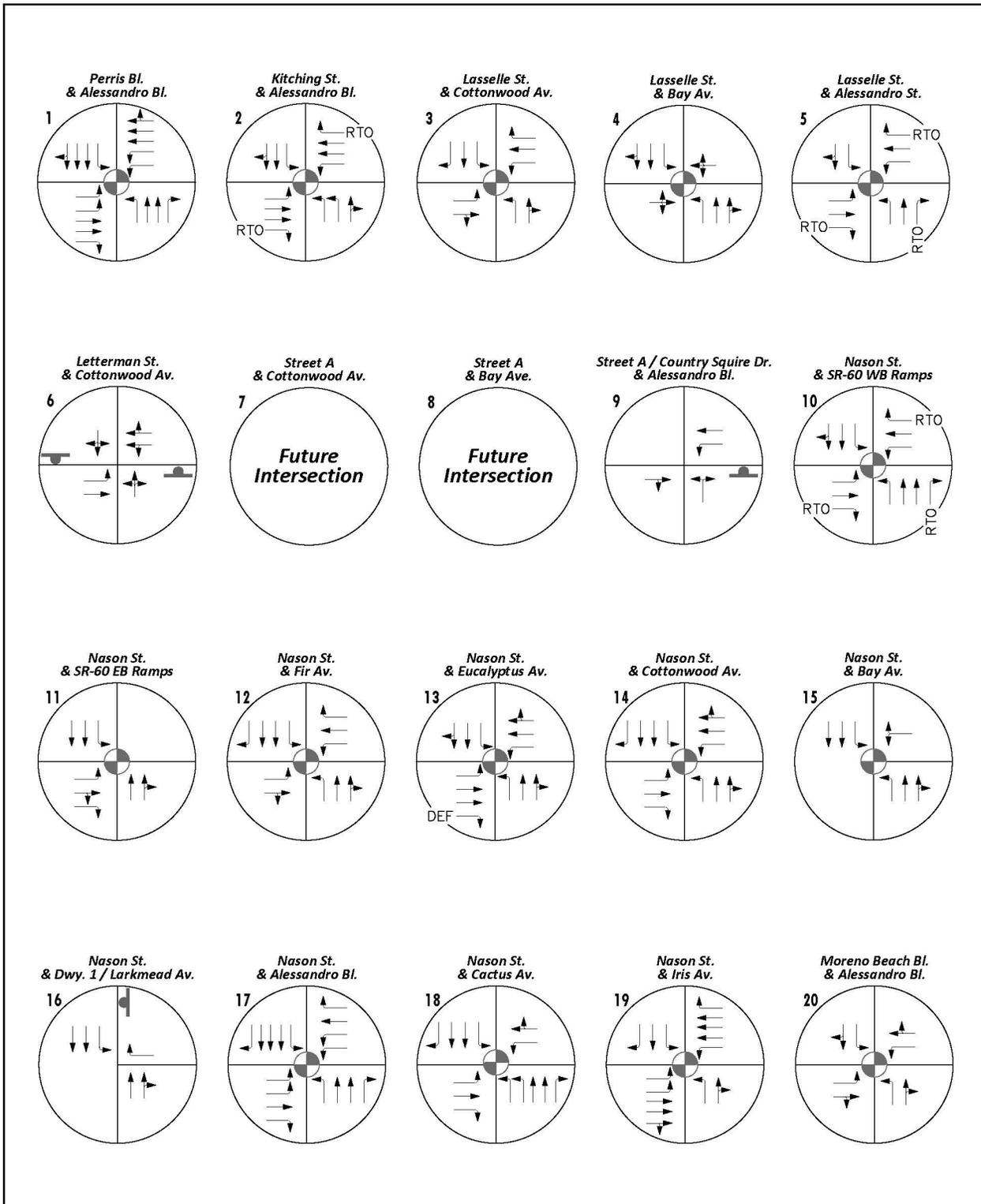
Figure 4.16-1A



Not to Scale



Existing Number of Through Lanes
and Intersection Controls



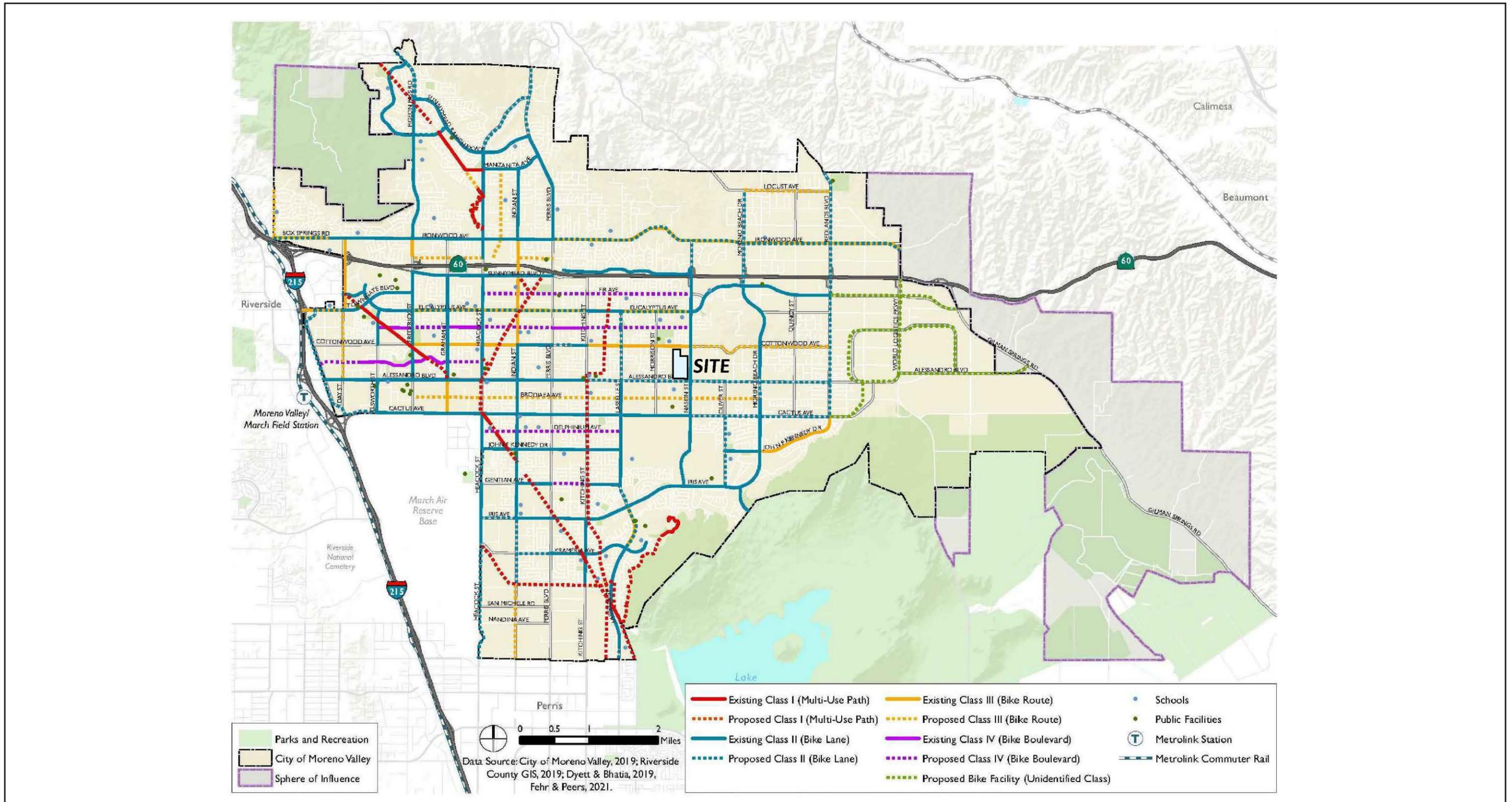
Source(s): Urban Crossroads (February 2025)

Figure 4.16-1B



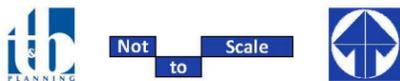
Not to Scale

Existing Number of Through Lanes
and Intersection Controls

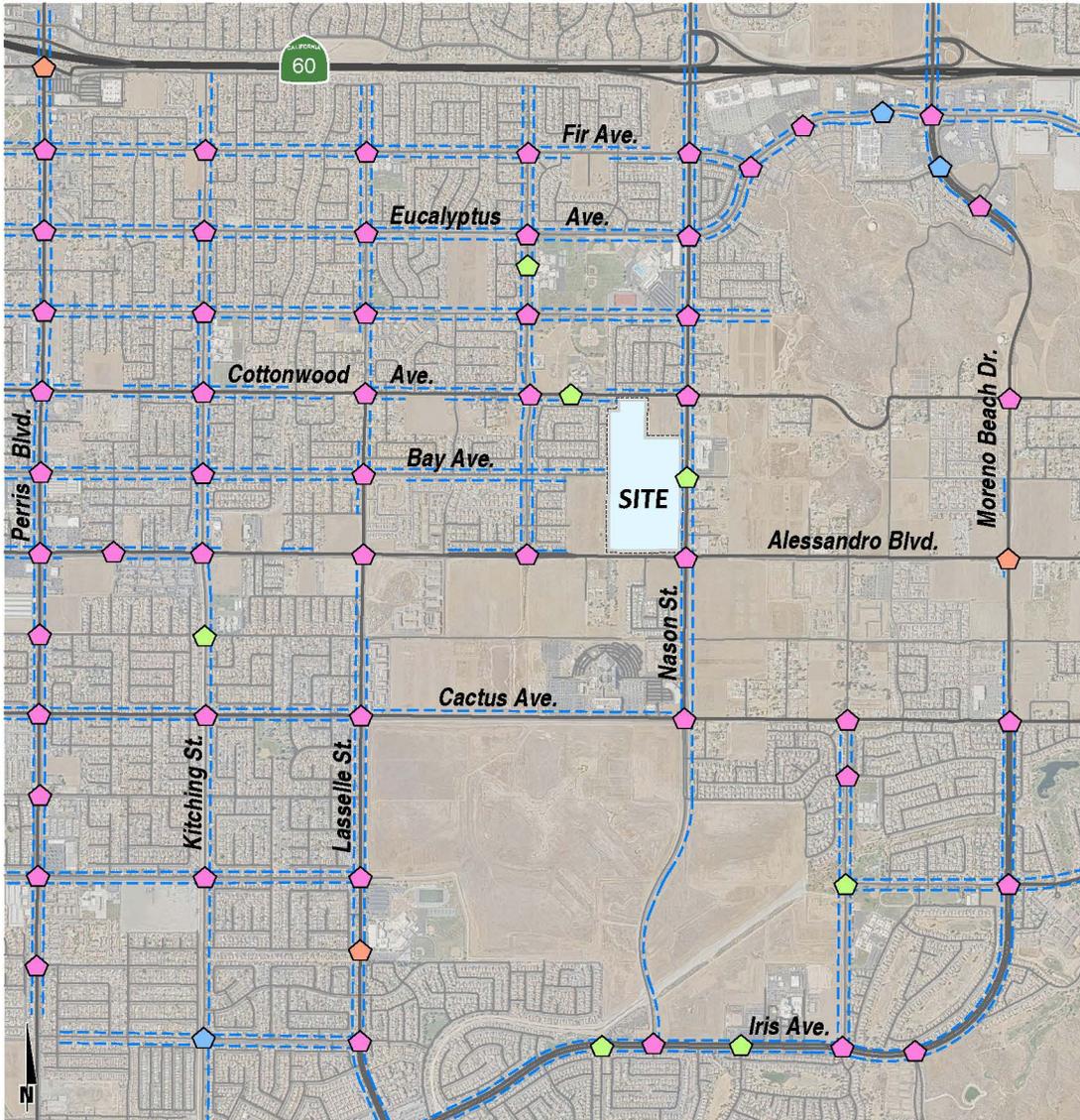


Source(s): Urban Crossroads (February 2025)

Figure 4.16-2



Existing and Planned Bicycle and Pedestrian Network



LEGEND:

-  = 1 Approach
-  = 2 Approaches
-  = 3 Approaches
-  = All Approaches
-  = Sidewalks

Source(s): Urban Crossroads (February 2025)

Figure 4.16-3



Not to Scale



Existing Pedestrian Facilities



4.16.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. Senate Bill 743 and VMT-Based Analysis

Senate Bill 743, which was codified in *Public Resources Code* (PRC) Section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to PRC Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the Office of Planning and Research (OPR) proposed, and the CNRA certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation.

The updated CEQA Guidelines include the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. The City adopted its VMT thresholds of significance and published its updated *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* on June 18, 2020. Pursuant to SB 743 and PRC Section 21099, the requirement for analyzing congestion impacts (i.e., LOS) for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR, and the metric for determining a significant impact under CEQA is based on VMT.

B. Regional Plans, Policies, and Regulations

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy

As further discussed in EIR Section 4.11, *Land Use and Planning*, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to *California Government Code* Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG’s regional authority. On April 4, 2024, SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; also referred to as Connect SoCal 2024) with goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. Connect SoCal 2024 represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through 2050. The plan details how the region will address its transportation and land use challenges and opportunities to achieve its regional emissions standards and GHG reduction targets. Connect SoCal 2024 builds



from the policy direction established in Connect SoCal 2020 as well as more recent policy direction from SCAG's Regional Council policy committees and special subcommittees to reflect emerging issues such as equity, resilience, and the economy. To achieve the goals of Connect SoCal 2024 (identified in EIR Section 4.11, *Land Use and Planning*, Table 4.11-2, *SCAG Connect SoCal Consistency Analysis*), a wide range of regional land use and transportation policies are included in Connect SoCal 2024. Connect So Cal 2024 identifies that the regional planning policies are a resource for County Transportation Commissions and local jurisdictions, who can refer to specific policies to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs. However, since there are no one-size-fits-all solutions in such a diverse region, it is up to local agencies to identify which policies are the most applicable regional planning policies. (SCAG 2024b)

2. *Transportation Uniform Mitigation Fee (TUMF) Program*

In 2000, the Western Riverside Council of Governments (WRCOG) established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that is collected by each WRCOG member agency, including the City. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RSHA). The TUMF program is administered by the WRCOG based upon a regional Nexus Study, which is intended to satisfy the requirements of the California Mitigation Fee Act (*California Government Code*, Sections 66000 et seq.) that mandates procedures for the administration of impact fee programs, including collection and accounting, reporting, and refunds. The Nexus Study is periodically reviewed and updated; the most recent update occurred in September 2024.

C. *Local Plans, Policies and Regulations*

1. *City of Moreno Valley General Plan Circulation Element*

The City's current (2006) General Plan Circulation Element is intended to guide the development of the City's circulation system in a manner that is compatible with the City's General Plan Land Use Element. The current Circulation Element addresses existing roadways, regional plans, the bikeway system, public transit, truck circulation, traffic LOS, and issues and opportunities.¹

To help meet traffic demands and achieve balanced growth, the City adopts specific goals and policies. The goals and policies addressing the City's circulation system, and the Project's consistency with these goals and policies are addressed in Table 4.16-3, *2006 General Plan Consistency Analysis* -

¹ The City's proposed 2040 General Plan Circulation Element, which the City is in the process of readopting, addresses Complete Streets, Roadway Classifications and the City's Circulation Diagram, LOS and VMT, Technology and the Future of Transportation, Intelligent Transportation Systems, Curbside Management, Parking, Local Issues (such as bypass traffic and school drop-offs/pick-ups), Emergency Access, Pedestrian and Bicycle Circulation, Public Transit, Transportation Demand Management, and Goods Movement.



Circulation, and Table 4.16-4, *Proposed 2040 General Plan Consistency Analysis - Circulation*. Following is a summary description of the roadway classifications for the major roadways within the area surrounding the Project site:

- **Divided Major Arterial:** Alessandro Boulevard (west of Nason Street), Moreno Beach Drive, and Iris Avenue
- **Divided Major Arterial - Reduced Cross Section:** Nason Street (south of Alessandro Boulevard)
- **Arterial:** Nason Street (north of Alessandro Boulevard, Eucalyptus Avenue and Lasselle Street)
- **Minor Arterial:** Fir Avenue (east of Nason Street), Cottonwood Avenue, Kitching Street, and Cactus Avenue

The proposed General Plan 2040 Circulation Element, which the City is in the process of readopting, has updated classifications for certain roadways. Notably, adjacent to the Project site, Alessandro Boulevard (east of Nason Street) and Nason Street are proposed to be designated Divided Arterials, and within the Project site Bay Avenue is proposed to be designated a Neighborhood Collector. (City of Moreno Valley 2021b)

2. *Moreno Valley Municipal Code (MVMC)*

MVMC Title 12, Chapter 12.36, Truck Routes, identifies portions of streets within the City that are designated as truck routes. In proximity to the Project site, the City has designated Alessandro Boulevard as a truck route from I-215 to the easterly City limits, including the segment adjacent to the project site. However, pursuant to MVMC Section 12.36.050, the MVMC does not prohibit vehicles exceeding the various maximum gross weights that are coming from a truck route from having ingress and egress by direct route to and from restricted streets when necessary for the purpose of making pickups or deliveries of goods, wares or merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used for construction of any building or structure upon such restricted streets for which a building permit has previously been obtained.

3. *City of Moreno Valley Bicycle Master Plan*

The City's Bicycle Master Plan, adopted in January 2015, is intended to bring City's plan into conformance with WRCOG's *Non-motorized Transportation Plan*, bring the City's bicycle planning up to date with the state of the practice to take advantage of the latest innovations, and to identify deficiencies and opportunities in the City's existing bicycle facility system. The Bicycle Master Plan presents a long-range plan for the provision of a safe, convenient, and efficient environment for bicycle travel in the City. As with the City's Circulation Element, the Bicycle Master Plan identifies an existing Class III bike route along Cottonwood Avenue and recommends a Class II bikeway along Nason Street and Alessandro Boulevard. As previously identified, the bikeways along both sides of Nason Street adjacent to the Project site have been completed.



4. City of Moreno Valley Development Impact Fee (DIF) Program

The City created its Development Impact Fee (DIF) program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding local improvements necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The identification of specific roadway and intersection improvement projects and the timing to use the DIF fees are established through periodic capital improvement programs which are overseen by the City's Public Works Department.

The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

4.16.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates transportation impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

- a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;*
- b) *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);*
- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- d) *Result in inadequate emergency access.*

4.16.4 PROJECT VEHICLE TRIP GENERATION AND DISTRIBUTION

As previously identified, information from the TIA has been used in this EIR to support the analysis of potential impacts related to vehicle trips generated by the Project (e.g., air quality emissions, greenhouse gas emissions, traffic-related noise, etc.), as discussed in the respective sections of this EIR. This supporting information includes Project vehicle trip generation and distribution. Vehicle trip generation represents the amount of traffic that is associated with a development project. Determining traffic generation for a specific project is, therefore, based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed by a given project. Project vehicle trips were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). The applicable trip generation rates by land use category for the Project are presented in Table 4.16-1, *Trip Generation Rates*, and the estimated trip generation summary for the Project are presented in Table 4.16-2, *Trip Generation Summary*.



As the Project is proposed to include shopping center and restaurant uses, pass-by percentages were used from the ITE Trip Generation Handbook (3rd Edition 2017). Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. Patrons of the uses may also visit other uses on site, including the restaurants, and retail uses, without leaving the site. The National Cooperative Highway Research Program’s (NCHRP Report 684) internal capture trip capture estimation tool has been utilized to determine the internal capture for the Project. The traffic reducing potential of public transit, walking, and/or bicycling have not been considered in the trip generation estimates. Essentially, the traffic projections are “conservative” in that these alternative travel modes might be able to reduce the forecasted traffic volumes. As shown in Table 4.16-2, the Project is anticipated to generate a total of 12,010 two-way trips per day with 1,000 AM peak hour trips and 1,189 PM peak hour trips (Urban Crossroads 2025e).

Table 4.16-1 Trip Generation Rates

Land Use ¹	ITE Code	AM Peak Hour			PM Peak Hour			Daily	
		Units ²	In	Out	Total	In	Out		Total
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
Hotel	310	Rooms	0.26	0.20	0.46	0.30	0.29	0.59	7.99
Park	411	AC	0.01	0.01	0.02	0.06	0.05	0.11	0.78
Library	590	TSF	0.71	0.29	1.00	3.92	4.24	8.16	72.05
General Office ³	710	TSF	1.62	0.30	1.92	0.32	1.55	1.87	12.70
Shopping Center (without Grocery)	821	TSF	1.07	0.66	1.73	2.54	2.65	5.19	67.52
Supermarket	850	TSF	1.69	1.17	2.86	4.48	4.47	8.95	93.84
High Turnover (Sit-Down) Restaurant	932	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast-Food Restaurant w/ Drive-Thru Window	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48

Source: (Urban Crossroads 2025e)

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² DU = dwelling units; TSF = thousand square feet; AC = acres



Table 4.16-2 Trip Generation Summary

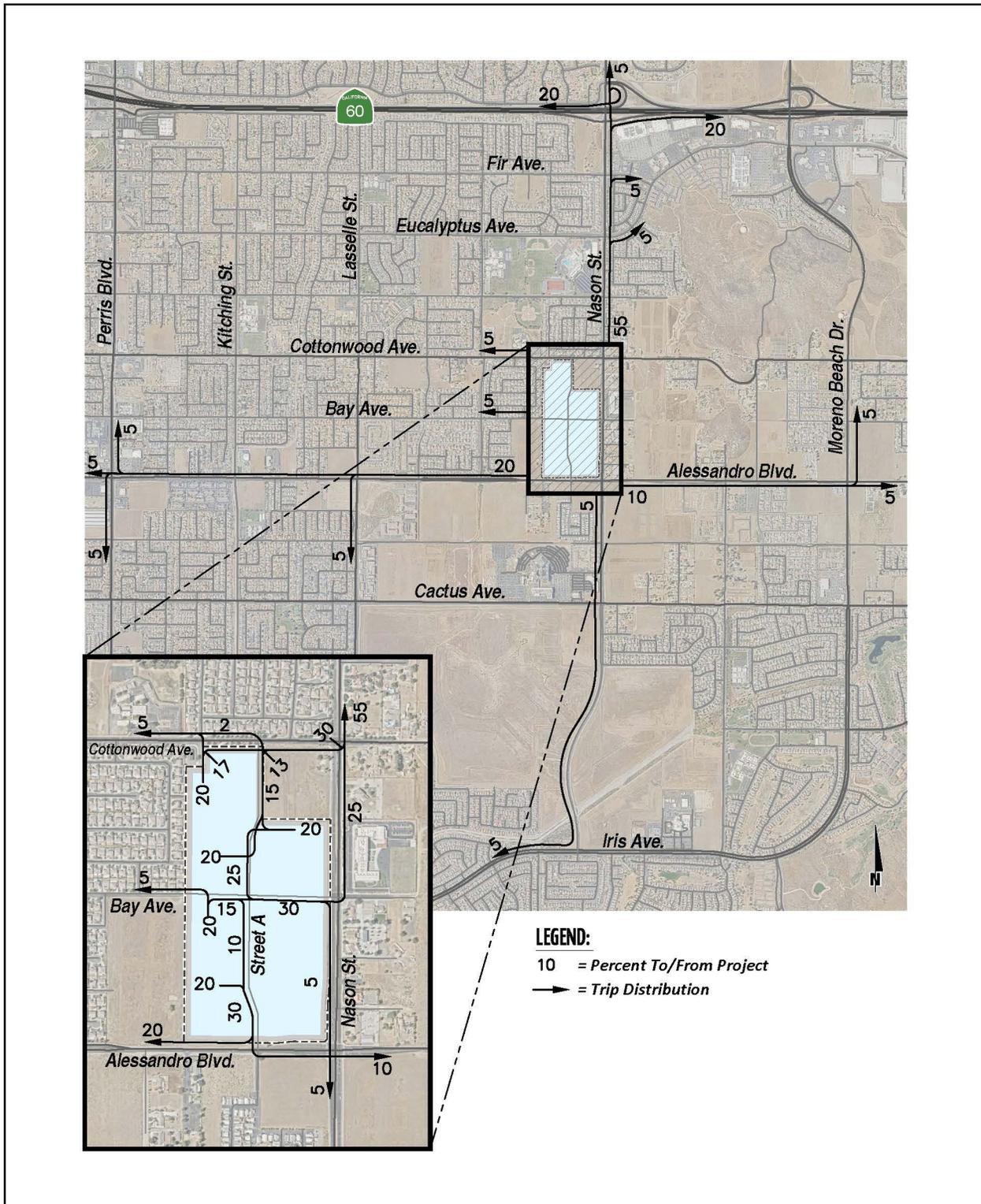
Land Use	Quantity	Units ¹	In	Out	Total	In	Out	Total	Daily
Single Family Detached Residential	800	DU	146	414	560	474	278	752	7,544
Park	4.8	AC	0	0	0	0	0	0	4
Internal Capture			-39	-9	-48	-72	-118	-190	-1,908
Residential Subtotal			107	405	512	402	160	562	5,640
Hotel	106	Rooms	27	21	48	32	31	63	848
Internal Capture			-6	-1	-7	-13	-17	-30	-404
Hotel Subtotal			21	20	41	19	14	33	444
General Office	15.000	TSF	24	5	29	5	23	28	192
City Library	30.000	TSF	21	9	30	118	127	245	2,162
Internal Capture			-13	-10	-23	-35	-21	-56	-484
Office Subtotal			32	4	36	88	129	217	1,870
High Turnover (Sit-Down) Restaurant	16.660	TSF	88	72	160	92	59	151	1,786
Fast-Food Restaurants w/ Drive-Thru Window	3.500	TSF	80	77	157	60	55	115	1,636
Internal Capture			-24	-57	-81	-79	-76	-155	-1,996
Sit-Down Pass-by Reduction (43% PM/Daily)			0	0	0	-14	-14	-28	-468
Fast-Food Pass-by Reduction (50% AM; 55% PM/Daily)			-10	-10	-20	-3	-3	-6	-186
Restaurant Subtotal			134	82	216	56	21	77	772
Commercial Retail	60.890	TSF	65	40	105	155	161	316	4,112
Supermarket	45.000	TSF	76	53	129	202	201	403	4,224
Pass-by Reduction (40% PM/Daily)			0	0	0	-43	-43	-86	-1,020
Pass-by Reduction (24% PM/Daily)			0	0	0	-33	-33	-66	-556
Commercial Retail Subtotal			124	71	195	131	169	300	3,284
Project Buildout Total			418	582	1,000	696	493	1,189	12,010

Source: (Urban Crossroads 2025e)

¹ DU = dwelling units; TSF = thousand square feet; AC = acres

Note: Internal capture is per the NCHRP 684.

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where Project traffic would distribute. The Project's trip distribution patterns are presented in Figure 4.16-4, *Residential Trip Distribution*, Figure 4.16-5, *Non-Residential Trip Distribution*, and Figure 4.16-6, *Hotel Trip Distribution*.



Source(s): Urban Crossroads (February 2025)

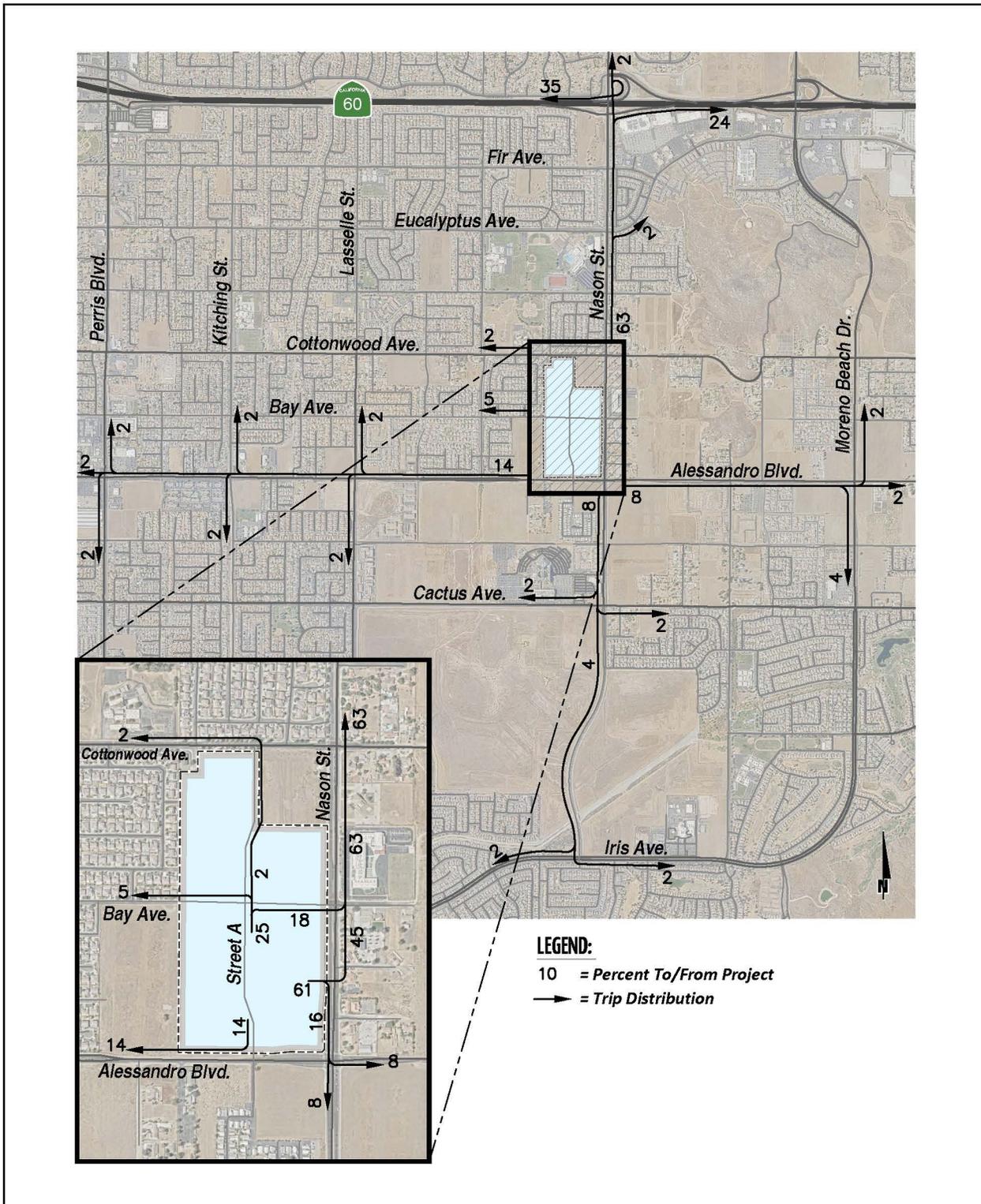
Figure 4.16-4



Not to Scale



Residential Trip Distribution



Source(s): Urban Crossroads (February 2025)

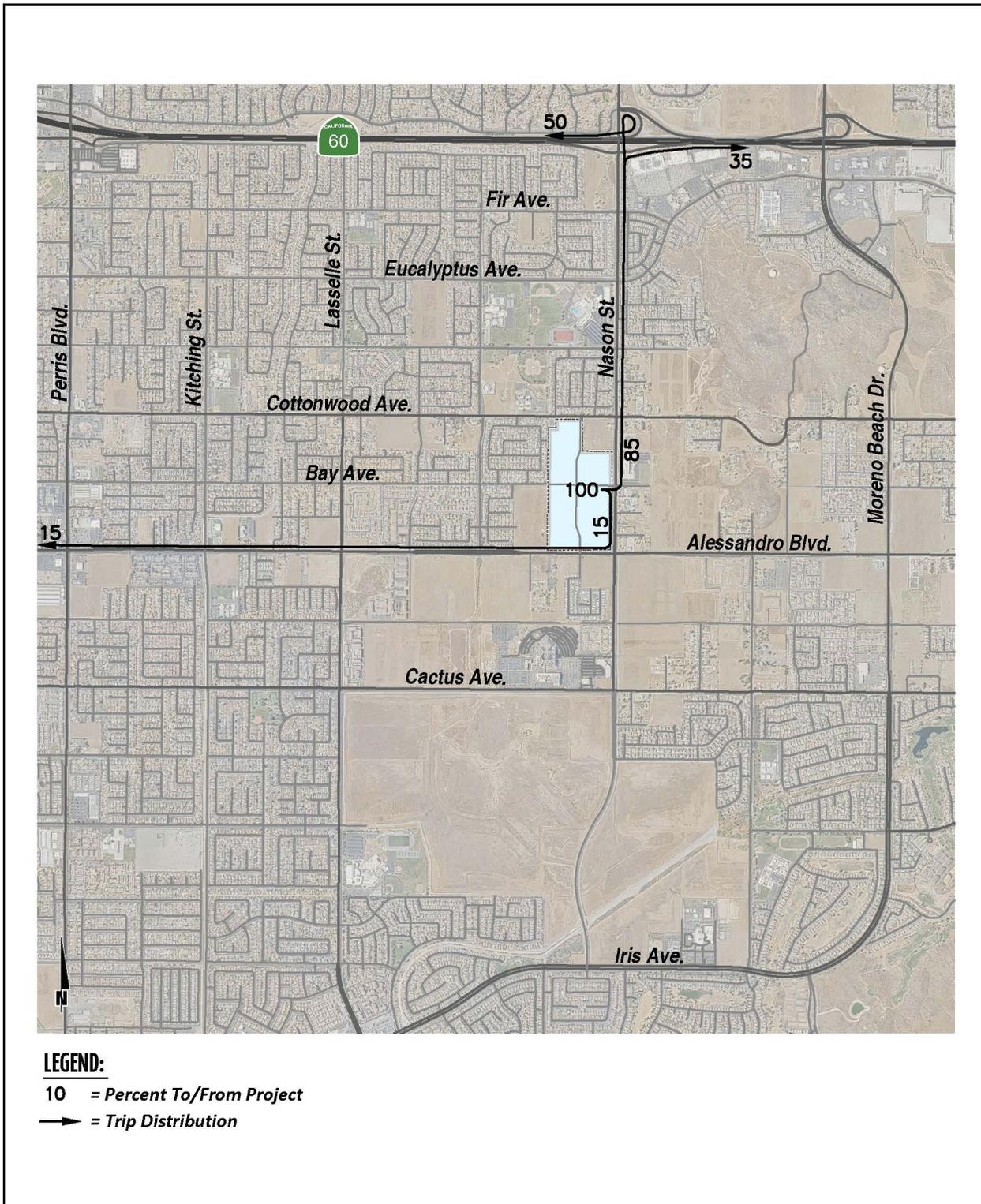
Figure 4.16-5



Not to Scale



Non-Residential Trip Distribution



Source(s): Urban Crossroads (February 2025)

Figure 4.16-6



Not to Scale



Hotel Trip Distribution



4.16.5 IMPACT ANALYSIS

Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

A. Regional

1. Connect SoCal 2024 (2024-2050 RTP/SCS)

The fundamental goals of SCAG’s *Connect SoCal* are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. EIR Section 4.11, *Land Use and Planning*, addresses the Project’s consistency with Connect SoCal 2024. As demonstrated through that analysis, implementation of the Project would be consistent with applicable regional planning goals of SCAG’s Connect SoCal 2024, including policies related to complete streets, transit and multimodal integration, transportation demand management, safety, priority development areas, housing the region, and 15-minute communities.

B. Local

1. 2006 General Plan

The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR 2017). Table 4.16-3, *2006 General Plan Consistency Analysis - Circulation*, provides an analysis of the Project’s consistency with applicable current 2006 General Plan Circulation Element policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and related policies provided in other General Plan elements. Table 4.16-4, *Proposed 2040 General Plan Consistency Analysis - Circulation*, addresses the Project’s consistency with applicable transportation/circulation related policies outlined in the City’s proposed 2040 General Plan Circulation Element, which the City is in the process of readopting.

As identified, the Project does not conflict with any policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.



Table 4.16-3 2006 General Plan Consistency Analysis - Circulation

Goals/Policies	Project Consistency
Circulation Element	
<i>Objective 5.1: Create a safe, efficient and neighborhood friendly street system.</i>	
Policy 5.1.1: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.	<p>No Conflict. Site plans and associated circulation plans for projects implementing the proposed TCMV Specific Plan would be designed in accordance with applicable City requirements for accommodating turning movements, and non-vehicular modes of transportation. As required by the proposed TCMV Specific Plan, driveway access to parcels would provide safe vehicular movement and prevent traffic congestion by minimizing pedestrian/bicycle, as well as vehicular conflicts, and providing safe and thoughtful pedestrian paths of travel through parking lots. Where possible, curb-separated sidewalks, on-street bicycle lanes, and off-street paseos would be implemented.</p>
Policy 5.1.2: Plan the circulation system to reduce conflicts between vehicular, pedestrian and bicycle traffic.	
Policy 5.1.3: Require adequate off-street parking for all developments.	<p>No Conflict. The proposed TCMV Specific Plan includes parking standards for the proposed residential and commercial uses to ensure there is sufficient parking provided within the Specific Plan area for proposed uses. To facilitate traffic calming, on-street parking would be allowed along the on-site public roadways (Bay Avenue and the new north-south street), as allowed by the City.</p>
Policy 5.1.4: Driveway placement shall be designed for safety and to enhance circulation wherever possible.	<p>No Conflict. As identified in EIR Section 3.0, <i>Project Description</i>, and shown in Figure 3-7, Project Access, the primary access to the Project site would be limited to the new public roadway extending between Cottonwood Avenue and Alessandro Boulevard, Bay Avenue, Letterman Street, and a driveway access for the commercial area from Nason Street that would align with Larkmead Court on the east side of Nason Street. The new public roadways would provide access to the residential, commercial/civic, and park uses, and site adjacent roadways and access improvements are described in EIR Section 3.0. The site plans for developments implementing the proposed TCMV Specific Plan would be designed in compliance with TCMV Specific Plan design standards, City requirements, and City’s policies for access, as applicable. To ensure compliance with established requirements, and consistent with the City’s standard practice, future site plans would include detailed information about proposed access locations based on the actual location of proposed uses, and the access studies would be required through conditions of</p>



Goals/Policies	Project Consistency
	approval to confirm sufficient capacity, stacking, and safety measures.
Policy 5.1.5: Incorporate American Disability Act (ADA) and Title 24 requirements in roadway improvements as appropriate.	No Conflict. The proposed on-site roadways and off-site roadway improvements would be designed in accordance with applicable ADA and Title 24 requirements.
Policy 5.1.6: Design new developments to provide opportunity for access and circulation to future adjacent developments.	No Conflict. The Project allows access from existing development to the east via Bay Avenue and for future development along Alessandro Boulevard. Access from future development to the north is provided along A Street and Nason Street.
Objective 5.2: Implement access management policies.	
Policy 5.2.1: Locate residential units with access from local streets. Minimize direct residential access from collectors. Prohibit direct single-family driveway access on arterials and higher classification roadways.	No Conflict. As identified in EIR Section 3.0, <i>Project Description</i> , and shown in Figure 3-7, Project Access, the primary access to the proposed residential areas would be limited to the new public roadway extending between Cottonwood Avenue and Alessandro Boulevard, Bay Avenue, and Letterman Street. There would not be direct access to residential units from these roadways or from Alessandro Boulevard, Nason Street, or Cottonwood Avenue.
Policy 5.2.2: Feed short local streets into collectors.	No Conflict. To ensure compliance with established requirements, and consistent with the City’s standard practice, future site plans would include detailed information about proposed access locations based on the actual location of proposed uses, and the access studies would be required through conditions of approval to confirm sufficient capacity, stacking, and safety measures.
Policy 5.2.3: Encourage the incorporation of traffic calming design into local and collector streets to promote safe vehicle speeds.	No Conflict. To facilitate traffic calming, on-street parking would be allowed along the on-site public roadways (Bay Avenue and the new north-south street), as allowed by the City, and a roundabout is proposed at the intersection of these new streets. Additional traffic calming measures would be incorporated into site plans for development projects implementing the proposed TCMV Specific Plan, as required by the City during site plan review.
Policy 5.2.4: Design new subdivisions to minimize the disruptive impact of motor vehicles on local streets. Long, broad and linear streets should be avoided. Residential streets should be no wider than 40 feet, and should have an uninterrupted length of less than one half mile. Curvilinear streets and cul-de-sacs are preferred. Streets within the subdivision should be designed to facilitate access to residences and to discourage through traffic.	No Conflict. The site plans for developments implementing the proposed TCMV Specific Plan, including street design, would be designed in compliance with TCMV Specific Plan design standards, City requirements, and City policies.



Goals/Policies	Project Consistency
<p>Objective 5.3: Maintain Level of Service (LOS) “C” on roadway links, wherever possible, and LOS “D” in the vicinity of SR 60 and high employment centers. Figure 9-2 depicts the LOS standards that are applicable to all segments of the General Plan Circulation Element Map.</p>	
<p>Policy 5.3.1: Obtain right-of-way and construct roadways in accordance with the designations shown on the General Plan Circulation Element Map and the City street improvement standards.</p>	<p>No Conflict. As described in EIR Section 3.0, <i>Project Description</i>, the on-site public roadways would be constructed to their full width. The southern portion of Cottonwood Avenue would be constructed to its ultimate half-width as a Minor Arterial; the northern portion of Cottonwood Avenue is already constructed. Alessandro Boulevard would be constructed to its ultimate half-width as a Divided Major Arterial. The ultimate half-width of Nason Street as a Divided Arterial has been constructed; however, any curb and gutter and sidewalk modifications to accommodate site access along Nason Street would be implemented as part of the Project.</p>
<p>Policy 5.3.2: Wherever feasible, promote the development of roadways in accordance with the City standard roadway cross-sections, as shown in Figure 9-3. Cross-sections range from two-lane undivided roadways to 8-lane divided facilities.</p>	<p>No Conflict. As required by the City, the Project Applicant would pay the required TUMF, DIF, and fair share improvement fees as a condition of Project approval.</p>
<p>Policy 5.3.5: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts. For this purpose, require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.</p>	<p>No Conflict. As previously identified, LOS is no longer the metric for determining a project’s transportation impacts pursuant to CEQA; however, the City’s traffic study guidelines require a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. The required traffic study has been prepared and required improvements to address deficiencies have been identified. Implementation of required improvements would be a condition of approval.</p>
<p>Policy 5.3.6: Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible mitigation measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate left-turn and right-turn lanes at intersections, or other improvements.</p>	<p>No Conflict. As previously identified, LOS is no longer the metric for determining a project’s transportation impacts pursuant to CEQA; however, the City’s traffic study guidelines require a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. The required traffic study has been prepared and required improvements to address deficiencies have been identified. Implementation of required improvements would be a condition of approval.</p>
<p>Objective 5.5: Maximize efficiency of the local circulation system by using appropriate policies and standards to design, locate and size roadways.</p>	
<p>Policy 5.5.1: Space Collectors between higher classification roadways within development areas at appropriate one-quarter mile intervals.</p>	<p>No Conflict. Bay Avenue, which would be constructed east-west through the Project site as a Neighborhood Collector, is located between Cottonwood Avenue (a designated Minor Arterial) and Alessandro Boulevard (a designated Divided Major Arterial adjacent to the Project site. Bay Avenue is approximately 0.25 mile from each of these roadways.</p>
<p>Policy 5.5.2: Provide dedicated left-turn lanes at all major intersections on minor arterials and higher classification roadways.</p>	<p>No Conflict. As required by the City, a traffic study has been prepared for the Project. The traffic study identifies intersection improvements needed to accommodate site</p>



Goals/Policies	Project Consistency
	access and maintain acceptable peak hour operations for the Project. This includes recommendations for intersection improvements, including left-turn lanes, as needed.
Policy 5.5.3: Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.	No Conflict. Refer to the consistency analysis for Policy 5.1.4 above, which addresses site access.
Policy 5.5.4: Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.	
Policy 5.5.5: Design streets and intersections in accordance with the Moreno Valley Municipal Code.	No Conflict. As identified in the proposed TCMV Specific Plan, except as otherwise approved, the on-site private roadway system would be constructed to meet City requirements. Alternative residential street sections may be approved by the City Engineer provided the alternate designs are functional through supportive analysis provided by a qualified traffic consultant. Further, site-adjacent roadway and intersection improvements would be designed in accordance with the Moreno Valley Municipal Code.
Policy 5.5.6: Consider the overall safety, efficiency and capacity of street designs as more important than the location of on-street parking.	No Conflict. To facilitate traffic calming, on-street parking would be allowed along the on-site public roadways (Bay Avenue and the new north-south street), as allowed by the City.
Policy 5.5.7: For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.	No Conflict. Refer to the consistency analysis provided for Policy 5.3.1, which addresses the roadway improvements that would be constructed as part of the Project.
Policy 5.5.8: Whenever possible, require private and public land developments to provide on-site and off-site improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system. The City may require developers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	No Conflict. Refer to the consistency analysis provided for Policy 5.3.6, which addresses the traffic study prepared for the Project.
Policy 5.5.10: Provide adequate sight distances for safe vehicular movement at all intersections and driveways.	No Conflict. Sight distance at each project access point would be reviewed with respect to standard Caltrans and City of Moreno Valley sight distance standards in effect



Goals/Policies	Project Consistency
	at the time of preparation of final grading, landscape, and street improvement plans.
Objective 5.8: Encourage development of an efficient public transportation system for the entire community.	
Policy 5.8.4: Ensure that all new developments make adequate provision for bus stops and turnout areas for both public transit and school bus service.	No Conflict. RTA would serve the proposed development. Currently, there are bus stops on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwest corner of the Specific Plan area). Potential new bus routes and bus stops may be implemented within the Project site with the specific locations to be determined in coordination with RTA during the processing of site development plans. Bus stops would incorporate features to encourage transit use such as lighting, shading, ample seating spaces, landscaping and would be reviewed and approved by RTA and the City.
Policy 5.8.5: Continue on-going coordination with transit authorities toward the expansion of transit facilities into newly developed areas.	
Objective 5.9: Support and encourage development of safe, efficient and aesthetic pedestrian facilities.	
<p>Policy 5.9.1: Encourage walking as an alternative to single occupancy vehicle travel, and help ensure the safety of the pedestrian as follows:</p> <p>(a) All new developments shall provide sidewalks in conformance with the City's streets cross-section standards, and applicable policies for designated urban and rural areas.</p> <p>(b) The City shall actively pursue funding for the infill of sidewalks in developed areas. The highest priority shall be to provide sidewalks on designated school routes.</p>	No Conflict. The proposed TCMV Specific Plan encourages multi-modal circulation systems with an internal focus on pedestrian activity. Driveway access to parcels would provide safe vehicular movement and prevent traffic congestion by minimizing pedestrian/bicycle and vehicular conflicts, and providing safe and thoughtful pedestrian paths of travel through parking lots. Where possible, curb-separated sidewalks, on-street bicycle lanes, and off-street paseos would be implemented. The proposed linear park along A Street would be an extension of the proposed central park; would have pathways for pedestrian travel; and would offer the ability to recreate, picnic, socialize in the open air.
Policy 5.9.2: Walkways shall be designed to minimize conflicts between vehicles and pedestrians.	
Policy 5.9.3: Where appropriate, provide amenities such as, but not limited to, enhanced paving, seating, and landscaping to enhance the pedestrian experience.	
Policy 5.9.4: Require the provision of convenient and safe pedestrian access to buildings from the public sidewalk.	
Objective 5.10: Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The Moreno Bikeway Plan is shown in Figure 9-4.	
Policy 5.10.1: Bikeways shall link residential neighborhood areas with parks, employment centers, civic and commercial areas, and schools.	No Conflict. There is an existing Class II bikeway and sidewalk along Nason Street adjacent to the Project site, and a planned Class II bikeway and sidewalk along Alessandro Boulevard, which would be constructed as part of the Project. A Class III bikeway and sidewalk are planned along Cottonwood Avenue, which would also be constructed as part of the Project. The proposed on-
Policy 5.10.2: Integrate bikeways, consistent with the Bikeway Plan, with the circulation system and maintain Class II and III bikeways as part of the City's street system.	



Goals/Policies	Project Consistency
Policy 5.10.4: Link local bikeways with existing and planned regional bikeways.	site circulation system would provide direct connections to these bikeways and sidewalks to encourage and facilitate bicycle and pedestrian travel within the area.
<i>Objective 5.11: Eliminate obstructions that impede safe movement of vehicles, bicyclists, and pedestrians.</i>	
<p>Policy 5.11.1: Landscaping adjacent to City streets, sidewalks and bikeways shall be designed, installed and maintained so as not to physically or visually impede public use of these facilities.</p> <p>(a) The removal or relocation of mature trees, street trees and landscaping may be necessary to construct safe pedestrian, bicycle and street facilities.</p> <p>(b) New landscaping, especially street trees shall be planted in such a manner to avoid overhang into streets, obstruction of traffic control devices or sight distances, or creation of other safety hazards.</p>	No Conflict. Sight distance at each project access point would be reviewed with respect to standard Caltrans and City of Moreno Valley sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.
Policy 5.11.2: Driveways shall be designed to avoid conflicts with pedestrian and bicycle travel.	No Conflict. Refer to the consistency analysis for Policy 5.1.1, which addresses driveway access design.
<i>Objective 5.12: Promote efficient circulation planning for all school sites that will maximize pedestrian safety, and minimize traffic congestion and neighborhood impacts.</i>	
Policy 5.12.1: Coordinate with school districts to identify suggested pedestrian routes within existing and new subdivisions for school children to walk to and from schools and/or bus stops.	No Conflict. The Project site is located south of the Moreno Valley Unified School District Early Learning Academy (located north of Cottonwood Avenue) and west of Moreno Elementary School (located east of Nason Street). The Project’s roadway improvements would be designed to ensure safe access to these schools. Further, as discussed above, the Project would include sidewalks on site that would provide connections to site-adjacent roadways and nearby bus stops.



Table 4.16-4 Proposed 2040 General Plan Consistency Analysis - Circulation

Goals/Policies	Project Consistency
Circulation Element	
Goal C-2: Plan design, construct, and maintain a local transportation network that provides safe and efficient access throughout the City and optimizes travel by all modes.	
<p>C.2-1: Design, plan, maintain, and operate streets using complete streets principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. Encourage street connectivity that aims to create a comprehensive, integrated, connected network for all modes.</p> <p>C.2-2: Implement a layered network approach by prioritizing conflicting modes, such as trucks and bicyclists, on alternative parallel routes to provide safe facilities for each mode.</p>	<p>No Conflict. While these policies are intended to guide City actions and are not particularly applicable to individual development projects, the Project would not conflict with these policies. As discussed in EIR Section 3.0, <i>Project Description</i>, the Project would involve the construction of public roadways within the Project site (extension of Bay Avenue and construction of a north-south road between Cottonwood Avenue and Alessandro Boulevard), and completion of roadway improvements for site adjacent roadways. The roadway improvements would be implemented in accordance with City standards for the respective General Plan roadway classifications as outlined in the Circulation Element and Circulation Diagram and would provide connectivity in the area for vehicular and non-vehicular modes of travel.</p>
<p>C.2-4: Space Collectors between higher classification roadways within development areas at appropriate one-quarter mile intervals.</p>	<p>No Conflict. Bay Avenue, which would be constructed east-west through the Project site as a Neighborhood Collector, is located between Cottonwood Avenue (a designated Minor Arterial) and Alessandro Boulevard (a designated Divided Major Arterial adjacent to the Project site. Bay Avenue is approximately 0.25 mile from each of these roadways.</p>
<p>C.2-5: Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.</p> <p>C.2-6: Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.</p>	<p>No Conflict. As identified in EIR Section 3.0, <i>Project Description</i>, and shown in Figure 3-7, <i>Project Access</i>, the primary access to the Project site would be limited to the new public roadway extending between Cottonwood Avenue and Alessandro Boulevard, Bay Avenue, Letterman Street, and a driveway access for the commercial area from Nason Street that would align with Larkmead Court on the east side of Nason Street. The new public roadways would provide access to the residential, commercial/civic, and park uses, and site adjacent roadways and access improvements are described in EIR Section 3.0. The site plans for developments implementing the proposed TCMV Specific Plan would be designed in compliance with TCMV Specific Plan design standards, City requirements, and City’s policies for access, as applicable. To ensure compliance with established requirements, and consistent with the City’s standard practice, future site plans would include detailed</p>



Goals/Policies	Project Consistency
	information about proposed access locations based on the actual location of proposed uses, and the access studies would be required through conditions of approval to confirm sufficient capacity, stacking, and safety measures. Therefore, there would not be any conflicts related to site access and circulation.
C.2-7: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.	No Conflict. Site plans and associated circulation plans for projects implementing the proposed TCMV Specific plan would be designed in accordance with applicable City requirements for accommodating turning movements, and non-vehicular modes of transportation. As required by the proposed TCMV Specific Plan, driveway access to parcels would provide safe vehicular movement and prevent traffic congestion by minimizing pedestrian/bicycle, as well as vehicular conflicts, and providing safe and thoughtful pedestrian paths of travel through parking lots. Where possible, curb-separated sidewalks, on-street bicycle lanes, and off-street paseos would be implemented.
C.2-8: For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.	No Conflict. As described in EIR Section 3.0, <i>Project Description</i> , the on-site public roadways would be constructed to their full width. The southern portion of Cottonwood Avenue would be constructed to its ultimate half-width as a Minor Arterial; the northern portion of Cottonwood Avenue is already constructed. Alessandro Boulevard would be constructed to its ultimate half-width as a Divided Major Arterial. The ultimate half-width of Nason Street as a Divided Arterial has been constructed; however, any curb and gutter and sidewalk modifications to accommodate site access along Nason Street would be implemented as part of the Project.
C.2-9: Require connectivity and accessibility to a mix of land uses that meets residents' daily needs within walking distance. Typically, this means creating walkable neighborhoods with block lengths between 330 feet and 660 feet in length, based on divisions of the square mile grid on which the city is laid out.	No Conflict. The proposed TCMV Specific Plan promotes a mixed-use environment that encourages walking. Blocks and buildings would be designed to encourage pedestrian activity rather than discourage it. Such methods include appropriate block and building length, streetscape, and proximity to commercial/civic and park uses from the proposed residential uses.
C.2-10: Ensure that complete streets applications integrate the neighborhood and community identity into the street design and retrofits. This can include special provisions for pedestrians and bicycles that complement the context of each community.	No Conflict. The proposed TCMV Specific Plan Design Guidelines promote development, which is pedestrian-oriented, interconnected, and encourages sustainable neighborhood design principles. There is an existing Class II bikeway and sidewalk along Nason Street adjacent to the Project site, and a planned Class II bikeway and sidewalk along Alessandro Boulevard, which would be constructed as part of the Project. A Class III bikeway and sidewalk are planned along



Goals/Policies	Project Consistency
	Cottonwood Avenue, which would also be constructed as part of the Project. The proposed on-site circulation system would provide direct connections to these bikeways and sidewalks to encourage and facilitate bicycle and pedestrian travel within the area.
C.2-11: Incorporate traffic calming design into local and collector streets to promote safer streets.	No Conflict. To facilitate traffic calming, on-street parking would be allowed along the on-site public roadways (Bay Avenue and the new north-south street), as allowed by the City, and a roundabout is proposed at the intersection of these new streets. Additional traffic calming measures would be incorporated into site plans for development projects implementing the proposed TCMV Specific Plan, as required by the City during site plan review.
Goal C-3: Manage the City's transportation system to minimize congestion, improve flow and improve air quality.	
<p>C.3-3: Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible improvement measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate additional left-turn and right-turn lanes at intersections, or other improvements</p> <p>C.3-4: Require development projects to complete traffic impact studies that conduct vehicle miles traveled analysis and level of service assessment as appropriate per traffic impact study guidelines.</p>	<p>No Conflict. As previously identified, LOS is no longer the metric for determining a project's transportation impacts pursuant to CEQA; however, the City's traffic study guidelines require a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. The required traffic study has been prepared and required improvements to address deficiencies have been identified. Implementation of required improvements would be a condition of approval.</p> <p>Further, the required VMT assessment has been prepared and is included in EIR <i>Technical Appendix L</i>. The required studies were prepared in accordance with City guidelines.</p>
<p>C.3-6: Require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF), and any other applicable transportation fee programs and benefit assessment districts.</p> <p>C.3-8: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts.</p>	<p>No Conflict. As required by the City, the Project Applicant would pay the required TUMF, DIF, and fair share improvement fees as a condition of Project approval.</p>
Goal C-4: Provide convenient and safe connections between neighborhoods and destinations within Moreno Valley.	
C.4-3: Support the establishment of a Transit Center/Mobility Hub in the Downtown Center.	No Conflict. The Project site is not the anticipated location of a Transit Center/Mobility Hub within the Downtown Center; that facility is expected to be located near the hospital uses to the south. However, the



Goals/Policies	Project Consistency
	proposed TCMV Specific Plan may accommodate bus stops within the Specific Plan area. The ultimate location of on-site bus stops would be determined in coordination with the City and RTA.
C.4-4: All new developments shall provide sidewalks in conformance with the City's streets cross-section standards, and applicable policies for designated urban and rural areas.	No Conflict. The Project Applicant proposes curb adjacent sidewalks to encourage and enhance pedestrian activity throughout the Project site. The proposed sidewalks would be constructed in conformance with the City's and TCMV Specific Plan design standards.
C.4-5: Recognize that high-speed streets, high-volume streets, and truck routes can increase pedestrian and bicycle stress levels and decrease comfortability. Provide increased buffers and protected bicycle lanes in high-stress areas, where feasible. Provide landscaped buffers where feasible to separate pedestrian environments from the travel way adjacent to motor vehicles. Provide convenient and high-visibility crossings for pedestrians.	No Conflict. As identified in the General Plan Circulation Element, arterials carry the majority of traffic traveling through the City. Adjacent to the Project site, Alessandro Boulevard is identified as a Divided Major Arterial, and Nason Street is a Divided Arterial. Alessandro Boulevard is also a designated truck route. There are existing Class II (on-street) bikeways along Nason Street, and a planned Class II bikeway along Alessandro Boulevard would be implemented as part of the Project. The required roadway and streetscape improvements along these roadways would be implemented in accordance with the City requirements for the identified roadway classifications. As identified in the proposed TCMV Specific Plan, where possible, curb-separated sidewalks, on-street bicycle lanes, and off-street paseos would be implemented to provide for a pleasant and safe pedestrian and bicycling environment.
<i>Goal C-5: Enhance the range of transportation operations in Moreno Valley and reduce vehicle miles travelled.</i>	
C.5-1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to nonautomotive modes.	No Conflict. As discussed under the analysis of Threshold "b," the Project's commercial uses would include local serving retail/restaurant uses, hotel, office, and civic uses that meet the City's requirements for project-type screening, as the City has determined that these types of uses would not result in significant VMT impacts. Further, with respect to the proposed residential uses, the Project's VMT per capita was found to be less than the City's significance threshold in either the base year or cumulative year. Therefore, the potential impact of the Project's residential component on VMT is less than significant.
C.5-3: Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution.	No Conflict. Refer to the consistency analysis for Policy C.2-10 above, which addresses the construction of bikeways as part of the Project. Additionally, as described in EIR Section 3.0, <i>Project Description</i> , bicycle facilities, including bicycle parking in compliance with the California Green Building Standards Code (CalGreen), would be provided within the TCMV Specific Plan area.



Goals/Policies	Project Consistency
<p>C.5-4: Particularly in corridors and centers, work with transit service providers to provide first-rate amenities to support pedestrian, bicycle, and transit usage, such as bus shelters and benches, bike racks on buses, high-visibility crossings, and modern bike storage.</p>	<p>No Conflict. As previously discussed, RTA serves the TCMV Specific Plan area. Currently, there are bus stops on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwestern corner of the Specific Plan area). Additionally, a Metrolink Station is located just south of Alessandro Boulevard/I-215 intersection, and TCMV Specific Plan residents would be able to travel to and from the Metrolink station via the RTA Alessandro bus route. Consistent with this policy, the Project Applicant and the City would continue to coordinate with RTA regarding the provision of amenities at existing and future RTA facilities within and adjacent to the Project site. The proposed bicycle and pedestrian facilities would provide connectivity to and would support use of transit facilities.</p>
<p>Land Use and Community Character Element</p>	
<p><i>Goal LCC-1: Establish an identifiable city structure and a flexible land use framework that accommodates growth and development over the planning horizon.</i></p>	
<p>LCC.1-4: Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.</p>	<p>No Conflict. The Project site is located in the City’s designated Downtown Center along Alessandro Boulevard and Nason Street. The mixed-use nature of the Project reduces the trip frequency, the trip length, and associated emissions. Refer to the consistency analysis for Policy C.5-1 above. With the reduced trip frequency and less than significant VMT impacts, the associated emissions would be less than that experienced by development that does not meet the development principles established for the Downtown Center areas (discussed below and in EIR Section 4.11, <i>Land Use and Planning</i>).</p>
<p><i>Goal LCC-2: Foster vibrant gathering places for Moreno Valley residents and visitors.</i></p>	
<p>LCC.2-10: Create an attractive, safe environment for bicycles and pedestrians that promotes “micro-mobility” and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.</p>	<p>No Conflict. The circulation network within the Specific Plan area would be designed to accommodate various mobility and modes and would improve connectivity in the area. Residents would have the ability to access proposed commercial and retail uses by foot, bicycle, or neighborhood electric vehicle (NEV).</p>
<p>LCC.2-24: At intersections on the mixed use corridors, prioritize retail and other uses that promote pedestrian activity on the ground floor of buildings.</p>	<p>No Conflict. As shown in Figure 3-5, <i>Conceptual Land Use Plan</i>, the proposed commercial land uses, including retail, would be located along Nason Street and Alessandro Boulevard, which promote pedestrian activity on the ground floor of the buildings.</p>
<p>LCC.2-25: Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience</p>	<p>No Conflict. The proposed TCMV Specific Plan encourages multimodal design with a focus on pedestrian activity. Landscape would be installed for the</p>



Goals/Policies	Project Consistency
within these corridors through street trees and landscaping.	pedestrian’s comfort, as well as pleasing visual experience.
LCC.2-26: Provide streetscape improvements along the mixed use corridors of Alessandro, Sunnymead, and Perris to enhance livability, vitality, and safety for all modes of travel.	No Conflict. The Project would improve Alessandro Boulevard to its ultimate half-width adjacent the southern boundary of the Project. This would include roadway and other streetscape improvements required by the City (e.g., bikeway, sidewalk, landscaping).
LCC.2-27: Where possible, require that adjacent uses share driveways in order to limit the number of curb cuts along Alessandro, Sunnymead, Nason, and Perris.	No Conflict. Refer to the consistency analysis for Policies C.2-5 and C.2-6 above, which addresses site access.
<i>Goal LCC-3: Build a distinctive sense of place and pride in Moreno Valley.</i>	
LCC.3-18: Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.	No Conflict. The proposed commercial area would be bound by the proposed extension of Bay Avenue to the north and the proposed north-south public road to the west. These roadways would provide direct access to the proposed commercial area and parking areas. Commercial monuments along roadways would feature the names of stores for easy identification by drivers, and roadways internal to the commercial area would be designed to ensure adequate visibility.
LCC.3-22: Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.	No Conflict. The proposed commercial land use would have pedestrian and bicycle facilities, which would be designed to address the new surrounding neighborhoods plaza areas for recreation. Further, the commercial use would be adjacent to the proposed open space, which would further enhance the experience. The proposed residential uses are within walking distance and thereby, residents can use the commercial center for convenience and entertainment.



In addition to the policies identified in Table 4.16-4, the Land Use and Community Character Element Policy LCC.2-2 states: “Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2...”. Table LCC-2 identifies Downtown Center development principles related to land use and urban design, parks and open space, and circulation. As required, and as demonstrated through the consistency analysis presented in Table 4.16-4, the proposed TCMV Specific Plan has been developed to implement or facilitate future implementation of the following development principles that address circulation:

Downtown Center Development Principles: Circulation

- Create a layered network of roadways with segments assigned for different travel modes in order to provide for both roadway safety and efficient traffic flow.
- Create smaller urban blocks to promote walkability. Block sizes should range between 330 and 660 linear feet. Blocks over 500 feet should feature mid-block connections such as pedestrian pathways or alleys.
- Provide a grid of interconnecting streets with designated bicycle and pedestrian routes lined with sidewalks and furnished with pedestrian amenities throughout the area. Grade-separated connections across arterial roadways should also be considered. Mid-block connections created as new developments are built would provide additional pedestrian and bicycle paths.
- Accommodate and encourage electric and autonomous vehicles with appropriate design and infrastructure.
- Design the interconnecting streets that break up the superblocks with reduced street widths, street parking, consistent trees, and landscaping to control traffic speed and create a more intimate feel and comfort through shading.

2. *Moreno Valley Municipal Code (MVMC)*

In accordance with MVMC Title 12, Chapter 12.36, Truck Routes, trucks exceeding the maximum gross weights traveling to/from the Project site, including during construction, would use designated truck routes. Alessandro Boulevard adjacent to the Project site is a designated truck route. As required, other roadways within and surrounding the Project site would only be used by truck traffic as necessary for the purpose of making pickups or deliveries of goods, wares, or merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used for construction. The Project would not conflict with MVMC truck route requirements.

3. *City of Moreno Valley Bicycle Master Plan*

The City’s Bicycle Master Plan, adopted in January 2015, guides the design and implementation of bicycle transportation infrastructure. As previously discussed, there is an existing Class III bikeway along Cottonwood Avenue and Class II bikeways along Nason Street; Class II bikeways are also planned along Alessandro Boulevard. The Project would implement the planned Class II bikeway along the north side of Alessandro Boulevard adjacent to the Project site. Additionally, in accordance



with CALGreen requirements, bicycle parking would be provided on the Project site for use by employees and visitors to the Project site. The Project would not conflict with the City's Bicycle Master Plan.

Based on the foregoing analysis, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. A less than significant impact would occur.

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

As previously discussed, SB 743 was intended to change the way transportation impacts are determined according to CEQA. Updates to the State CEQA Guidelines that were approved in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision "b" establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR's revisions to the CEQA Guidelines, lead agencies were required to adopt VMT thresholds of significance by July 1, 2020. The City adopted its *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* in June 2020, which has been used to determine the significance of Project-related VMT.

A. VMT Screening Analysis

To aid in the project-level VMT screening process, the City utilizes the WRCOG VMT Screening Tool (Screening Tool). The web-based Screening Tool allows a user to select an assessor's parcel number (APN) to determine if a project's physical location meets one or more of the land use screening methods documented in the City Guidelines. The City's VMT Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in less than significant impacts without conducting a more detailed analysis. Screening thresholds are broken into three types: Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor")², Low VMT Area, and Project Type. A land use project need only meet one of these screening methods to result in a less than significant VMT impact. As identified in the VMT Analysis included in EIR *Technical Appendix L*, and summarized below, the Project site is not located within a TPA and is not eligible for low VMT area screening.

² Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing any of the following: (a) An existing rail or bus rapid transit station. (b) A ferry terminal served by either a bus or rail transit service. (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.") Pub. Resources Code, § 21155(b) ("[...] For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. [...]").



1. *TPA Screening*

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in the VMT Analysis, the Project site is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor. Therefore, the TPA screening threshold is not met.

2. *Low VMT Screening*

The City Guidelines state that, “residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.” The Project’s physical location is selected in the Screening Tool to determine project generated VMT as compared to the City’s impact threshold. The parcels containing the proposed Project were selected within the Screening Tool. Based on the Screening Tool results, the Project resides within transportation analysis zone (TAZ) 1236 and was shown to generate 15.7 VMT per employee (for employment generating uses of the Project) and 15.1 VMT per capita (for the residential component of the Project), whereas the City’s impact threshold (i.e., City of Moreno Valley net VMT per employee and VMT per capita) is 16.3 VMT per employee and 13.4 VMT per capita (resident) respectively. The Project’s employment generating component is located in a low VMT area and the Project’s residential component is not located in a low VMT area. However, the Project’s TAZ was further evaluated in the Riverside County Model (RIVCOM) traffic model, and the proposed employment uses were not found to be consistent with existing socioeconomic data found in the Project’s TAZ. The Project is therefore not eligible for low VMT area screening.

3. *Project Type Screening*

The City Guidelines identify that small projects are anticipated to generate low traffic volumes (i.e., fewer than 400 daily trips), and by association low GHG emissions, which are also assumed to cause a less than significant impact.



The City Guidelines provide a list of development potentials for typical uses. For office uses, the City Guidelines state that 41,000 square feet or below would generate less than 400 daily vehicle trips. For purposes of analysis in this EIR, the potential development scenario for implementation of the proposed TCMV Specific Plan anticipates the development of 15,000 square feet of professional business office uses and is therefore below the typical development threshold and meets the Project Type screening criteria. Additionally, local serving retail buildings with less than 50,000 square feet or other local serving essential services (e.g., daycare centers, public schools, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The potential development scenario for implementation of the proposed TCMV Specific Plan anticipates the development of a civic use, which is an essential service that would serve the local community. The anticipated commercial retail and restaurant uses are assumed to be below the 50,000 square feet individual building threshold. The anticipated hotel is also considered locally serving as it provides lodging for visitors that seek services and activities within the local area. In other words, the hotel component is not a resort nor a destination hotel. Consistent with the City Guidelines, these components of the Project meet the screening criteria. Therefore, project type screening is met for the local essential uses, retail, office, and hotel uses (development in the Commercial land use area).

As identified above, 800 residential units would generate 5,640 vehicle trip-ends per day and would exceed the 400 daily trip threshold. Therefore, the residential component is not eligible for screening, and a VMT Analysis is required, pursuant to the City Guidelines.

B. VMT Analysis

The City Guidelines identify the RIVCOM traffic model as the appropriate tool for conducting VMT Analysis for land development projects in the City. RIVCOM was developed by WRCOG and initially released in June 2021. The most current version of RIVCOM is version 4.0.1, released in February 2024, representing the most current sub-regional transportation modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. As further described in the VMT Analysis included in EIR *Technical Appendix L*, for the purposes of the analysis, Project-generated VMT has been estimated using the Production/Attraction (PA) method. Consistent with City Guidelines, VMT has been presented as home-based (HB) VMT per capita. HB VMT per capita is an efficiency metric representing VMT generated exclusively from HB trips on a typical weekday per resident. City Guidelines note that VMT per capita should be used to evaluate residential projects (i.e., single family, multi-family housing).

The City describes the following significance thresholds for project-level VMT analyses:

- A project would have a significant VMT impact if, in the Existing Plus Project, its net VMT per capita (for residential projects) or per employee (for office and industrial projects) exceeds the per capita or per employee VMT threshold for Moreno Valley. For all other uses, a net increase in VMT would be considered a significant impact.



The City’s VMT per capita was calculated utilizing the RIVCOM base year (2018) traffic model and the horizon year (2045) traffic model. Using straight-line interpolation, baseline (2024) VMT per capita is obtained from the base year and horizon year results, which results in the City of Moreno Valley baseline year average VMT per capita of 15.8 and a horizon year average of 15.4 VMT per capita, as presented in Table 4 of the VMT Analysis included in EIR *Technical Appendix L*.

In order to evaluate the Project VMT, standard land use information must first be converted into a RIVCOM-compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) as key inputs for the purposes of vehicle trip estimation. Project land use information such as dwelling units must first be converted to SED for input into RIVCOM. To isolate Project-generated VMT, as recommended by City Guidelines, the existing SED data within the Project’s TAZ (TAZ 1236) was moved to an adjacent TAZ (TAZ 1182). Based on a population factor of 3.85 people per household as identified in the City’s 2021-2029 Housing Element, it is estimated that a maximum of 800 units would generate a residential population of 3,080 people at the Project site.

The RIVCOM model was then run inclusive of the Project and VMT estimates were extracted from RIVCOM. As shown in Table 4.16-5, *Project Generated VMT*, the Project-generated VMT per capita is not estimated to exceed the City’s threshold in baseline or horizon year conditions. Therefore, the potential VMT impact of the Project’s residential component would be less than significant.

Table 4.16-5 Project Generated VMT

	Baseline	Horizon
Home-Based VMT	17,969	31,234
Population	3,080	3,080
VMT per Capita	5.8	6.9
City Threshold VMT per Capita	15.8	15.4
Exceeds City Threshold?	No	No

Source: (Urban Crossroads 2024a)

Threshold c: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

C. Construction-Related Transportation Hazards

Construction traffic resulting from the Project would primarily be associated with construction workers commuting to and from the Project site; delivery of building materials; and transport of construction equipment (including large equipment). Construction workers would travel to the site by passenger vehicle and construction equipment and building materials deliveries would arrive by medium- and heavy-duty trucks. The amount of construction traffic would vary daily depending on the nature of the activity. Construction workers do not typically commute during peak hours as they arrive prior to



morning peak hours and leave prior to the evening peak hours. The use of heavy trucks for the transport and disposal of building materials, equipment, and soils would occur periodically throughout the workday but largely outside of peak hours.

During construction, trucks traveling to and from the Project site would adhere to applicable regulations associated with truck travel, as previously discussed in EIR Section 4.16.2 above, including the use of Alessandro Boulevard, which is a designated truck route. Construction activities associated with the Project would result in the temporary closure of traffic lanes and/or roadway segments along the site's adjacent roadways during various construction activities, including, but not limited to, construction of previously identified roadway improvements and access driveways, and installation of utility infrastructure (including utility connections). The reduction of roadway capacity, the narrowing of traffic lanes, and the occasional interruption of traffic flow on streets associated with Project-related construction activities could pose hazards to vehicular traffic due to localized traffic congestion, decreased turning radii, or the condition of roadway surfaces. However, Project-related construction traffic would be required to comply with a temporary traffic control plan that meets the applicable requirements of the California Manual on Uniform Traffic Control Devices. Preparation and implementation of the required traffic control plan, and adherence to City requirements, including the use of designated truck routes, would ensure that potential hazards to transportation during construction would be less than significant.

D. Operational Transportation Hazards

As described in EIR Section 3.0, *Project Description*, implementation of the proposed TCMV Specific Plan would involve the development of the Project site with residential, commercial/civic, and park uses. The roadway classifications for the roadways adjacent to the Project site were established in consideration of this development, and the development of the surrounding area. Roadway and site improvements incorporated into the Project to ensure that adequate ingress and egress to the Project site would be provided as described in EIR Section 3.0, *Project Description*. Access would be provided from Cottonwood Avenue, Nason Street, Alessandro Boulevard, and new on-site public roadways (extension of Bay Avenue and the new north-south road between Cottonwood Avenue and Alessandro Boulevard).

The type of traffic generated by the Project (i.e., passenger cars) would be compatible with the type of existing traffic on the roadways in the area, as the surrounding areas are primarily developed with residences, public facilities, and places of worship. Additionally, proposed improvements within the public right-of-way would be installed in conformance with City design standards. The City Public Works Department reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced by the Project. Accordingly, the Project would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.



Threshold d: Would the Project result in inadequate emergency access?

As described in EIR Section 4.9, *Hazards and Hazardous Materials*, the City adopted its current Local Hazard Mitigation Plan (LHMP) in 2017. The LHMP contains a map of emergency evacuation routes, which include I-215, SR-60, and major roadways through the City. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Further, the Project involves the construction of the extension of Bay Avenue from its current terminus west of the Project site east to Nason Street, and a new north-south street connecting Alessandro Boulevard and Cottonwood Avenue, which would enhance emergency access. The Project would not substantially impede emergency response in the local area. Further, future development plans/plot plans would be reviewed by the City to ensure adherence to City requirements for emergency vehicle access, including street width and turnaround requirements. Therefore, the Project would not result in inadequate emergency access and this impact would be less than significant.

4.16.6 CUMULATIVE IMPACT ANALYSIS

A comprehensive cumulative project list was compiled based on information provided by the City. A summary of cumulative development projects and their proposed land uses is provided in EIR Section 4.0, *Environmental Analysis*.

As identified in the analysis presented under Threshold “a,” the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to the SCAG RTP/SCS, the General Plan, and the MVMC, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

The City describes the following significance thresholds for cumulative VMT analyses:

- If a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, then it would have a significant VMT impact if:
 - For residential projects, the project’s net VMT per capita exceeds the average VMT per capita for Moreno Valley in the RTP/SCS horizon year.

The City’s VMT analysis guidelines indicate an evaluation on a project’s cumulative effect on VMT, which uses the boundary method to compare how the project changes VMT on the network looking at Citywide VMT per service population (i.e., population and employees) and comparing it to the “No Project” condition and a net increase in VMT per service population would result in a cumulative VMT impact. Therefore, the Project’s cumulative effect on VMT has been calculated using the boundary method. Land use information representing the proposed land use changes contemplated by the Project



was coded into the Project TAZ to represent the “With Project” condition. Table 7 of the VMT Analysis included in EIR *Technical Appendix L* summarizes the Boundary VMT under the No Project and With Project for both baseline year and horizon year conditions. The VMT per service population was not found to increase in the With Project using the City’s boundary (9.6 VMT per service population under the baseline year and 10.2 VMT per service population under the horizon year). Therefore, the Project’s cumulative effect on VMT does not exceed the City’s impact threshold and the Project would result in a less than significant cumulative impact.

The Project would have less than significant impacts related to hazards from design or incompatible uses during construction and operation, and with respect to emergency access, with adherence to applicable requirements. Cumulative projects in proximity to the Project site would also be required to comply with applicable regulations related to the use of designated truck routes for construction, roadway and access design, and emergency access, which are in place to ensure impacts are less than significant. Therefore, the Project would not result in a considerable contribution to cumulative impacts for these issues, when considered with the cumulative projects that are planned, proposed, or under construction in the vicinity of the Project site.

4.16.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project, which includes roadway improvements, and features to encourage non-vehicular travel and use of transit, would not conflict with a program, plan, ordinance, and/or policy addressing the circulation system, including SCAG’s Connect SoCal, the General Plan, and the MVMC resulting in a less than significant impact.

Threshold b: Less than Significant Impact. The Project’s proposed commercial/civic uses meet the Project Type Screening for VMT, and the Project’s proposed residential uses would not exceed the City’s per capita VMT threshold for the base year and the cumulative year. Therefore, VMT impacts would be less than significant.

Threshold c: Less than Significant Impact. The Project would not introduce traffic safety hazards through Project design features or incompatible uses resulting in a less than significant impact.

Threshold d: Less than Significant Impact. Adequate emergency access would be provided to the Project site during construction and long-term operation and this impact would be less than significant.

4.16.8 MITIGATION

Impacts would be less than significant; therefore, no mitigation is required.



4.17 TRIBAL CULTURAL RESOURCES

The analysis in this section is based, primarily, on the *Phase I Cultural Resources Assessment for the Moreno Valley Town Center Project* (Cultural Resources Assessment) prepared by VCS Environmental (VCS, 2024). The Cultural Resources Assessment is included as *Technical Appendix D* to this Environmental Impact Report (EIR).

Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (*California Code of Regulations* Section 15120[d]). Accordingly, confidential information was redacted from EIR *Technical Appendix D* for purposes of public review. In addition, much of the written and oral communication between Native American tribes and the City of Moreno Valley (City), is considered confidential in respect to places that have traditional tribal cultural significance (*California Government Code* Section 65352.4), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review.

4.17.1 EXISTING CONDITIONS

Refer to EIR Section 4.5, *Cultural Resources*, for a description of the prehistoric period. The ethnographic setting for the region is restated below.

A. *Ethnography*

The Project site is within or near the traditional territory of the Luiseño, Cahuilla, and Gabrielino. This area was likely occupied or at least visited by all three tribes.

1. *Luiseño*

The Luiseño are Takic speakers and are descended from Late Prehistoric populations of the region. Takic is part of the larger Uto-Aztecan language stock which migrated west from the Great Basin. The Luiseño lived in sedentary and independent village groups, each with specific subsistence territories encompassing hunting, food gathering, and fishing areas. Villages were usually located in valley basins, along creeks and streams adjacent to mountain ranges where water was available and where the villages would be protected from environmental conditions and potential enemies. Most inland populations had access to fishing and food-gathering sites on the coast.

Luiseño economic and subsistence practices centered upon the seasonal gathering of acorns and seeds; the hunting of deer and small mammals such as rabbits, wood rats, ground squirrels, and birds. Coastal foods included sea mammals, fish, and shellfish. Tool technologies were organized around food collection, storage, and preparation strategies, which was reflected in the type, size, and quantity of food items gathered. Stone (lithic) tools included two types: ground stone and flaked stone tools. Utilitarian tools were constructed from wood, animal bones, skins, and/or woven from flora materials depending on need. Hunting activities were conducted both on an individual basis and/or organized into group activities, depending on seasonal factors and the game hunted. Acorns encompassed as



much as 50% of the Luiseño diet, and acorn collection was a central tenant in the lives of the Luiseños and dominated their economic and social structure.

Villages were organized around an inherited chief who exerted sole control over the economy, religious rituals, and territorial matters within the village. The chief at times would consult with a council of elders and shamans on matters of religious practices and on environmental conditions effecting village life. Large villages may have had a complex behavioral and political structure due to their territorial size and economic control, while the smaller villages' political complexity was limited by their territorial size.

2. *Cahuilla*

The Cahuilla are an ethnographic Native American group descended from Late Prehistoric Takic-speaking inhabitants of the region. The Cahuilla were hunter-gatherers who followed a seasonal round of utilizing various floral and faunal resources occurring in their territory. Because Cahuilla territory was comprised of high mountains and arid lowlands, their seasonal round has been characterized as vertical rather than horizontal, with people moving upward and downward in layers of ecological zones ordered by elevation. Settled villages were located near reliable water sources and within range of various resources (food, wood for fuel, and lithic materials for tools). Each village was composed of a group of individuals that were related by blood or marriage and which retained its own specific hunting and resource collecting areas. Cahuilla lineage groups were linked together in a complex interaction sphere of trade, alliance, intermarriage, and ceremonial exchange with neighboring groups including the Luiseño.

Major villages were fully occupied during winter, but during other seasons, task groups headed out in periodic forays to collect available plant foods, with larger groupings from several villages organizing for annual acorn harvests. Major plant foods emphasized during late prehistory included acorns, mesquite, screwbean, pinyon nuts, and various seed-producing legumes that were complemented by agave, wild fruits and berries, tubers, cactus bulbs, roots, and greens. Hunting was accomplished with the throwing stick and bow and arrow; nets and traps were also used for small animals. Stone tools consisted of two general types: ground stone tools (e.g., mortars, pestles, manos, and metates for pounding and grinding) and flaked stone tools (e.g., knives, drills, and projectile points for cutting and piercing). Ground stone tools were typically made from granite or other coarse stone. Flaked stone tools were typically made from chert, jasper, basalt, quartz, quartzite, obsidian, and other fine-grained stone in which breakage patterns could be controlled and sharp edges would result.

3. *Gabrielino/Tongva/Kizh*

At the time of European contact in 1769, when Gaspar de Portolá's expedition crossed the Los Angeles Basin, what were to be named the Gabrielino Native Americans by the Spanish occupied the area to the west of the Project site. While the term Gabrielino identifies those Native Americans who were under the control of the Spanish Mission San Gabriel Archángel, the overwhelming number of people in these areas were of the same ethnic nationality and language (Takic) group. Their territory extended



from northern Orange County north to the San Fernando Valley in Los Angeles County and eastward to the San Bernardino area.

This and the following ethnographic information relate to currently surviving native peoples still living in Los Angeles, Orange, San Bernardino, and Riverside Counties. They maintain their cultural practices and customs. The current Gabrielino Tribe comprises at least five bands that are recognized Tribes by the State of California (they do not, however, enjoy Federal recognition). They include the Gabrieleño Band of Mission Indians – Kizh Nation; the Gabrielino Tongva Indians of California Tribal Council; the Gabrieleno-Tongva San Gabriel Band of Mission Indians; the Gabrielino-Tongva Tribe; and the Gabrielino/Tongva Nation. The terms the Native Americans in Southern California used to identify themselves have, for the most part, been lost; therefore, the names do not necessarily identify specific ethnic or Tribal groups. Some currently refer to themselves as Tongva, while others prefer the term Kizh. For the sake of clarity and consistency, the term Gabrielino will be used for the remainder of this section.

As described above, from an archaeological perspective, the Gabrielino arrived in the Los Angeles Basin possibly as early as 1,500 BCE as part of the so-called Shoshonean (Takic speaking) Wedge from the Great Basin region. The Gabrielino gradually displaced the indigenous peoples, who were probably Hokan speakers. Large, permanent villages were established in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Eventually, Gabrielino territory encompassed the greater Los Angeles Basin, coastal regions from Topanga Canyon in the north to perhaps as far south as Aliso Creek, and the islands of San Clemente, San Nicholas, and Santa Catalina. Recent studies suggest the population may have numbered as many as 10,000 individuals at their peak in the Precontact Period.

B. Tribal Cultural Resources

As discussed in EIR Section 4.5, *Cultural Resources*, VCS conducted an archaeological records search through the Eastern Information Center (EIC) at the University of California, Riverside (UCR) on August 19, 2021. The EIC information notes that 14 cultural resources were recorded within one-half mile of the Project site. Eight prehistoric milling slicks are recorded within one-half mile of the Project site, attesting to the prehistoric presence of indigenous populations in the vicinity. During the consultation process with the City, the Pechanga Cultural Resources Department provided additional information regarding cultural resources within one-mile of the Project site. This list includes 13 prehistoric and 3 historic-era resources.

VCS also conducted a pedestrian survey of the Project site on June 29, 2021. The pedestrian survey utilized transects spaced approximately 20 meters apart and the entire Project site was examined for the presence of cultural resources. No prehistoric resource sites were identified on the Project site during the pedestrian survey.

During preparation of the Cultural Resources Assessment, and as further discussed under Threshold “a.ii,” below, VCS requested a records search of the Sacred Lands Files (SLFs) from the Native American Heritage Commission (NAHC). Further, the City provided a notification of the Project as



required by Assembly Bill (AB) 52 and Senate Bill (SB) 18, and entered into consultation with Tribes that requested consultation, as discussed below. The results of this Native American outreach/consultation did not reveal the presence of any tribal cultural resources within the proposed Town Center at Moreno Valley Specific Plan area (Project area).

4.17.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. Traditional Tribal Cultural Places Act (Senate Bill 18 [SB18])

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning. SB 18 also requires the Governor’s Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations.

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government.

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in *Government Code* Section 65300 et seq.) and specific plans (defined in *Government Code* Section 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see *Government Code* Section 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment.

2. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2, and 21084.3 to the *California Public Resources Code* (PRC), relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the California Environmental Quality Act (CEQA) process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.



The PRC now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (PRC Section 21084.2) To help determine whether a project may have such an effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (PRC Section 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015.

PRC Section 21074 defines “tribal cultural resources.” In brief, in order to be considered a “tribal cultural resource,” a resource must be either:

- 1) *listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or*
- 2) *a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.*

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe.

3. California Register of Historic Resources

The State Historical Resources Commission has designed the California Register of Historic Resources (CRHR) for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. In order for a resource to be included on the CRHR, the resources must meet one of the following criteria:

- 1) *Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).*
- 2) *Associated with the lives of persons important to local, California, or national history (Criterion 2).*
- 3) *Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).*
- 4) *Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4).*



4. *California Health and Safety Code (Sections 7050.5, 7051, and 7054)*

These sections of the *California Health and Safety Code* collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC). These sections also address the disposition of Native American burials in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

5. *California Public Resources Code Section 5097.8*

As identified in Section 15064.5(d) of the CEQA Guidelines, when the existence of, or the probable likelihood, of Native American human remains within the project is identified, a lead agency is required to work with the appropriate Native Americans as identified by the Native American Heritage Commission (NAHC) as provided in PRC Section 5097.98. PRC Section 5097.98 states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours. When the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding the descendants' preferences for treatment. This section of the PRC has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

4.17.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to tribal cultural resources based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact to tribal cultural resources would occur if the Project or any Project-related component would:



- 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), or*
 - 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

4.17.4 IMPACT ANALYSIS

Threshold a.i.: *Would the project 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: 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)?*

As discussed above, a records search and literature review of the Project area was undertaken at the EIC at UCR. Based on this search and review of existing literature related to cultural and historic resources within the Project area, no tribal cultural resources listed or eligible for listing in the CRHR or in a local register of historical resources were identified. Further, there were no tribal cultural resources eligible for listing in the CRHR or in a local register of historical resources identified during the AB 52 and SB 18 consultation process. Accordingly, no impact would occur.

Threshold a.ii.: *Would the project cause a substantial adverse change in the significance of a tribal cultural resource...and that is 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

As part of the SB 18/AB 52 consultation process required by State law, the City sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project area on January 12, 2022. The following tribes were sent a Project notification pursuant to AB 52.:

- *Cahuilla Band of Indians*
- *Los Coyotes Band of Cahuilla and Cupeño Indians.*



- *Pechanga Band of Luiseno Indians*
- *Rincon Band of Luiseño Indians*
- *San Manuel Band of Mission Indians*
- *Serrano Nation of Mission Indians*
- *Soboba Band of Luiseño Indians*

The following tribes were sent a Project notification pursuant to SB 18:

- *Agua Caliente Band of Cahuilla Indians*
- *Cahuilla Band of Indians*
- *Desert Cahuilla Indians*
- *Los Coyotes Band of Cahuilla and Cupeño Indians.*
- *Morongo Band of Mission Indians*
- *Pechanga Band of Luiseno Indians*
- *Rincon Band of Luiseño Indians*
- *San Manuel Band of Mission Indians*
- *Santa Rosa Band of Mission Indians*
- *Serrano Nation of Mission Indians*
- *Soboba Band of Luiseño Indians*

The City received responses from the San Manuel Band of Mission Indians (SMBMI), the Rincon Band of Luiseño Indians (Rincon), the Pechanga Band of Luiseño Indians (Pechanga), and the Agua Caliente Band of Cahuilla Indians (Agua Caliente). Requested information was provided to each tribe including, but not limited to, the Cultural Resources Assessment and Project information.

The Rincon tribe indicated concurrence with the mitigation measures presented in the Cultural Resources Assessment, and the SMBMI indicated they had no concern with implementation of the Project but requested refinement to the mitigation measures identified. Neither of these tribes requested consultation and the City has determined that the mitigation recommendations provided by the SMBMI are effectively addressed through the City's standard mitigation requirements, which were agreed to by the tribes that engaged in consultation with the City.

The Agua Caliente and Pechanga tribes requested consultation. The Agua Caliente tribe found the mitigation measures included in the Cultural Resources Assessment to be sufficient. The Pechanga tribe provided comments on the Cultural Resources Assessment and met with the City multiple times. The Cultural Resources Assessment has been revised to address the comments from the Pechanga tribe.

None of the tribes provided information to the City indicating the presence of tribal cultural resources within the Project area; therefore, no impacts to known tribal cultural resources would result.



Notwithstanding, there is a potential for tribal cultural resources to be present beneath the Project site's surface. The anticipated depth of excavation would vary for the Project components but would likely extend to maximum depths of 10 feet below the ground surface (bgs) for the installation of utility infrastructure. If any unanticipated tribal cultural resources are unearthed during construction and are disturbed/damaged by Project construction activities, impacts would be potentially significant. Mitigation measure (MM) 4.5-1 through MM 4.5-5 from EIR Section 4.5, *Cultural Resources*, are restated below and require that a Native American Tribal Representative be present during excavations into native, Holocene-age sediments, and identify steps to be taken to protect any resources encountered. Additionally, *California Health and Safety Code* Section 7050.5 and *California Public Resources Code* Section 5097 et seq outlines requirements for the protection of human remains if encountered during construction. With the implementation of MM 4.5-1 through MM 4.5-5, and compliance with established regulations related to human remains, potential impacts to tribal cultural resources would be reduced to a less than significant level.

4.17.5 CUMULATIVE IMPACT ANALYSIS

The cumulative impact area for tribal cultural resources is the City. Direct impacts to any tribal cultural resources are site-specific and would not result in significant cumulative impacts; however, the Project, in conjunction with cumulative development in the City could lead to accelerated degradation of previously unknown tribal cultural resource sites. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project. If there is a potential for significant impacts on tribal cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific Cultural Resources Assessment and during consultation with Native American tribes, construction activities associated with the Project would not impact any known tribal cultural resources. However, there is a potential to encounter previously unknown tribal cultural resources during construction of the Project, and other development project sites in the City. Therefore, without mitigation, the Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to tribal cultural resources, if such resources are unearthed during Project construction. With implementation of MMs 4.5-1 through 4.5-6, the Project's impacts would be less than significant. The City requires incorporation of similar measures in each development Project. As such, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to tribal cultural resources.

4.17.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.i: No Impact. The Project site does not contain any known tribal cultural resources listed or eligible for listing in the CRHR or a local register of historical resources. Therefore, no impact would result.

Threshold a.ii: Significant Direct and Cumulatively-Considerable Impact. The Project site does not contain known tribal cultural resource sites; therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Nonetheless, because the Project site is within



a Native American traditional use area, the Project construction activities have the potential to unearth and adversely impact tribal cultural resources that may be buried at the Project site.

4.17.7 MITIGATION

MM 4.5-1 through MM 4.5-5 from the Cultural Resources section of this EIR are restated below.

MM 4.5-1 Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. 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 AB 52 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 AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in *California Public Resources Code* Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project Archeologist and the Consulting Tribes(s) as defined above 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 for 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 to provide the training on an as needed basis;
- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s), and Project archaeologist shall 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.

MM 4.5-2 Prior to the issuance of a grading permit, the Developer shall secure an agreement with the Pechanga Band of Luiseño Indians regarding monitoring during ground-disturbing



activities. The Developer is also required to provide a minimum of 30 days' advance notice to the tribe of all mass grading and trenching activities. The Native American Tribal Representative shall have the authority to temporarily halt and redirect earth-moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representative suspects that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representative shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representative, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to *California Public Resources Code* Section 21083.2.

MM 4.5-3 In the event that Native American cultural resources are discovered during the course of grading (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 Moreno Valley Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
 - ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure (MM) 4.5-1. This shall include 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. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in MM 4.5-1.

MM 4.5-4 The City shall verify that the following note is included on the Grading Plan:

If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representative are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representative to the site to assess the significance of the find.

MM 4.5-5 If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend



alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director and any and all Consulting Native American Tribes as defined in MM 4.5-1 before any further work commences in the affected area.

4.17.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a.ii: Less than Significant Impact with Mitigation. Implementation of MM 4.5-1 through MM 4.5-5 would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with Project development. With implementation of the required mitigation, the Project's potential impacts on tribal cultural resources would be less than significant.



4.18 UTILITIES AND SERVICE SYSTEMS

This section addresses the topics of water service and supply, wastewater collection and treatment, stormwater drainage facilities, dry utilities, and solid waste collection and disposal. The information contained in this section is based on information contained in the *Water Supply Assessment Report, Town Center at Moreno Valley* (WSA) prepared by Eastern Municipal Water District (EMWD) and included in EIR *Technical Appendix M* (EMWD 2022b), and publicly available information provided by local service providers and State oversight agencies. References used in this section are listed in EIR Section 7.0, *References*.

4.18.1 EXISTING CONDITIONS

A. Water Service

EMWD provides potable water and recycled water to an area of approximately 555 square miles in Western Riverside County, including the City of Moreno Valley (City) (EMWD 2022b). Currently, domestic water mains are installed beneath Nason Street, Alessandro Boulevard, Bay Avenue, and Cottonwood Avenue. Due to the undeveloped nature of the Project site, there is no existing demand for potable water services, and the Project site is not connected to the potable water network.

B. Water Supply and Demand

The WSA prepared by EMWD for the Project, included in EIR *Technical Appendix M*, includes a detailed discussion of the EMWD's water supply and projected water demands. In summary, the 2020 UWMP was adopted by the EMWD Board of Directors on June 30, 2021. This plan documents EMWD's projected supplies and demands in five-year increments through the year 2045, certifies EMWD's compliance with water use efficiency targets defined in the Water Conservation Act of 2009, and demonstrates EMWD's supply reliability, even under dry year hydrologic conditions lasting multiple years. Approximately half of EMWD's existing and future retail demand will be supplied through local sources such as groundwater, brackish groundwater desalination, and recycled water, with the balance coming from imported water delivered by the Metropolitan Water District (MWD). Demands shown in the 2020 UWMP are not project-specific, but rather, projected in aggregate using best available current and planned land use information over EMWD's entire service area. The 2020 UWMP relies heavily on information and assurances contained within MWD's 2020 Urban Water Management Plan (MWD UWMP) when evaluating service area supply reliability.

Consistent with the significant percentage of undeveloped land within EMWD's service area, growth is anticipated to continue throughout the 2020 UMWP's 25-year planning horizon; approximately 40% of EMWD's service area is currently built out. EMWD has four sources of water supply: imported water purchased from MWD, potable groundwater, desalinated brackish groundwater, and recycled water. An annual breakdown of EMWD's supplies between 2017 and 2021 is shown in Table 2 of the WSA included in EIR *Technical Appendix M*. On average from 2017 through 2021, EMWD's water supply portfolio averaged approximately 49% of imported water, 11% groundwater, 6% desalinated brackish groundwater, and 34% recycled water, as further discussed below. As future development increases the water demands within EMWD's service area, it is anticipated that the majority of the new



demands will be met through a combination of additional imported water from MWD and the development of local supply projects including increased production of potable groundwater, desalination of brackish groundwater, and use of recycled water. EMWD also plans to continue its efforts to enhance water use efficiency within its service area, which include requirements focused on the installation of lower water use landscape and interior fixtures. Water use efficiency is mandated statewide through existing ordinances, plumbing codes, and legislation.

1. *Imported Water*

EMWD is a member agency of MWD and relies on MWD to provide approximately half of its potable water supply. The northern portion of EMWD's service area is supplied by MWD's Mills Water Filtration Plant (WFP), while the southern portion of EMWD's service area is supplied by MWD's Skinner WFP. Untreated water from MWD is primarily treated at EMWD's Perris and Hemet WFPs, with a small quantity that is delivered directly to agricultural customers. EMWD also imports water from MWD to supply wholesale customers.

EMWD plans to supply new water demands through a combination of additional imported water purchases from MWD, as well as ongoing projects and programs expanding EMWD's local water supply portfolio. The 2020 MWD UWMP provides information about MWD's supply reliability and projected demands. In this document, MWD states that it will be able to reliably supply projected member agency demands through 2045 even under historic single-dry and multiple-dry years. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the 2020 MWD UWMP.

2. *Groundwater*

EMWD's service area overlies the San Jacinto Groundwater Basin. The San Jacinto Groundwater Basin is managed under two groundwater management plans. The Hemet/San Jacinto Groundwater Management Plan (HSJ Management Plan) covers the Hemet South, Canyon, San Jacinto Upper Pressure, and Hemet North portion of the Lakeview/Hemet North Groundwater Management Zones (GMZ). The West San Jacinto Groundwater Basin Management Plan (WSJ Management Plan) covers the Perris North, Perris South, San Jacinto Lower Pressure, Menifee, and the Lakeview portion of the Lakeview/Hemet North Management Zones. EMWD produces water for potable use or blending in four of the GMZs: Perris North, Hemet South, San Jacinto Upper Pressure, and Canyon. Desalter wells are located in the Perris South and Lakeview/Hemet North GMZs. Protecting the groundwater supply available to EMWD is an important part of EMWD's planning efforts. EMWD is actively working with other agencies and groups to ensure that groundwater will continue to serve as a reliable water resource in the future. This effort includes the replacement of groundwater extracted beyond a given basin's safe yield.

EMWD extracts groundwater within its service area under the HSJ and WSJ Management Plans. EMWD's has the right to a long-term adjusted base production of 7,303-acre feet per year (AFY) of groundwater under the HSJ Management Plan. Both EMWD's adjusted base production right and unused recharge water right can be carried over into future years. At the end of 2020, EMWD's balance



of carry over credits exceeded 25,000 AF. Under the HSJ Management Plan, imported water will be recharged in the Hemet/San Jacinto area to support groundwater extractions, while pumping in the WSJ area, where groundwater levels have been rising, is planned to increase in the future as EMWD constructs new wells as part of the Perris North Groundwater Contamination Prevention and Remediation Program.

EMWD also owns and operates two desalination plants that convert brackish groundwater from the WSJ Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support EMWD's groundwater salinity management program. EMWD operates potable wells in the Moreno Valley/North Perris area as well as brackish wells that feed EMWD's desalination facilities. These wells are located outside of the Hemet/San Jacinto area and will be managed by EMWD as the Groundwater Sustainability Agency (GSA) under the San Jacinto Groundwater Basin Groundwater Sustainability Plan (GSP). Pumping in the GSA area is currently not subject to any restrictions.

3. *Recycled Water*

Recycled water is used extensively in EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD generally uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. EMWD stores recycled water during low-demand periods and does not typically discharge recycled water. EMWD anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future recharge for indirect potable reuse.

Table 6 of the WSA included in EIR *Technical Appendix M* identifies the historic and projected customer distribution and water use by the various potable/raw retail customer types. EMWD's primary retail customers for potable/raw water can be divided into residential, commercial, industrial, institutional, landscape, and agricultural sectors. The residential sector is EMWD's largest customer segment; however, each sector plays a role in the growth and development of EMWD's service area. Based on the water delivery information presented in Table 6 of the WSA, the residential and commercial sectors represented 84% of the overall potable water use in the EMWD's service area (63,000 AFY of the 75,000 AFY delivered). This trend is projected to continue with these sectors representing 90% of the potable water projected to be delivered in 2045 (102,200 AFY of the 113,800 AFY projected to be delivered).

EMWD also provides wholesale water service to a number of sub-agencies, serves recycled water, and imports water for recharge purposes.



C. Wastewater Service

EMWD provides wastewater services to the area and is responsible for all wastewater collection and treatment in its service area. Wastewater generated in the vicinity of the Project is treated at the Moreno Valley Regional Water Reclamation Facility (MVRWRF) located in the southwestern portion of the City near Kitching Street and Mariposa Avenue. As of January 2021, the MVRWRF treats an average of 11.5 million gallons per day (mgd) with a current capacity of 16 mgd. (EMWD 2021c) There are existing sewer lines located in Bay Avenue (east and west of the Project site) and along the Project site's northwestern boundary. Currently, the primary trunk sanitary sewer line that would serve the Project site is installed beneath Iris Avenue, approximately 1.6 miles south of the Project site. Due to the undeveloped nature of the Project site, there is no wastewater generated and no existing demand for wastewater conveyance and treatment services and the Project site is not connected to the municipal sewer conveyance network.

D. Stormwater Conveyance Facilities

The Riverside County Flood Control and Water Conservation District (RCFC&WCD) is the County agency responsible for keeping County residents, including the residents of the City, safe from flood hazards. RCFC&WCD developed four master drainage plans (MDPs), which consist of Sunnymead Area, West End, Perris Valley, and Moreno; the City adopted the Moreno MDP.

Currently, the Project site discharges into Moreno MDP Storm Drain Line "I" within Nason Street. Flows from the Moreno MDP are carried to the Perris Valley Storm Drain system, which ultimately drains into the Santa Ana River.

E. Dry Utilities

1. Electrical Power

Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity to the City. MVU serves over 6,500 customers within its service area, which includes the Project site (EMWD 2022b). There are existing electrical lines installed within the site adjacent streets. Due to the undeveloped nature of the Project site, there is no existing demand for electrical power, and the Project site is not connected to the electrical power network.

2. Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas services to the City, including the Project site. The So Cal Gas service area covers approximately 24,000 square miles and more than 500 communities (SoCalGas 2022). There are existing natural gas lines installed within the site adjacent streets. Due to the undeveloped nature of the Project site, there is not an existing demand for natural gas and the Project site is not connected to the natural gas network.



3. *Telecommunications*

Frontier Communications and Charter Communications supply communications and data to the Project site vicinity. There is existing infrastructure within the site adjacent streets. Due to the undeveloped nature of the Project site, there is not an existing demand for telecommunications, and the Project site is not connected to the telecommunications network.

F. Solid Waste Collection and Disposal

The City provides trash, recycling, and special waste handling services to residences and businesses through a contract with Waste Management. No other haulers are authorized to operate within the City. Most of the City's solid waste is disposed of at the Badlands Sanitary Landfill located north of SR-60 and west of I-10 off Ironwood Avenue. Other landfills within Riverside County, which include El Sobrante Landfill and Lamb Canyon Landfill, have the capacity to serve the City. A detailed description of these 3 landfills is provided below (City of Moreno Valley 2021a).

1. *Badlands Landfill*

Badlands Landfill is located at 31125 Ironwood Avenue in the City of Moreno Valley and is owned and operated by the Riverside County Department of Waste Resources. The Badlands Landfill is permitted to accept 5,000 tons of solid waste per day. The Badlands Landfill is permitted to accept the following waste types: wood waste, tires, sludge, mixed municipal, metals, liquid waste, inert, industrial, green materials, dead animals, contaminated soil, construction/demolition, ash, asbestos, and agricultural.

It should be noted that the Riverside County Board of Supervisors approved the liner expansion of the Badlands Landfill on September 1, 2020. The expansion of the Badlands Landfill extended the cease operation date of the landfill, which was previously estimated to be January 1, 2022, to January 1, 2059. In December 2023, the Badlands Landfill receives an average of 3,666.15 tons of solid waste per day, which represents approximately 73.3% of the landfill's total permitted tonnage per day (CalRecycle 2024c).

2. *El Sobrante Landfill*

El Sobrante Landfill is located at 10910 Dawson Canyon Road in the City of Corona and is owned and operated by USA Waste Services of California, Inc. The El Sobrante Landfill is permitted to accept 16,054 tons of solid waste per day. The El Sobrante Landfill is permitted to accept the following waste types: tires, mixed municipal, contaminated soil, and construction/demolition. The landfill has a cease operation date of January 1, 2051. As of January 2024, the El Sobrante Landfill received an average of 10,622.8 tons of solid waste per day, which represents approximately 66.2% of the landfill's total permitted tonnage per day (CalRecycle 2024c).



3. *Lamb Canyon Landfill*

Lamb Canyon Landfill is located at 16411 State Highway 79 in the City of Beaumont and is owned and operated by Riverside County Department of Waste Resources. The Lamb Canyon Landfill is permitted to accept 5,000 tons of solid waste per day. The Lamb Canyon Landfill is permitted to accept the following waste types: wood waste, tires, sludge, mixed municipal, metals, liquid waste, inert, industrial, green materials, dead animals, contaminated soil, construction/demolition, ash, asbestos, and agricultural. The landfill has a cease operation date of April 1, 2032. As of November 2023, Lamb Canyon received an average of 2,166.5 tons of solid waste per day, which represents approximately 43.3% of the landfill's total permitted tonnage per day (CalRecycle 2024c).

In 2022 (the last year data was approved), the City implemented 45 programs to reduce solid waste generation and achieve the increased solid waste diversion required. According to the California Department of Resources Recycling and Recovery (CalRecycle), these programs involve composting, facility recovery, household hazardous waste (HHW), policy incentives, public education, recycling, source reduction, special waste materials, and transformation (CalRecycle 2024b).

Due to the undeveloped nature of the Project site, there is no solid waste generation under existing conditions.

4.18.2 REGULATORY SETTING

A. *State Plans, Policies, and Regulations*

1. *Water Conservation in Landscaping Act*

The Water Conservation in Landscaping Act of 2006 was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water-efficient landscape ordinance. When such an ordinance has not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the “model” ordinance drafted by the State of California shall apply within the affected jurisdiction.

2. *Urban Water Management Planning Act*

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop Urban Water Management Plans (UWMPs) over a 20-year planning horizon and further requires UWMPs to be updated every five years. UWMPs are exempt from compliance with CEQA.

The UWMPs provide a framework for long-term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the *California Water Code* requires urban water suppliers to report, describe,



and evaluate water deliveries and uses, water supply sources, efficient water uses, demand management measures, and water shortage contingency planning. As such, UWMPs serve an important role in documenting water supply availability and reliability for purposes of compliance with Senate Bills 610 and 221, which link water supply sufficiency to large land use development project approvals. The EMWD adopted its 2020 UWMP in July 2021.

3. *California Senate Bill 610*

The *California Water Code* (Water Code) Sections 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of the sufficiency of available water supplies to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912 [a]) subject to CEQA. For the purposes of SB 610, “project” means any of the following:

- (1) A proposed residential development of more than 500 dwelling units.
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

A water supply assessment (WSA) is required for the Project and is included in EIR *Technical Appendix M*.

4. *Government Code Section 66473.7(b)(2) (Senate Bill 221)*

Under Senate Bill (SB) 221, approval by a city or county of residential subdivisions of more than 500 units requires an affirmative written verification of sufficient water supply. SB 221 is intended as a ‘fail safe’ mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins. SB 221 requires the legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove a tentative map, to include as a condition in any tentative map that includes a subdivision a requirement that a sufficient water supply shall be available. A water



supply verification is required for the Project and is provided through the WSA provided in EIR *Technical Appendix M*.

5. California Solid Waste Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act was enacted by the California Legislature in 1989 with the goal of reducing dependence on landfills for the disposal of solid waste and to ensure an effective and coordinated system for the safe management of all solid waste generated within the state. Assembly Bill (AB) 939 mandated a reduction in the amount of solid waste disposed of by jurisdictions and required diversion goals of 25% by 1995 and 50% by the year 2000. The Integrated Waste Management Act established a hierarchy of preferred waste management practices, which include (1) source reduction, (2) recycling and composting, and (3) environmentally safe disposal by transformation or landfilling. It addresses all aspects related to solid waste regulation, including the details regarding the lead enforcement agency's requirements and responsibilities; the permit process, including inspections and denials of permits; enforcement; and site clean-up and maintenance. It requires that each county prepare a countywide integrated waste management plan that is reviewed at least once every five years to assure that waste management practices remain consistent with the practices defined in the *California Public Resources Code* (PRC).

6. Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRRA) required the California Integrated Waste Management Board (CIWMB) to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

7. Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator, the per capita disposal rate, which uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year CalRecycle calculates each jurisdiction's per capita (per resident or employee) disposal rates. If a business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per-employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50% per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50% per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50% per capita disposal target. A comparison



of the reported annual per capita disposal rate to the 50% per capita disposal target will be useful for indicating progress or other changes over time.

8. *Mandatory Commercial Recycling Program (AB 341)*

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB341 was designed to help meet California’s recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate four cubic yards (cy) or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program.

9. *Assembly Bill 1826*

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate four cy or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate four cy or more of commercial solid waste per week also are required to arrange for organic waste recycling services.

10. *Senate Bill 1383*

SB 1383 (2016) requires a 50% reduction in disposal of organic waste from the 2014 level by 2020, and a 75% reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20% of currently disposed edible food is recovered for human consumption by 2025. Increasing food waste prevention, encouraging edible food rescue, and expanding the composting and in-vessel digestion of organic waste throughout the state will help reduce methane emissions from organic waste disposed in California's landfills. Additionally, compost has numerous benefits including water conservation, improved soil health, and carbon sequestration.

11. *Title 24. Part 6, Energy-Efficiency Standards and California Green Building Standards*

California Code of Regulations (CCR) Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Building Energy Efficiency Standards), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient



technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen Code), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect in 2009, and is administered by the California Building Standards Commission. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.

The Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis (every three years), with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which became effective on January 1, 2023.

B. Local Plans, Policies, and Regulations

1. EMWD Urban Water Management Plan

The *Eastern Municipal Water District 2020 Urban Water Management Plan (2020 UWMP)* (EMWD 2021b) is the current UWMP for the EMWD. The *2020 UWMP* includes a water system analysis, identifies improvements to correct existing deficiencies and serve projected future growth, and presents the estimated cost and phasing of the recommended improvements. As concluded in the *2020 UWMP*, EMWD anticipated that it will be able to meet projected demand for water within its service boundaries through the year 2045 in all types of climate conditions including normal, dry, and multiple consecutive dry weather years using imported water from MWD with existing supply resources.

Even with highly reliable supplies, events such as statewide water use restrictions or a catastrophic natural disaster (such as an earthquake) that disrupts imported water supplies may require EMWD to temporarily reduce water demands. EMWD's Water Shortage Contingency Plan (WSCP), included as Appendix I of the 2020 UWMP, defines the actions that EMWD could take to conserve water during a shortage. The WSCP describes how EMWD would communicate these requirements to customers, and it describes how the restrictions on use would be enforced. Further, as required by Executive Order N-7-22, and as outlined in the WSCP, EMWD will be required to prepare an Annual Water Supply and Demand Assessment (Annual Assessment) and submit it to the California Department of Water Resources (DWR) each year, beginning July 1, 2022. The Annual Assessment is intended to meet requirements of Water Code Section 10632.1 and present an assessment of the likelihood of a water shortage occurring during the next 12 months.

2. Moreno Master Drainage Plan (MDP)

The Project site is located within the RCFC&WCD's Moreno MDP. The Moreno MDP was prepared by the RCFC&WCD, to identify master-planned drainage and flood control facilities that are needed



in the area to safely convey the peak runoff of a 100-year frequency storm. The Project site discharges into Moreno MDP storm drain facilities.

3. *Moreno Valley Municipal Code (MVMC)*

MVMC Section 6.02.050, *Containers*, provides standards for the provision of solid waste (refuse) and recyclable material storage areas in compliance with state law (California Solid Waste Reuse and Recycling Access Act, PRC Sections 42900 through 42911).

MVMC Chapter 8.80, *Recycling and Diversion of Construction and Demolition Waste*, requires at least 50% of waste tonnage from construction, demolition, and remodeling debris be diverted from the landfill. Additionally, the City's Building Code requires development projects to complete and submit a Waste Management Plan for approval prior to issuance of permits. The Waste Management Plan would identify the material type and estimate the amount of materials to be recycled during construction. The Project would also be required to complete a Diversion Report for review by the City's Building Department to demonstrate that the Project recycled a minimum of 50% of its construction waste.

MVMC Chapter 9.17, *Landscape and Water Efficiency Requirements*, provides landscape development requirements consistent with the goals and policies of the General Plan, and implements landscape-related General Plan objectives and compliance with California Model Water Efficiency Ordinance. Relative to water conservation, the purpose of the landscape requirements is to identify landscape design issues and provide standards to create water-conserving landscape areas. These requirements apply to landscape development in public rights-of-way, areas adjacent to the public right-of-way, easements, setbacks, slopes, parking areas, public, quasi-public, commercial, industrial, and specified residential on-site landscape areas.

4.18.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates impacts to utilities and service systems based on thresholds of significance included in Appendix G of the CEQA Guidelines. A significant impact related to utilities and service systems would occur if the Project:

- a) *Would require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*
- b) *Would not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;*
- c) *Would result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*
- d) *Would 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) *Would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

4.18.4 IMPACT ANALYSIS

Threshold a: *Would the Project 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?*

A. Water

The Project is not a candidate for reclaimed water use due to the lack of existing or planned reclaimed water lines in the area. Therefore, the Project would use only potable water. The Project's water demand (indoor and outdoor uses) as reported in the Project-specific WSA included in EIR *Technical Appendix M*, is estimated to be approximately 279,498 gallons per day (GPD) (313.39 AFY). This includes 232,000 GPD for the proposed residential uses (260.05 AFY); 36,784 GPD (41.23 AFY) for the proposed commercial uses, and 10,714 GPD (12.01 AFY) for the proposed park uses (EMWD 2022b).

The Project would include the installation of on-site water lines to provide domestic water to the proposed uses, and for fire flow and irrigation. The on-site water lines would connect to existing lines beneath Cottonwood Avenue, Nason Street, Bay Avenue (west of the Project site), and Alessandro Boulevard (refer to Figure 3-8, Conceptual Utility Plan, in EIR Section 3.0, *Project Description*). No expansion, extension, re-construction, or other modifications to existing off-site water lines would be required to serve the Project. The Project's water system would be designed to ensure sufficient fire flow to the proposed buildings.

Construction activities associated with installation of new water lines on site and connections to existing water lines in the site-adjacent roadways would be within the physical impact area identified for the Project and evaluated throughout this EIR (refer to the construction and physical impact discussions in EIR Section 4.1 through Section 4.19). As identified, the installation of utility lines has the potential to cause construction-related environmental effects (e.g., short-term air pollutant emissions, noise, impacts to biological, cultural and paleontological resources, and traffic movement disruptions), which are an inherent part of the Project's construction process. The proposed water facilities would be installed in compliance with applicable City Engineering Standards, which incorporate EMWD standards. No additional impacts associated with construction/installation of on-site water lines or connections to existing water facilities would occur. There are no significant environmental impacts specifically related to installation of the proposed water lines.

B. Wastewater and Wastewater Treatment Facilities

The Project's estimated wastewater generation entering EMWD's sewer system is conservatively estimated to be approximately 279,498 GPD based on the estimated increase in water demand.



The Project would involve the installation of sewer lines on site, a connection to the existing sewer line in Bay Street (west of the Project site), and the installation of a 10-inch sewer line in Alessandro Boulevard (east of the proposed new north-south public street), which would connect to the existing sewer line in Nason Street (refer to Figure 3-8, Conceptual Utility Plan, in EIR Section 3.0). Besides the site-adjacent sewer line to be installed in Alessandro Boulevard, no expansion, extension, reconstruction, or other modifications to existing off-site sewer lines would be required to serve the Project.

Construction activities associated with installation of new sewer lines on and off site and connections to existing sewer lines in the site-adjacent roadways would be within the physical impact area identified for the Project and evaluated throughout this EIR (refer to the construction and physical impact discussions in EIR Section 4.1 through Section 4.19). As identified, the installation of utility lines has the potential to cause construction-related environmental effects (e.g., short-term air pollutant emissions, noise, impacts to biological, cultural, and paleontological resources, and traffic movement disruptions), which are an inherent part of the Project's construction process. The proposed sewer facilities would be installed in compliance with applicable City Engineering Standards, which incorporate EMWD standards. No additional impacts associated with construction/installation of sewer lines or connections to existing sewer facilities would occur. There are no significant environmental impacts specifically related to installation of the proposed sewer lines.

While the Project would result in an increased demand for wastewater treatment services, the Project wastewater treatment demand, which is further discussed under the response to Threshold "c" below, would not result in or require new or expanded wastewater treatment facilities.

C. Stormwater Drainage Facilities

The Project would involve the construction of on-site infrastructure (e.g., catch basins and underground storm drain pipes to capture and convey stormwater runoff to water quality treatment facilities and then ultimately to off-site storm drains. As shown in Figure 3-8, Conceptual Utility Plan, in EIR Section 3.0, the on-site drainage system would connect to an existing storm drain line in Nason Street at the intersection with Alessandro Boulevard and the intersection with Bay Avenue, and an existing storm drain line in Bay Avenue (west of the Project site). Additionally, a new storm drain line would be constructed in Alessandro Boulevard extending from Street A to the west (approximately 650 feet west of the Project site's westerly boundary) where it would connect to an existing storm drain in Alessandro Boulevard. The storm drain and water quality management system is further described in EIR Section 4.10, *Hydrology and Water Quality*.

Construction activities associated with installation of new on- and off-site storm drain and water quality management facilities, and connections to existing storm drain lines in the site-adjacent roadways would be within the physical impact area identified for the Project and evaluated throughout this EIR (refer to the construction and physical impact discussions in EIR Section 4.1 through Section 4.19). As identified, the installation of utility lines has the potential to cause construction-related environmental effects (e.g., short-term air pollutant emissions, noise, impacts to biological, cultural, and



paleontological resources, and traffic movement disruptions), which are an inherent part of the Project's construction process. The proposed storm drain and water quality management facilities would be installed in compliance with applicable City Engineering Standards. No additional impacts associated with construction/installation of storm drain and water quality management facilities lines or connections to existing stormwater facilities would occur. There are no significant environmental impacts specifically related to installation of the proposed storm drain and water quality management facilities.

D. Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)

The Project would be served by MVU (electricity), SoCalGas (natural gas), Frontier Communications (telephone and data), and Charter Communications (cable television and data). On-site utility infrastructure would be installed and would connect to existing infrastructure in the site-adjacent streets (Cottonwood Avenue, Nason Street, and Alessandro Boulevard). The construction activities associated with the installation of proposed on-site dry utility infrastructure, any off-site connections to existing dry utility infrastructure, and relocation of existing facilities adjacent to the Project site, as needed, would be within the physical impact area identified for the Project and evaluated throughout this EIR. No additional impacts associated with construction/installation of dry utilities lines or connections to existing dry utilities infrastructure would occur. There are no significant environmental impacts specifically related to installation of the proposed dry utilities infrastructure.

E. Conclusion

In summary, the installation of the utility and service system infrastructure improvements proposed as part of the Project would result in physical environmental impacts inherent in the Project's construction process; however, these impacts have already been included in the analyses of construction-related effects presented throughout this EIR. In instances where the Project's construction phase would result in specific, significant impacts, feasible mitigation measures are provided. The construction of infrastructure necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this this EIR. Accordingly, impacts would be less than significant and additional mitigation measures beyond those identified throughout other subsections of this EIR would not be required.

Threshold b: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

As previously discussed in Section 4.18.1, EMWD would provide potable water to the Project. Present and future water supplies available to the EMWD to provide water service within its service area include potable groundwater, desalination of brackish groundwater, and use of recycled water.

A WSA was prepared by EMWD to assess the Project's effect on the EMWD's ability to provide adequate water service to its customers during normal, dry, and multiple dry years. The WSA, which is provided as EIR *Technical Appendix M*, was prepared in accordance with SB 610 and



SB 221. According to the WSA, in the 2020 UWMP, the demand projections for the parcels covering the Project site were estimated based on Medium Density Residential land use, with a total demand of 134.43 AFY (average day demand of 119,929 GPD). As shown in Table 11 of the WSA, the total estimated water demand for the Project is estimated to be 279,498 GPD (313.39 AFY). This includes 232,000 GPD for the proposed residential uses (260.05 AFY); 36,784 GPD (41.23 AFY) for the proposed commercial uses, and 10,714 GPD (12.01 AFY) for the proposed park uses. This estimated water demand represents an increase in the limits of estimated demand considered in the 2020 UWMP. However, EMWD has planned for this possibility by including a planning buffer in the 2020 UWMP and projecting future water use at lower levels of water efficiency compared to present-day water use. After accounting for the cumulative demands from the Project and other developments in EMWD's service area (including other WSAs), over 11,000 AFY of buffer remains. This buffer is expected to grow in the future due to factors such as ongoing water use efficiency legislation and potable water offsets from recycled water conversions. Accordingly, demands from new development in EMWD's service area, including the Project, ultimately fall within the levels of demand considered in the 2020 UWMP (EMWD 2022b).

EMWD relies on MWD and local resources to meet the needs of its growing population. MWD indicated in the 2020 UWMP – MWD that it has the ability to meet all of its member agencies' projected supplemental demand through 2045, under normal, historic single-dry and historic multiple-dry year conditions (EMWD 2021b). Based on present information and the assurance that MWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for this Project as part of its existing and future demands (EMWD 2022b).

As with all new development in the City and in the EMWD service area, and as required by the proposed Project requirements, and applicable local and state regulations, the Project would install water-efficient plumbing fixtures in buildings. Additionally, water-conserving irrigation as well as climate-appropriate landscaping would be utilized. Further as discussed under Threshold "a," the Project would include the installation of water infrastructure needed to serve the Project, as required by EMWD.

Based on the foregoing, EMWD has adequate existing water entitlements and resources to serve the Project. Implementation of the Project would not cause EMWD to be unable to meet the demands of existing and future service obligations during normal, dry, and multiple dry years. The Project's impact to water supply would be less than significant and mitigation is not required.

Threshold c: Would the Project 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?

Wastewater generated by the Project would be treated at the MVRWRF. Under existing conditions, the MVRWRF has an excess treatment capacity of approximately 5.0 million gallons per day, while



Project operations are conservatively estimated to generate approximately 279,498 gallons of wastewater per day (0.28 million gallons per day). Implementation of the Project would utilize approximately 5.6% of the excess daily treatment capacity at the MVRWRF. Accordingly, the MVRWRF has sufficient excess capacity to treat wastewater generated by the Project in addition to existing commitments. Because there is adequate capacity at existing treatment facilities to serve Project demands, impacts would be less than significant and mitigation is not required.

Threshold d: Would the Project 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?

The Project would be required to comply with mandatory waste reduction requirements discussed in Section 4.18.2. Notwithstanding, construction and operation of the Project would result in the generation of solid waste requiring disposal at a landfill.

A. Construction Impact Analysis

Solid waste is anticipated to be generated by the Project's construction process, primarily comprising discarded materials and packaging. The CALGreen Code, which is implemented through the MVMC Chapter 8.38, *California Green Building Code*, requires that at least 65% of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage. The non-recyclable construction debris generated during Project construction would be disposed of at the Badlands Landfill, El Sobrante Landfill, or the Lamb Canyon Landfill. As described previously, the Badland Landfill, El Sobrante Landfill, and Lamb Canyon Landfill receive below their maximum permitted daily tonnage; thus, the Project's construction waste is not anticipated to result in these landfills exceeding their maximum permitted daily disposal volume. Furthermore, these landfills are not anticipated to reach their total maximum capacities during the Project's construction period. The Badlands Landfill, El Sobrante Landfill, and Lamb Canyon Landfill have sufficient daily capacity to accept solid waste generated by the Project's construction phase; thus, impacts to landfill capacity associated with near-term Project construction activities would be less than significant.

B. Operational Impact Analysis

As shown in Table 4.18-1, *Estimated Solid Waste Generation*, it is estimated that the Project would generate approximately 16,437.74 pounds per day (lbs/day)/8.2 tons per day of solid waste. A minimum of 75% of all solid waste would be required to be recycled pursuant to AB 341, consistent with the State's solid waste reduction goals; therefore, Project operation would generate approximately 2.1 tons per day of solid waste requiring disposal at a landfill. Non-recyclable waste generated by the Project would be disposed at the Badlands Landfill, El Sobrante Landfill, or the Lamb Canyon Landfill. The Project's estimated solid waste generation represents approximately 0.09% of the remaining permitted daily capacity of these landfills (9409.9 tons of solid waste per day).



Table 4.18-1 Estimated Solid Waste Generation

Land Use Type	Proposed Development	Generation Rate ¹	Solid Waste Generated (lbs/day)
Residential	800 dwelling units	12.23 lbs/dwelling unit/day	9,784
Commercial Retail	105,890 square feet	0.046 lb/square foot/day	4,870.94
Professional Office	15,000 square feet	0.084 lb/square foot/day	1,260
Civic Center	30,000 square feet	0.007 lb/square foot/day	210
Hotel	106 rooms	2 lbs/room/day	212
High Turnover Restaurant	20,160 square feet	0.005 lb/square feet/day	100.8
Park	4.8 acres	-- ²	--
Total			16,437.74

lbs/day = pounds per day

1. Solid waste generation rates are based on solid waste generation rates compiled by CalRecycle.

<https://www2.calrecycle.ca.gov/wastecharacterization/general/rates#Service>

2. CalRecycle has not established a solid waste generation rate for park uses.

The Project’s long-term solid waste generation is not in excess of State or local disposal standards, or in excess of the local infrastructure capacity to handle the waste disposal. As described above, the Badlands Landfill, El Sobrante Landfill, and the Lamb Canyon Landfill are below their maximum permitted daily disposal volume. Thus, waste generated by the Project’s operation is not anticipated to cause the landfills to exceed their maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacity of the landfills, impacts to landfill facilities during the Project’s long-term operational activities would be less than significant.

Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. Future residents and tenants of the Project would be required to coordinate with the City’s waste hauler (currently Waste Management) to develop a collection program for recyclables (e.g., paper, plastics, glass, and aluminum), and organic materials in accordance with local and State programs.

Additionally, future residents and tenants would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB 341.



As previously discussed, in 2022, the City implemented 45 programs to reduce solid waste generation and achieve the increased solid waste diversion required. The City had an average disposal rate of 4.8 pounds per resident per day and 16.5 pounds per employee per day in 2022 (the last year for which information is available). The disposal rate for residents is slightly higher than the established disposal rate target of 4.4 pounds per resident per day, and the disposal rate for employees is less than the established disposal rate of 31.8 pounds per employee per day (CalRecycle 2024a). In other words, the amount of solid waste being generated on a daily basis by residents is greater and the solid waste generated by employees is less. The City will continue to implement waste diversion programs to ensure future compliance with waste reduction requirements.

Future residents and tenants would participate in the City's solid waste management programs, and contractors would comply with MVMC Chapter 8.80, *Recycling and Diversion of Construction and Demolition Waste*. Adherence to the mandatory solid waste management requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. Therefore, impacts related to solid waste statutes and regulations would be less than significant.

4.18.5 CUMULATIVE IMPACT ANALYSIS

The geographic context for the cumulative impact analysis for utilities and infrastructure systems for water and sewer collection services is the EMWD service area. The geographic context for the cumulative impact analysis for dry utilities is the service area for the respective service providers (MVU, SoCalGas, Frontier Communications, and Charter Communications). The cumulative impact area for wastewater treatment impacts is the service area for the MVRWRF. The geographic context for the cumulative impact analysis for storm drains and solid waste is the City of Moreno Valley.

As with the Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utility infrastructure, and others) to serve the projects. However, the infrastructure needed for the Project would be limited to relatively small distribution and collection lines, which would occur within the Project's identified construction impact area. With the exception of a new storm drain line to be installed in Alessandro for a short distance, no new or expanded off-site infrastructure is required to be implemented as part of the Project, beyond the utility line connections to existing utilities adjacent to the Project site. The Project's proposed utility infrastructure would only serve the Project site and would not facilitate additional development in the area. The environmental impacts associated with construction of utility infrastructure to be installed as part of the Project have been addressed throughout this Draft EIR and would be less than significant with mitigation. The Project and all new development would have to coordinate with service providers to obtain services, and connections to existing utility lines would be made in accordance with the applicable requirements of the utility provider and the City, as applicable. Further, the payment of service fees to the respective service providers is expected to ensure adequate services to individual developments. The Project in conjunction with cumulative development would not result in significant impacts related to the construction and installation of utility infrastructure and would not result in a cumulative impact. Therefore, the Project would not have a cumulatively



considerable contribution to a significant cumulative impact associated with construction of utility infrastructure.

As discussed under Threshold “b,” the analysis in the Project’s WSA (included in EIR *Technical Appendix M*), which is based on the EMWD’s 2020 UWMP, demonstrates that with implementation of the Project and other cumulative developments, the EMWD would have adequate water supplies through the year 2045 during normal, dry, and multiple dry years. Therefore, there would be a less than significant cumulative impact, and the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water supply.

Under long-term, cumulative conditions, EMWD anticipates future increases in the demand for wastewater treatment services as the population within their service area grows. As discussed under Threshold “c,” the Project would not result in the need for expanded wastewater treatment facilities, as the MVRWRF has sufficient existing capacity to handle wastewater generated by the Project and other cumulative development. Any proposed changes to capacity of the EMWD or any facility maintained by EMWD are reviewed throughout the year by EMWD. For all new development within the EMWD service area, connection and service fees are allocated to assist in the financing of any future collection and disposal facilities and any future new/modified water and sewer treatment plant facilities. Therefore, EMWD would have adequate wastewater treatment capacity for wastewater generation by the Project and cumulative developments in its service area and there would be less than significant cumulative impact. The wastewater generated by the Project would not exceed the capacity of the MVRWRF and the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with wastewater treatment.

The solid waste generated by construction and operation of the Project would represent nominal portion of the daily disposal capacity at the landfills serving the City. These landfills have sufficient daily capacity to handle solid waste during the Project construction and operation and the Project and would not directly result in the need for expanded solid waste disposal facilities. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operations. Other cumulative development would also be required to comply with such regulations. Therefore, the Project combined with cumulative projects would not have a cumulative impact, and the Project would not have a cumulatively considerable contribution to a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal.

4.18.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The physical environmental effects associated with installing the Project’s water, wastewater, stormwater drainage, natural gas, electric power, and telecommunications infrastructure is evaluated throughout this EIR and no significant impacts specific to the provision of utilities services have been identified.



Threshold b: Less than Significant Impact. EMWD would have sufficient water supplies to service the Project. The Project would not exceed the EMWD's available supply of water during normal years, single-dry years, or multiple-dry years.

Threshold c: Less than Significant Impact. EMWD would provide wastewater treatment services to the Project via the MVRWRF, which would have adequate capacity to service the Project and no new or expanded facilities would be needed.

Threshold d: Less than Significant Impact. There is adequate capacity available at the Badlands Landfill, El Sobrante Landfill, and Lamb Canyon Landfill to accept the Project's solid waste during both construction and long-term operation. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure to handle the solid waste.

Threshold e: Less than Significant Impact. The Project would comply all applicable statutes and regulations related to the management and reduction of solid waste and pertaining to waste disposal, reduction, and recycling.

4.18.7 MITIGATION MEASURES

Impacts would be less than significant, and mitigation is not required.



4.19 WILDFIRE

This subsection analyzes potentially significant impacts related to wildfire that could result from the implementation of the Project. References used to prepare the subsection are listed in Environmental Impact Report (EIR) Section 7.0, *References*.

4.19.1 EXISTING CONDITIONS

A. Wildfire Hazards

Threat from wildfire hazards is determined based on several factors including fuel loading (vegetation), topography, climatic conditions, and the proximity of structures to fire hazards. Most wildfire damage occurs in wildland-urban interface areas, where homes and woodland vegetation are directly adjacent.

The Project site is within a Local Responsibility Area (LRA) within the City limit; the Moreno Valley Fire Department (MVFD) is the primary response agency for fires within the City. The *City of Moreno Valley General Plan 2040* (2040 General Plan) Map S-5, *Fire Hazard Severity Zones*, does not identify the Project site within a FHSZ (City of Moreno Valley 2021b)¹; the nearest Very High Fire Hazard Severity Zone (VHFHSZ) is located approximately 0.4 mile east of the Project site, north of Cottonwood Avenue.

As further discussed in EIR Subsection 4.4, *Biological Resources*, the Project site is characterized by a maintained open field comprised of disturbed annual grassland cover vegetated with a variety of non-native and early successional weedy plant species that have been subject to vegetation management activities (mowing). The Project site does not contain wildland. The Project site is surrounded by existing development and undeveloped and disturbed property that is subject to vegetation management activities, similar to the Project site.

4.19.2 REGULATORY SETTING

A. State Plans, Policies, and Regulations

1. *California Government Code Sections 51178 and 51182*

California Government Code (CGC) Section 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are VHFHSZs in LRAs, based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC Section 51178, a local agency may, at its discretion, exclude from the requirements of Section 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of Section 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of Section 51182 are

¹ The fire hazard severity zone information provided in the City of Moreno Valley General Plan 2040 (2040 General Plan), which the City is in the process of readopting, remains applicable to the discussion of the City's environmental setting regarding fire hazards. The court decision did not address this topical issue.



necessary for effective fire protection within the new area. According to Section 51182, such changes made by a local agency shall be final and shall not be rebuttable by CalFire.

CGC Section 51182 identifies actions required to be taken by a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, which area or land is within a VHFHSZ designated by the local agency pursuant to Section 51179, to protect against wildfires.

4.19.3 BASIS FOR DETERMINING SIGNIFICANCE

The City of Moreno Valley evaluates wildfire impacts based on thresholds of significance included in Appendix G of the CEQA Guidelines. Impacts related to wildfire could be significant if the implementation of the Project is located in or near State Responsibility Areas (SRAs) or lands classified as VHFHSZs, and would:

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



4.19.4 IMPACT ANALYSIS

If located in or near State Responsibility Areas (SRAs) or lands classified as very high fire hazard severity zones:

Threshold a: *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

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

Threshold c: *Would the Project 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?*

Threshold d: *Would the Project 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?*

According to the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone (FHSZ) Viewer, the Project site is not within a SRA FHSZ; the nearest lands within an SRA are located approximately 2.7 miles north of the Project site (CAL FIRE 2023). Additionally, based on the City's proposed 2040 General Plan Safety Element, the Project site is not within land classified as a VHFHSZ. The nearest lands classified as VHFHSZ are located approximately 0.4-mile east of the Project site. The Project site is not within or near an SRA, does not have lands classified as VHFHSZ, and is not within or near a VHFHSZ. In addition, developed areas or vacant lots subject to vegetation management activities provide a buffer between the Project site and VHFHSZs. Therefore, the Project would not result in impacts related to wildfires or exacerbate wildfire hazards. No impact would occur.

4.19.5 CUMULATIVE IMPACT ANALYSIS

The Project site is not within an SRA and is not within lands classified as a VHFHSZ. Therefore, no wildfire impacts would occur with implementation of the Project and the Project would not contribute to cumulative wildfire impacts.

4.19.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a, b, c, and d: No Impact. The Project site is not within or near an SRA or a VHFHSZ. Therefore, the Project would not expose people or structures to wildfire hazards, impair emergency plans, or exacerbate the spread of wildfires. No impact would occur.

4.19.7 MITIGATION

No impact would occur, and mitigation is not required.



5.0 OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The California Environmental Quality Act (CEQA) Guidelines require that an environment impact report (EIR) disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126[b]). As identified through the topical issues analysis provided in EIR Section 4.0, *Environmental Analysis*, the Town Center at Moreno Valley (TCMV) Specific Plan Project (Project) is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after the consideration of Project design features, compliance with applicable federal, State, and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- **Air Quality**
 - **Air Quality Management Plan (AQMP) Conflict.** The Project's operational-source emissions are anticipated to exceed the regional thresholds of significance for volatile organic compounds (VOC), nitrogen oxides (NO_x), and carbon monoxide (CO) emissions. VOC and NO_x are precursors for ozone (O₃); thus, Project operational activities could contribute a substantial volume of pollutants to the South Coast Air Basin (SoCAB) that could delay the attainment of federal and State ozone standards. As such, the Project is conservatively considered to have the potential to conflict with the AQMP. Project impacts due to a conflict with the AQMP would be significant and unavoidable.
 - **Cumulatively Considerable Increase in Criteria Pollutant During Operation.** After the application of mandatory regulatory requirements and feasible mitigation measures, maximum daily emissions from Project operations would exceed the SCAQMD CEQA significance thresholds for NO_x, VOC, and CO, and cannot be effectively reduced to a level below the SCAQMD thresholds of significance. Because NO_x and VOC are O₃ precursors, this could also result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant. There are no additional feasible mitigation measures beyond those identified in EIR Section 4.3, *Air Quality*, that would reduce the Project's NO_x, VOC, and CO emissions to a less than significant level. Therefore, the Project's operational air quality impacts are significant and unavoidable, and the Project would result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is in non-attainment, which is a significant and unavoidable impact.
- **Greenhouse Gas Emissions.** With implementation of the identified mitigation measures in EIR Section 4.8, *Greenhouse Gas Emissions*, the Project's operational GHG emissions would be reduced but not to a level below the established significance threshold. Since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the



City have regulatory authority to control vehicle-source emissions, no feasible mitigation measures beyond the measures identified exist that would reduce emissions to levels that are less than significant. Therefore, the Project would result in a significant and unavoidable GHG emissions impact.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROJECT SHOULD IT BE IMPLEMENTED

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project, and states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if the following occurs:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the Project may result in significant irreversible effects requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Project site is undeveloped. The Project site and surrounding area has historically been used for agricultural purposes; however, agricultural activities at the Project site ceased in the late 1960's. There are no non-renewable resources present at the Project site; therefore, conversion of the land from its current state to a mixed-use development with residential, commercial/civic, and park uses would have no direct effect on any such resources at the Project site.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber,



sand/gravel, steel, copper, lead, and other metals (for use in building and roadway construction and utility infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation; these include air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased potable water demands for drinking, cleaning, landscaping, and general maintenance needs). The Project is required by law to comply with federal, State, and local building requirements addressing energy conservation, and compliance with these requirements reduces a building operation's energy volume that is produced by fossil fuels. A more detailed discussion of energy consumption is provided in EIR Section 4.6, *Energy*. The consumption of non-renewable resources to construct and operate the Project over the long-term would likely commit subsequent generations to the same use of the land and similar patterns of energy consumption. It is improbable that the site would revert to permanently undeveloped conditions due to the large capital investment that would already have been committed. However, the Project is not expected to reduce the availability of any natural resources as a result of long-term operational activities.

The General Plan and Moreno Valley zoning ordinance anticipate development of the Project site. Implementation of the Project would commit the Project site to a mixed-use development consisting of residential, commercial/civic, and park uses. These uses are compatible with the existing and planned uses that surround the Project site. Although the Project would result in unavoidable physical impacts related to air quality, these effects are significant due to their effect on the region, not their local impacts to receptors located near the Project site. The Project and its environmental effects would not compel or commit surrounding properties to land uses other than those that are existing today or those that are planned by the City's General Plan and zoning ordinance. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.

EIR Section 4.9, *Hazards and Hazardous Materials*, provides an analysis of the Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, compliance with federal, State, and local regulations related to hazardous materials would be required of all contractors working at the Project site during the Project's construction and of all occupants that occupy the Project's buildings. As such, construction and long-term operation of the Project would not cause significant irreversible damage to the environment that could result if hazardous materials were released from the site, including damage that may result from upset or accident conditions.

Lastly, an increased commitment of public services (e.g., police and fire protection) would also be required. However, as discussed in EIR Section 4.15, *Public Services and Recreation*, the Project would not require the construction of new or alteration of existing fire or police protection facilities to maintain an adequate level of service to the Project area, and no physical environmental impacts would result.



5.3 GROWTH-INDUCING IMPACTS OF THE PROJECT

CEQA requires an EIR to include a discussion of ways in which the proposed project could induce growth. The CEQA Guidelines identify a project as growth-inducing if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment (CEQA Guidelines, Section 15126.2[e]). New residents and employees from the future residential and non-residential uses proposed by the Project represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed in EIR Section 4.1 through Section 4.19.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment beyond the direct consequences of implementing the Project examined in the preceding sections of this EIR.

1. **Would this Project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?** Existing roadways would be extended into the Project site and new roadways built on site would serve the Project but would not provide additional capacity to induce unplanned growth. Additionally, the Project would not involve development that would establish an essential public service or utility/service system. The Project site and surrounding areas are already served by essential public services, an extensive network of utility/service systems, and the



other infrastructure necessary to accommodate or allow the existing conditions and planned growth.

The existing utility/service systems in the roadways adjacent to the Project site can serve the development allowed by the proposed TCMV Specific Plan with connections to these existing facilities. The utility infrastructure installed as part of the Project would be sized and located expressly to serve the on-site uses and, therefore, would not induce growth in the Project vicinity. Further, future development would be reviewed on a project-by-project basis at the time of proposed construction in order to determine the utility/service systems necessary to serve the proposed land uses.

Consistent with the provisions of the Moreno Valley Municipal Code (MVMC), the Project Applicant is proposing a Specific Plan to establish the zoning, development, and design standards for implementing projects within the Project site. The Project would not change existing regulations pertaining to land development and is, therefore, not considered to be growth-inducing with respect to removal of obstacles to growth.

- 2. Would this Project result in the need to expand one or more public services to maintain desired levels of service?** As discussed in EIR Section 4.15, *Public Services and Recreation*, the Project would increase the demand for public services (police, fire, schools, libraries, and parks and recreational facilities). The Project would create the typical range of service calls for police and fire services that occur with residential, commercial/civic, and park uses. The Project would not necessitate the construction of new or the expansion of existing public service facilities in order to maintain desired levels of service; however, a substation could be accommodated within the commercial area, if required by the City. This facility, should it be implemented, would be available not only to future residents and employees of the Project, but other residents and employees in the City. With respect to parks, the proposed TCMV Specific Plan includes approximately 4.8 acres of public open space area, including an approximately 3.5-acre area to be centrally located within the Project site and an approximately 1.3-acre linear park. Additionally, funding mechanisms are in place through existing regulations and standard practices to accommodate growth in the City, including the Project. This Project would not, therefore, have significant growth-inducing consequences with respect to public services.
- 3. Would this Project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?** During Project construction, a number of design, engineering, and construction-related jobs would be created. This would last until Project construction is completed. This would be an indirect, growth-inducing effect of the Project.

As further described in EIR Section 3.0, *Project Description*, for purposes of analysis in this EIR it is anticipated the proposed TCMV Specific Plan would result in the development of up to 800 residential units and approximately 230,000 square feet of non-residential uses. It is estimated that this development could generate up to 3,080 new residents and approximately 421 new employment opportunities. As discussed in EIR Section 4.14, *Population and*



Housing, the Project would not exceed the growth projections for the City or the region. Further, it is expected that the short-term construction jobs and new positions during operation would be filled by workers who already reside in the local area or region.

As development occurs on site, Project residents and employees would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. In addition to the proposed non-residential uses, the Project is located near and within walking distance of existing employment and retail areas in the City, which would help serve the employment and shopping needs of the future residents. However, the increased demand for such economic goods and services could encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. This growth may be experienced in the areas in proximity to the Project site that are either currently undeveloped or underutilized. However, this type of growth is already anticipated in the City's General Plan, and as identified on Figure 4.0-1, *Cumulative Projects Location Map*, is already being proposed. Therefore, implementation of residential and non-residential uses allowed by the proposed TCMV Specific Plan would support existing uses in the area, and could encourage or facilitate the growth envisioned in the General Plan.

- 4. Would this Project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?** As identified above, there are no proposed changes to the type of uses allowed by the General Plan and zoning ordinance as residential, commercial, and park uses are allowed and common uses in the City. Further, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this Project. As identified in EIR Section 4.1 through Section 4.19, the Project would be implemented in accordance with applicable regulations and Project-specific mitigation measures, which would ensure there are no conflicts with adopted land development regulations, and environmental impacts are minimized. The Project does not propose any precedent-setting actions that, if approved, would specifically allow or encourage other projects and resultant growth to occur. Furthermore, the Project is not extending any infrastructure or facilitating further development. Accordingly, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and zoning ordinance allow is speculative. CEQA does not require the analysis of speculative effects (CEQA Guidelines Section 15145). If any other property owner were to propose development or redevelopment of a property in the Project vicinity or in any part of the City, that project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.



5.4 EFFECTS FOUND NOT TO BE SIGNIFICANT DURING THE EIR SCOPING PROCESS

CEQA Guidelines Section 15128 requires that an EIR “...contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” As discussed in EIR Section 1.0, *Introduction*, and as identified in the Notice of Preparation for this EIR included in *EIR Technical Appendix A*, the City determined that each of the 20 topical issues identified in Appendix G of the CEQA Guidelines should be evaluated in the Draft EIR. There were no issues for which the City found that impacts would be less than significant and no further analysis in the Draft EIR was warranted.



6.0 ALTERNATIVES

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a):

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

As discussed in EIR Section 4.1 through Section 4.19, the Project would result in significant adverse environmental effects under two environmental issue areas (Air Quality and Greenhouse Gas [GHG] emissions) that cannot be mitigated to below a level of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are:

- **Air Quality (Air Quality Management Plan Conflict).** While the 2006 General Plan designates the Project site for Public Facilities land uses, the South Coast Air Quality Management District (SCAQMD) 2022 *Air Quality Management Plan* (AQMP) was adopted subsequent to the prior adoption of the City of Moreno Valley General Plan 2040 General Plan (referred to herein as the “2040 General Plan”) by the City of Moreno Valley (City) and, therefore, includes the City’s growth projections associated with the 2040 General Plan. As such, the Project would not result in the exceedance of assumptions within the AQMP. However, the Project would emit volatile organic compounds (VOCs) and nitrogen oxides (NO_x), which are ozone (O₃) precursors, in exceedance of the SCAQMD regional significance thresholds, resulting in a significant impact even with the identified mitigation measures in EIR Section 4.3, *Air Quality*. This could contribute to a delay in the attainment of federal and State O₃ standards in the South Coast Air Basin (SoCAB). Additionally, the Project would emit carbon monoxide (CO) in exceedance of the SCAQMD regional significance thresholds. As such, the Project is conservatively considered to have the potential to conflict with the SCAQMD 2022 AQMP. Project impacts due to a conflict with the SCAQMD 2022 AQMP would be significant and unavoidable on both a direct and cumulative basis.
- **Air Quality (Criteria Pollutant Emissions).** With implementation of the identified mitigation measures in EIR Section 4.3, *Air Quality*, the Project’s operational-related VOC, NO_x, and CO emissions would be reduced, but not to a level below SCAQMD’s regional thresholds for these criteria pollutants. Since the majority of the operational emissions are from vehicle trips and



neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures beyond the measures identified exist that would reduce emissions to levels that are less than significant. Therefore, the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard.

- **GHG Emissions.** With implementation of the identified mitigation measures in EIR Section 4.8, *Greenhouse Gas Emissions*, the Project’s operational GHG emissions would be reduced but not to a level below the established significance threshold. Since the majority of the operational emissions are from vehicle trips and neither the Project Applicant nor the City have regulatory authority to control vehicle-source emissions, no feasible mitigation measures beyond the measures identified exist that would reduce emissions to levels that are less than significant. Therefore, the Project would result in a significant and unavoidable GHG emissions impact.

6.1 ALTERNATIVES UNDER CONSIDERATION

In compliance with CEQA Guidelines Section 15126.6(a), an EIR must describe “a range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives to the project, or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if “these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (CEQA Guidelines Section 15126.6[b]).

CEQA Guidelines Section 15126.6(e) requires that an EIR include an alternative that describes what would reasonably be expected to occur on the Project site in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., “No Project” Alternative). For projects that include a revision to an existing land use plan, the No Project Alternative may be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property), the No Project Alternative is considered to be a circumstance under which the project does not proceed (CEQA Guidelines Section 15126[e][3][A-B]). This EIR includes analysis of both No Project alternative approaches.

The development alternatives evaluated in this section focus on reduced development scenarios that would reduce air pollutants and GHG emissions.

The following alternatives are analyzed in this section.



6.1.1 NO PROJECT/DEVELOPMENT PURSUANT TO THE EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

The existing (2006) General Plan land use designation for the Project site is Public Facilities and the existing zoning district is Public (P) District. The Project requires a General Plan Amendment and zone change to allow for implementation of the residential, commercial, civic, and open space uses proposed to be allowed by the Town Center at Moreno Valley (TCMV) Specific Plan, which would serve as the regulatory document governing the orderly growth and development of the Project site and Tentative Tract Map No. 38421. Therefore, this EIR addresses the “No Project/Development Pursuant to the Existing General Plan and Zoning” Alternative, which represents the No Project alternative under which the Project does not proceed and the Project site is developed pursuant to the existing 2006 General Plan and existing zoning designations, which anticipate the development of public facilities.

6.1.2 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The “No Project/No Development” Alternative considers no development on the Project site. Under this Alternative, the approximately 69.6 gross acre Project site would remain undeveloped and would be subject to routine maintenance (i.e., discing) for weed abatement. This Alternative was used to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing state.

6.1.3 REDUCED DEVELOPMENT – LESS RESIDENTIAL ALTERNATIVE

The “Reduced Development – Less Residential” Alternative considers a development scenario consistent with the proposed TCMV Specific Plan where the Project site would be developed with fewer residential units as compared to the Project evaluated in this EIR, but the same amount of commercial/civic and open space (park) uses would be developed. In summary, under this Alternative, the Project site would be developed with 300 residential dwelling units (compared to 800 residential units anticipated for the Project in this EIR); 229,459 square feet (sf) of non-residential uses, consistent with the non-residential development square footage anticipated for the Project in this EIR; and 4.9 acres of open space, consistent with the Project.

6.1.4 REDUCED DEVELOPMENT – LESS COMMERCIAL ALTERNATIVE

The “Reduced Development – Less Commercial” Alternative considers a development scenario where the Project site would be developed with the same number of residential units and the same amount of open space (park) uses as assumed for the Project in this EIR, but a reduced amount of commercial/civic uses. In summary, under this Alternative the Project site would be developed with 800 residential dwelling units, consistent with residential development anticipated for the Project in this EIR; 150,000 sf of non-residential uses (compared to 229,459 sf of non-residential development square footage anticipated for the Project in this EIR); and 4.9 acres of open space, consistent with the Project.

6.1.5 REDUCED DEVELOPMENT – LESS RESIDENTIAL AND LESS COMMERCIAL ALTERNATIVE

The “Reduced Development – Less Residential and Less Commercial” Alternative considers a development scenario where the Project site would be developed with fewer residential units, less



commercial/civic uses, and the same amount of open space (park) uses. In summary, under this Alternative, the Project site would be developed with 700 residential dwelling units (compared to 800 residential units anticipated for the Project in this EIR); 175,000 sf of non-residential uses (compared to 229,459 sf of non-residential development square footage anticipated for the Project in this EIR); and 4.9 acres of open space, consistent with the Project.

6.2 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the Project, CEQA Guidelines Section 15126.6(f)(1) notes:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. The alternatives that were considered but rejected are described below.

6.2.1 ALTERNATIVE SITE WITHIN THE CITY-PROPOSED DOWNTOWN CENTER (DC) DISTRICT

CEQA does not require that an analysis of alternative sites be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site, then an alternative site analysis should be considered and analyzed in the EIR. In making the decision to include or exclude an analysis of an alternative site, the “key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR” (CEQA Guidelines Section 15126.6[f][2]).

To meet key Project objectives, the alternative site must be located within an area within the City-proposed Downtown Center (DC) District area, which is generally located south of Cottonwood Avenue, east of Lasselle Street, west of Oliver Street, and north of Iris Avenue. The City envisions this area, which is located around the prominent cross-roads of Nason Street and Alessandro Boulevard and encompasses approximately 1,200 acres near the center of the City, as a mixed-use “Downtown



Center” district to serve as a focal point of the community and destination for people from around the region. The proposed TCMV Specific Plan has been developed in consideration of the City’s vision for this area as set forth in the proposed 2040 General Plan that the City is in the process of readopting. Based on review of aerial photography, the City-proposed Downtown Center (DC) District includes vacant land and some sites that are currently developed. There are a limited number of vacant properties in this area that are large enough to support the Project that are not already planned for development (e.g., the Aquabella Specific Plan and individual development projects) or that would have fewer developmental and environmental constraints than the Project site evaluated in this EIR. It is not anticipated that a currently developed site would be redeveloped to accommodate the Project. Additionally, if removal of existing uses was required to implement the Project at an alternative site, construction-related impacts (including air quality emissions) would be greater than the Project since the Project site is currently undeveloped.

As identified in the analysis presented in EIR Section 4.1 through Section 4.19, with adherence to regulatory requirements and incorporation of Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts related to aesthetics, agricultural and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems, as well as construction-related air quality impacts. Under this Alternative, impacts associated with these topics would be similar to the Project, depending on the characteristics of that alternative site, because development of the Project at an alternative site would have a similar physical impact area, type of uses, and project size and would be subject to the same regulatory requirements and mitigation measures.

With respect to the Project’s significant and unavoidable operational air quality impacts and GHG emissions impacts, development of the Project at an alternative site within the City-proposed Downtown Center (DC) District would likely result in similar impacts as would occur with implementation of the Project at its proposed location because the Project’s significant operational air quality impacts and GHG emissions impacts are primarily related to motor vehicles traveling to/from the Project site and not related to the presence of sensitive resources on the Project site or its location near sensitive receptors. Vehicle-related impacts are a direct reflection of the Project’s expected operational characteristics as a residential, commercial/civic, and open space (park) mixed-use development, regardless of the property where the Project is located. Development on another site would not avoid the Project’s significant and unavoidable operational air quality and GHG emissions impacts.

Additionally, the Project Applicant does not own any other land in the City-proposed Downtown Center (DC) District area. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the proposed project (CEQA Guidelines Section 15126.6[f][1]).



In summary, development of the Project or similar development that implements the proposed TCMV Specific Plan on an alternative site in the City-proposed Downtown Center (DC) District would likely meet the Project objectives but would not substantially reduce or avoid significant unavoidable impacts related to operational air quality and GHG emissions that would result from the Project. Additionally, an alternative site is not feasible. Therefore, further analysis of an alternative site or sites in this EIR is not required.

6.2.2 REDUCED DEVELOPMENT AREA ALTERNATIVE

The approximately 69.6 gross acre Project site is currently undeveloped and is subject to periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. As described in EIR Section 2.0 and Section 4.1 through Section 4.19, there are no conditions at the Project site (e.g., sensitive biological resources, cultural resources, etc.) or potential construction-related impacts that warrant preservation of areas on site or consideration of a reduced development area. Further, a “Reduced Development Area” Alternative would delay, but not eliminate, the ultimate development of the entirety of the Project site pursuant to the current 2006 General Plan and the City’s proposed 2040 General Plan, which anticipate the development of the Project site.

6.3 ALTERNATIVE ANALYSIS

This section compares the environmental impacts expected from each alternative considered by the City relative to the environmental impacts of the Project. A conclusion is provided for each topic as to whether the alternative results in one of the following: (1) reduction or avoidance of the Project’s impact, (2) a greater impact than would occur under the Project, (3) the same impact as the Project, or (4) a new impact in addition to the Project’s impacts. Table 6-4, *Alternatives to the Project – Comparison of Environmental Impacts*, and Table 6-5, *Alternatives to the Project – Comparison of Project Objectives*, at the end of this section compare the impacts of the alternatives against the impacts of the Project and identify the ability of the alternative to meet the objectives of the Project. As previously listed in EIR Section 3.0, the Project’s objectives are:

1. Establish the zoning criteria to guide the orderly development of the Project site with a mixed-use neighborhood composed of residential, open space, and commercial uses.
2. Maximize housing opportunities to further achievement of local housing goals and provide a variety of housing types to meet the needs of various market segments and lifestyle considerations.
3. Create local employment opportunities.
4. Expand economic development in the City by establishing new commercial/civic uses on vacant land in a developing area.
5. Decrease automobile dependency by locating new housing, parks, and commercial/civic uses within walking distance of other business, entertainment, residential, cultural, and civic uses.

6. Provide a diverse combination of new shopping and dining opportunities for City residents and visitors.
7. Develop an attractive and active community centerpiece for the City.

6.3.1 NO PROJECT/DEVELOPMENT PURSUANT TO THE EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

Under the City's current 2006 General Plan, the Project site has a land use designation of Public Facilities. The primary purpose of areas designated Public Facilities is to provide property for civic, cultural, and public utility uses including, but not limited to, schools, libraries, fire stations, museums, and government offices. The existing zoning for the Project site is Public (P) District; the primary purpose of this district is to provide for the conduct of public and institutional activities, including providing protected designated areas for public and institutional facilities. There are various types of allowed uses under the current General Plan land use and zoning designations, and it would be speculative to identify a development scenario that anticipates development of the entire Project site with such uses. Further, as discussed in EIR Section 3.1, *Project Background*, the City vision for this area as outlined in the Nason Street Corridor Plan (October 2015), the 2016 City of Moreno Valley Strategic Plan, and the Nason Street Corridor Phase II Study Area Plan (May 2019) is for development of a multi-use town center consisting of residential, commercial, office, and civic uses. In addition, the City is in the process of readopting the 2040 General Plan, which would include the Project site within the proposed mixed-use Downtown Center (DC) District to serve as a focal point of the community and destination for people from around the region. Consistent with this vision, the City is in the process of selling the Project site to the Project Applicant for the purpose of developing a mixed-use town center and it is reasonable to anticipate that the Project site would not be developed solely with public facilities. Notwithstanding, it is anticipated that development of the site with public facilities pursuant to the current 2006 General Plan land use designation would reduce the daily trip generation and associated air pollutant and GHG emissions as compared to the Project. However, development of public facilities at the Project site would not meet the Project objectives.

The Project includes a site-specific development proposal as presented in the proposed TCMV Specific Plan, which would serve as the regulatory document governing the orderly growth and development of the Project site and Tentative Tract Map No. 38421. The Project is consistent with the land uses allowed by the proposed 2040 General Plan and associated zoning currently in the process of re-adoption by the City (Downtown Center [DC] District). The development alternatives evaluated in this section focus on reduced development scenarios that would reduce air pollutant and GHG emissions. As with the Project, each development alternative is consistent with the land uses anticipated by the City's proposed 2040 General Plan and zoning designations for the Project site and would implement the proposed TCMV Specific Plan.

6.3.2 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the Project to the environmental impacts that would occur if the property were left in its existing conditions for the foreseeable future. Under existing conditions, the Project site is



undeveloped. Refer to the general description of the Project site's existing physical conditions provided in EIR Section 2.0, *Environmental Setting*, and more detailed environmental setting information provided for each topical issue in EIR Section 4.1 through Section 4.19.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. In addition, there are no designated or eligible State scenic highways within the immediate vicinity of the Project site. Under the No Project/No Development Alternative, the visual character and quality of the Project site would be maintained in its existing condition. No new structures, landscaping, or lighting would be introduced on the Project site. The No Project/No Development Alternative would not conflict with plans or regulations addressing scenic quality and would not create a new source of substantial light or glare that would impact nighttime views in the area. There would be no aesthetic impact associated with leaving the Project site in its existing condition. Therefore, the No Project/No Development Alternative would avoid the Project's less than significant aesthetic impact.

B. Agriculture and Forestry Resources

The No Project/No Development Alternative would leave the Project site in its existing condition, which includes periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. Under existing conditions, the Project site contains Farmland of Local Importance, but does not contain Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forestry resources. Therefore, the No Project/No Development Alternative would not impact Farmland of Local Importance, but the Project's impact is less than significant. Under both the No Project/No Development Alternative and the Project, impacts to forestry resources would not occur.

C. Air Quality

The No Project/No Development Alternative would leave the Project site in its existing undeveloped condition and would not generate any air quality emissions, nor would it include any land uses with the potential for exposing sensitive receptors to substantial pollutant concentrations. Furthermore, because no new development would occur on site, the No Project/No Development Alternative would avoid the Project's less than significant impact due to other emissions (such as those leading to odors) that could affect a substantial number of people. Thus, the No Project/No Development Alternative would avoid the Project's significant and unavoidable impacts related to conflict with the AQMP and operational VOC, NO_x, and CO emissions, and the Project's less than significant construction-related air quality impacts.

D. Biological Resources

The No Project/No Development Alternative would leave the Project site in its existing condition, which includes periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. No grading would occur under the No Project/No Development



Alternative and there would be no potential impacts to special status plants or animals with the potential to occur at the Project site. Although there are mitigation measures identified in EIR Section 4.4, *Biological Resources*, that would reduce the Project's potential impacts to biological resources to below a level of significance, implementation of the No Project/No Development Alternative would avoid impacts to biological resources associated with the Project and would require no mitigation.

E. Cultural Resources

The No Project/No Development Alternative would leave the Project site in its existing condition, which includes periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. No grading or other construction activities would occur under the No Project/No Development Alternative and there would be no potential impacts to subsurface archaeological resources or human remains that may exist. Although there are mitigation measures identified in EIR Section 4.5, *Cultural Resources*, that would reduce the Project's potential impacts to cultural resources and human remains to below a level of significance, implementation of the No Project/No Development Alternative would avoid impacts to cultural resources associated with the Project and would require no mitigation.

F. Energy

The No Project/No Development Alternative would leave the Project site in its existing undeveloped condition and would not demand any energy beyond the de minimis amount needed for weed abatement and routine maintenance activities. In the absence of construction activities and operation of the proposed uses, the No Project/No Development Alternative would require no new demand for near-term or long-term energy or fuel use on the site. This Alternative would avoid the Project's near- and long-term energy use and would avoid the Project's less than significant impacts.

G. Geology and Soils

The No Project/No Development Alternative would leave the Project site in its existing condition, which would include periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. These activities have the potential to result in water and/or wind erosion of exposed soils that would not occur with the Project. The Project site would remain undeveloped under the No Project/No Development Alternative. Accordingly, there would be no potential for this Alternative to expose people or structures to safety risks associated with geologic hazards or result in significant adverse impacts to paleontological resources. This Alternative would avoid the Project's less than significant impacts related to geology and soils but would have greater impacts associated with potential for erosion.

H. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no development would occur on the Project site. Therefore, there would be no new sources of near-term or long-term GHG emissions under the No



Project/No Development Alternative. Selection of this Alternative would avoid the Project's significant and unavoidable impact associated with GHG emissions.

I. Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no new hazards would be introduced to the Project site. Routine weed abatement activities would continue to occur on the Project site to remove dry/dead vegetation that has the potential to pose a fire hazard, as required by the City. This Alternative would avoid the Project's less than significant impacts related to hazards and hazardous materials.

J. Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under the No Project/No Development Alternative. No stormwater drainage improvements would be constructed on the Project site and rainfall would be discharged from the Project site as sheet flow, as occurs under existing conditions. Under this Alternative, the stormwater leaving the Project site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, the No Project/No Development Alternative would generate fewer water pollutants due to the absence of development on site. In addition, because the Project site would remain undeveloped under the No Project/No Development Alternative, this Alternative would avoid the Project's less than significant impacts to groundwater supplies, groundwater recharge, and sustainable management of the groundwater basin. The No Project/No Development Alternative and the Project would result in less than significant hydrology and water quality impacts.

K. Land Use and Planning

The No Project/No Development Alternative would not divide an established community and would not result in any new development that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Accordingly, selection of the No Project/No Development Alternative would result in no impacts to land use and planning; however, the Project's impacts would be less than significant.

L. Mineral Resources

The No Project/No Development Alternative would leave the Project site in its existing condition. The Project site does not contain any known mineral resources. Therefore, under both the No Project/No Development Alternative and the Project, there would be no impacts to mineral resources.

M. Noise

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under the No Project/No Development Alternative. However, the construction-related noise impacts



from the Project would be less than significant. Under the No Project/No Development Alternative, no new sources of noise would be introduced on the Project site. Additionally, because the Project site would not be developed, no new vehicular trips would be generated and the No Project/No Development Alternative would not contribute to an incremental increase in area-wide traffic noise levels. Accordingly, the No Project/No Development Alternative would avoid the Project's less than significant impacts related to noise.

N. Population and Housing

Under the No Project/No Development Alternative, the Project site would remain undeveloped and would not increase the population or employment in the City. Accordingly, this Alternative would avoid the Project's less than significant impacts related to population and housing.

O. Public Services and Recreation

Under the No Project/No Development Alternative, the Project site would remain undeveloped and would not increase the demand for public services or recreation facilities. Accordingly, this Alternative would avoid the Project's less than significant impacts related to the increased demand for public services and recreation and would avoid the Project's less than significant impacts associated with construction of the on-site parks.

P. Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur at the Project site and circulation improvements proposed with the Project would not be implemented (including roadway, bicycle, pedestrian and transit improvements). No long-term (operational) vehicular trips would be generated under the No Project/No Development Alternative. The Project would have less than significant impacts related to consistency with plans and programs addressing circulation, vehicle miles traveled (VMT), potential hazards due to a geometric design feature or incompatible use, and emergency access. Therefore, the No Project/No Development Alternative would avoid the Project's less than significant impacts related to transportation.

Q. Tribal Cultural Resources

The No Project/No Development Alternative would leave the Project site in its existing condition, which includes periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. No grading would occur under the No Project/No Development Alternative and there would be no potential impacts to subsurface tribal cultural resources that may exist. Therefore, the No Project/No Development Alternative would avoid new disturbances and would avoid the potential for Project construction activities to damage buried tribal cultural resources, although Project impacts are less than significant with implementation of the identified mitigation measures.



R. Utilities and Service Systems

The No Project/No Development Alternative would not place any new demands on local and regional utilities and service systems because no new development would occur. Under the No Project/No Development Alternative, no new utilities would be constructed, and no physical impacts would result. Accordingly, this Alternative would avoid the Project's less than significant impacts related to utilities and service systems.

S. Wildfire

The No Project/No Development Alternative would leave the Project site in its existing condition, which includes periodic ground disturbances related to weed abatement activities and other routine, on-site maintenance activities. Under existing conditions, the Project site is not within or near a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, under both the No Project/No Development Alternative and the Project, wildfire impacts would not occur.

T. Conclusion

Implementation of the No Project/No Development Alternative would result in no physical environmental impacts beyond those that have historically occurred on the Project site. All significant effects of the Project would be avoided by the selection of the No Project/ No Development Alternative with exception of long-term erosion and sedimentation impacts, which would be increased under this Alternative.

The No Project/No Development Alternative would fail to meet all of the Project's objectives.

6.3.3 REDUCED DEVELOPMENT – LESS RESIDENTIAL ALTERNATIVE

The Reduced Development – Less Residential Alternative considers a development scenario consistent with the proposed TCMV Specific Plan where the Project site would be developed with fewer residential units as compared to the Project evaluated in this EIR, but the same amount of commercial/civic and open space (park) uses would be developed. Under this Alternative, the Project site would be developed with 300 residential dwelling units, compared to 800 residential units with the potential development scenario for the Project evaluated in this EIR. The location of the proposed residential land uses would remain the same as shown on Figure 3-5, *Conceptual Land Use Plan*, (in the eastern and northeastern portions of the Project site. There would be 4.9 acres of open space/park uses and 229,459 sf of non-residential uses, consistent with the Project. Specifically, the non-residential commercial/civic uses would include: 105,890 sf of general retail uses; 15,000 sf of business professional office uses; a 58,409 sf (estimated 106-room) hotel; 30,000 sf of civic uses; and 20,160 sf of eating establishment/high turnover restaurant. The Reduced Development – Less Residential Alternative was selected by the Lead Agency to evaluate a development scenario that would reduce the anticipated development intensity and associated vehicle trips and air quality emissions but still be consistent with the proposed TCMV Specific Plan, which allows for residential, commercial/civic, and open space (park) uses.



Because the number of residential units would be reduced by approximately 40% under this Alternative (300 units compared to 800 units with the Project), there would be an approximately 36% reduction in trip generation (approximately 7,676 daily trips compared to 12,010 daily trips with the Project) and mobile source air emissions. The trip generation for the Reduced Development – Less Residential Alternative is shown below in Table 6-1, *Reduced Development – Less Residential Alternative Trip Generation*.

Table 6-1 Reduced Development – Less Residential Alternative Trip Generation

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	300	DU	55	155	210	178	104	282	2,830
Park	4.9	AC	0	0	0	0	0	0	4
Internal Capture			-34	-4	-38	-64	-106	-170	-1,708
Residential Subtotal			21	151	172	114	-2	112	1,126
Hotel	106	Rooms	27	21	48	32	31	63	848
Internal Capture			-6	-1	-7	-13	-16	-29	-392
Hotel Subtotal			21	20	41	19	15	34	456
General Office	15.000	TSF	24	5	29	5	23	28	192
City Library	30.000	TSF	21	9	30	118	127	245	2,162
Internal Capture			-13	-10	-23	-35	-14	-49	-424
Office Subtotal			32	4	36	88	136	224	1,930
High Turnover (Sit-Down) Restaurant	16.660	TSF	88	72	160	92	59	151	1,786
Fast-Food Restaurants w/ Drive-Thru Window	3.500	TSF	80	77	157	60	55	115	1,636
Internal Capture			-21	-54	-75	-79	-76	-155	-1,996
Sit-Down Pass-by Reduction (43% PM/Daily)			0	0	0	-14	-14	-28	-468
Fast-Food Pass-by Reduction (50% AM; 55% PM/Daily)			-12	-12	-24	-3	-3	-6	-186
Restaurant Subtotal			135	83	218	56	21	77	772
Commercial Retail	60.890	TSF	65	40	105	155	161	316	4,112
Supermarket	45.000	TSF	76	53	129	202	201	403	4,224
Internal Capture			-15	-20	-35	-138	-117	-255	-3,320
Pass-by Reduction (40% PM/Daily)			0	0	0	-43	-43	-86	-1,048
Pass-by Reduction (24% PM/Daily)			0	0	0	-33	-33	-66	-576
Commercial Retail Subtotal			126	73	199	143	169	312	3,392
Alternative Buildout Total			335	331	666	420	339	759	7,676

¹ DU = dwelling units; TSF = thousand square feet; AC = acres
Note: Internal capture is per the NCHRP 684.



A. Aesthetics

Under the Reduced Development – Less Residential Alternative, the proposed development would adhere to the development standards and design guidelines presented in the proposed TCMV Specific Plan. Although there would be a reduction of residential uses, the visual character of the development at the Project site would be similar to the Project. As with the Project, this Alternative would have less than significant impacts related to impact to a scenic vista, and conflict with goals or policies outlined in the 2006 or proposed 2024 General Plan or Moreno Valley Municipal Code (MVMC) requirements that regulate scenic quality, and no impact related to degrading scenic resources within a State Scenic Highway. Furthermore, both the Project and this Alternative would include mitigation to reduce impacts related to construction lighting to a less than significant level. Overall, the Reduced Development – Less Residential Alternative’s effect on aesthetics would be similar to the Project.

B. Agriculture & Forestry Resources

The Reduced Development – Less Residential Alternative would involve the same physical impact areas as the Project. Therefore, this Alternative would result in the same potential impacts to on-site Farmland of Local Importance as the Project, and would have similar, less than significant impacts related to agriculture resources. No impact to forestry resources would result with implementation of this Alternative and the Project.

C. Air Quality

As with the Project, the Reduced Development – Less Residential Alternative would be consistent with the growth projections in the City’s 2040 General Plan, which the City is in the process of readopting. The City’s proposed 2040 General Plan is the basis for the 2022 AQMP; therefore, this alternative would not conflict with the growth assumptions in the AQMP for the City. However, as with the Project, the Reduced Development – Less Residential Alternative would result in VOC and NO_x emissions that exceed the SCAQMD regional significance thresholds, resulting in a significant impact even with mitigation. This could contribute to a delay in the attainment of federal and State O₃ standards in the SoCAB. As such, as with the Project, the Reduced Development – Less Residential Alternative would be considered to have the potential to conflict with the SCAQMD AQMP, thereby resulting in a significant and unavoidable impact.

Implementation of the Reduced Development – Less Residential Alternative would have the same physical impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, local and regional construction emissions and associated impacts would be less than significant with mitigation, similar to the Project. The relationship of proposed uses under this Alternative would be the same as with the Project, and potential impacts to sensitive receptors during construction and operation would be less than significant with the Project and this Alternative.

As previously identified, the Reduced Development – Less Residential Alternative would have an approximately 40% reduction in residential units compared to the Project (300 units compared to 800



units with the Project). Thus, total operational emissions (which include area, energy, and mobile sources) including NO_x, VOC, and CO emissions would be lower than the Project. Vehicular trips represent the primary source of operational emissions resulting from the Project (refer to Table 4.3-10, *Summary of Operational Activity Emissions*, in EIR Section 4.3, *Air Quality*). With the reduction in residential units under this Alternative, there would be an approximately 36% reduction in trip generation (approximately 7,676 daily trips compared to 12,010 daily trips with the Project). Therefore, for purposes of this analysis it is assumed that mobile source air pollutant emissions would also be reduced by approximately 36%. With this reduction, the CO emissions from the Reduced Development – Less Residential Alternative would not exceed the SCAQMD regional significance thresholds. However, operational regional emissions generated with the Reduced Development – Less Residential Alternative would exceed the SCAQMD CEQA significance threshold for NO_x and VOC as with the Project. As with the Project, even with implementation of mitigation measures identified in EIR Section 4.3, *Air Quality*, the amount of emissions reduction would not reduce emissions to below the established threshold of significance. Long-term operational emissions of NO_x and VOC, which are O₃ precursors, would be cumulatively considerable, resulting in a significant impact. Therefore, although the amount of emissions would be reduced, the Reduced Development – Less Residential Alternative would not eliminate the Project's significant, unavoidable operational and cumulative air quality impacts resulting from operational emissions.

The Reduced Development – Less Residential Alternative and Project would involve development of the same types of uses allowed by the proposed TCMV Specific Plan and would have less than significant impacts related to the other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

D. Biological Resources

The Reduced Development – Less Residential Alternative would involve the same physical impact area as the Project and would have no impacts to riparian habitat or wetlands, and less than significant impacts related to conflict with local policies or ordinances protecting biological resources. This Alternative would result in the same biological resources impacts related to nesting birds and burrowing owl as the Project. With incorporation of the identified mitigation measures in EIR Section 4.4, *Biological Resources*, the impacts to biological resources would be less than significant with this Alternative and the Project.

E. Cultural Resources

There are no historic or known archeological resources located at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Development – Less Residential Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.5, *Cultural Resources*, this Alternative would have similar, less than significant impacts as the Project related to cultural resources.



F. Energy

Implementation of the Reduced Development – Less Residential Alternative would result in similar energy demand during construction and operation of the residential and nonresidential uses as the Project due to the same physical impact area, and type of uses to be developed. However, energy demand for construction and operation of the residential uses would be reduced due to the reduction in the number of units. Therefore, this Alternative would have reduced energy impacts than the Project; however, the Project's energy impacts are less than significant.

G. Geology and Soils

The Reduced Development – Less Residential Alternative would have the same physical impact area as the Project and would result in the same potential impacts related to geology and soils and seismic hazards as the Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the physical impact area would be the same as the Project, this Alternative would also have the potential to impact subsurface paleontological resources, and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of the identified mitigation measures in EIR Section 4.7, *Geology and Soils*, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of this Alternative and the Project.

H. Greenhouse Gas Emissions

The Reduced Development – Less Residential Alternative would involve similar construction activities, and the development of the same type of uses as the Project. Therefore, the sources of GHG emissions would be the same, although there would be an overall reduction in GHG emissions due to the reduction in residential uses, and notably a 36% reduction in vehicular trips and associated GHG emissions from mobile sources. However, as with the Project, the Reduced Development – Less Residential Alternative would exceed the SCAQMD 3,000 MTCO₂e per year threshold, resulting in a significant and unavoidable impact for which there is no feasible mitigation to reduce the impact to a less than significant level.

I. Hazards and Hazardous Materials

Neither implementation of the Reduced Development – Less Residential Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project site and types of uses proposed, the Reduced Development – Less Residential Alternative and the Project would have no impact related to location on a hazardous materials site or wildland fire, and a less than significant impact related to hazardous emissions within 0.25 mile of a school. Land uses that would occur on site under this Alternative would have a similar potential to handle and store hazardous materials as the Project resulting in a less than significant impact with mandatory regulatory compliance, and similar less than significant impacts related to



hazards associated with the March Air Reserve Base/Inland Port (MARB/IP) Airport, and emergency response/evacuation.

J. Hydrology and Water Quality

The Reduced Development – Less Residential Alternative would involve development of the same area that would occur with implementation of the Project. Therefore, this Alternative would result in similar impacts related to hydrology and water quality as the Project. Similar to the Project, development under this Alternative would increase the amount of stormwater runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Project, with adherence to regulatory requirements, the Reduced Development – Less Residential Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Reduced Development – Less Residential Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Project, the Reduced Development – Less Residential Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this Alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this Alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the adherence to applicable regulatory requirements, the Reduced Development – Less Residential Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

K. Land Use and Planning

The Project site is currently undeveloped and is bordered by existing roadways or development. As with the Project, development of the Project site under the Reduced Development – Less Residential Alternative would not divide an established community.

The proposed TCMV Specific Plan would serve as the regulatory document for future development at the Project site. As with the Project, the Reduced Development – Less Residential Alternative would involve implementation of a mixed-use development consisting of residential, commercial/civic, and



park uses. Under this Alternative, the Project site would be developed in compliance with the relevant development standards and Design Guidelines outlined in the proposed TCMV Specific Plan and would not conflict with the City's 2006 or proposed 2040 General Plan policies or the MVMC. As with the Project, the Reduced Development – Less Residential Alternative would also not conflict with Southern California Association of Governments (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024). Land use and planning impacts would be less than significant with implementation of the Reduced Development – Less Residential Alternative and the Project.

L. Mineral Resources

The Project site does not contain mineral resources of regional or statewide importance and is not designated as a mineral recovery site. The Reduced Development – Less Residential Alternative would have the same physical impact area as the Project, and as with the Project would have no impact to mineral resources.

M. Noise

Because construction activities and on-site operational activities would be similar, implementation of the Reduced Development – Less Residential Alternative would result in similar less than significant noise impacts during construction and operation as the Project.

As identified previously, the Reduced Development – Less Residential Alternative would generate fewer trips than the Project (approximately 7,676 daily trips compared to 12,010 daily trips with the Project), which would reduce the overall off-site traffic noise impacts resulting from development. Therefore, off-site traffic noise impact would be less than significant with the Reduced Development – Less Residential Alternative and the Project.

As with the Project, on-site uses under the Reduced Development – Less Residential Alternative would not be subjected to excessive noise levels from MARB/IP Airport operations resulting in a less than significant impact.

N. Population and Housing

The Reduced Development – Less Residential Alternative would involve the same amount of commercial/civic uses as the Project and would generate the same number of estimated new employment opportunities (421 jobs). However, with the reduction in residential units under this Alternative, there would also be a reduction in population generation (estimated to be 1,155 residents compared to 3,080 residents with the Project). Therefore, as with the Project, the Reduced Development – Less Residential Alternative would not induce substantial unplanned growth resulting in a less than significant impact. Because the Project site is undeveloped, the Reduced Development – Less Residential Alternative and the Project would not displace existing people or housing.



O. Public Services and Recreation

With the reduction in residential units under the Reduced Development – Less Residential Alternative, there would be an overall reduction in the demand for public services and recreational facilities as compared to the Project. Both the Reduced Development – Less Residential Alternative and the Project would result in a less than significant impact to public services and recreation.

The Reduced Development – Less Residential Alternative would involve the same amount of on-site park area (4.9 acres) as the Project, and the physical impacts associated with the construction of park uses would be the same as the Project. Impacts associated with the construction of park facilities would be less than significant with the Reduced Development – Less Residential Alternative and the Project.

P. Transportation

With the reduction in residential uses and associated reduction in population, the Reduced Development – Less Residential Alternative would generate less VMT compared to the Project (12,839 VMT under this Alternative compared to 17,034 VMT for the Project evaluated in this EIR). However, the VMT per capita would increase to 11.1 (as compared to 5.5 under the Project evaluated in this EIR). Notwithstanding this increase, based on the Town Center at Moreno Valley Vehicles Miles Traveled (VMT) Alternatives Analysis prepared by Urban Crossroads and included in EIR *Technical Appendix L* (Urban Crossroads, 2024b), the VMT per capita would not exceed the City’s significance thresholds (15.9 VMT per capita). Therefore, as with the Project, the Reduced Development – Less Residential Alternative would have a less than significant impact related to VMT.

As with the Project, the Reduced Development – Less Residential Alternative would comply with City requirements and would not conflict with General Plan policies related to transportation and circulation, including the construction of adjacent roadways and access improvements necessary to serve the Project, and the construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Development – Less Residential Alternative and the Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Project, transportation impacts under this Alternative would be less than significant.

Q. Tribal Cultural Resources

There are no known tribal cultural resources located at the Project site. Therefore, no impact to known tribal cultural resources would occur with implementation of the Reduced Development – Less Residential Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown tribal cultural resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.17, *Tribal Cultural Resources*, the Reduced Development – Less Residential Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.



R. Utilities and Service Systems

As with the Project, the Reduced Development – Less Residential Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Development – Less Residential Alternative would involve development of the same area that would occur with implementation of the Project and would generate a similar amount of stormwater runoff. Although the total number of residential units would be reduced, the overall utility infrastructure needed to serve the Reduced Development – Less Residential Alternative would be the same as the Project and would be located within the same construction impact area. Therefore, as with the Project, the Reduced Development – Less Residential Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

The Reduced Development – Less Residential Alternative would have a reduced water demand than the Project due to the reduction in residential units. Therefore, the conclusions of the Project-specific Water Supply Assessment (WSA) would be applicable to this Alternative, and the Eastern Municipal Water District (EMWD) would have sufficient water to serve the Reduced Development – Less Residential Alternative. Similarly, with a reduction in wastewater generation, there would be adequate capacity in EMWD’s wastewater treatment facilities to treat wastewater generated. The Reduced Development – Less Residential Alternative and Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction and operation of the proposed residential and commercial/civic uses under the Reduced Development – Less Residential Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Development – Less Residential Alternative and Project would have less than significant impacts related to solid waste.

S. Wildfire

The Project site is not within or near an SRA or VHFHSZ. Therefore, under both the Reduced Development – Less Residential Alternative and the Project, wildfire impacts would not occur.

T. Conclusion

The Reduced Development – Less Residential Alternative would reduce, but not avoid, the Project’s significant and unavoidable air quality and GHG emissions impacts. The Reduced Development – Less Residential Alternative would reduce the Project’s less than significant impacts to energy, noise, public services and recreation, and utilities and service systems. The total VMT per capita would increase under this Alternative; however, the impact would remain less than significant. All other impacts from the Reduced Development – Less Residential Alternative would be similar to the Project.



The Reduced Development – Less Residential Alternative would meet Project Objectives 2 and 5 less effectively than the Project due to the reduction in residential uses. The Reduced Development – Less Residential Alternative would meet all of the Project’s other objectives.

6.3.4 REDUCED DEVELOPMENT – LESS COMMERCIAL ALTERNATIVE

The Reduced Development – Less Commercial Alternative considers a development scenario consistent with the proposed TCMV Specific Plan where the Project site would be developed with less commercial/civic uses as compared to the Project evaluated in this EIR, but the same amount of residential and open space (park) uses. Under this Alternative, 150,000 sf of non-residential land uses would be developed within the commercial/civic land use area, which represents a reduction in building area of approximately 35% compared to the 229,459 sf of non-residential uses evaluated as part of the Project in this EIR. The location of the proposed non-residential land uses would remain the same as shown on Figure 3-5, *Conceptual Land Use Plan*, (in the southeastern portion of the Project site.) There would be 4.9 acres of open space/park uses and up to 800 residential dwelling units consistent with the Project. Specifically, the non-residential commercial/civic uses would include: 63,900 sf of general retail uses; 9,000 sf of business professional office uses; a 35,000-sf hotel (estimated 64-room); 30,000 sf of civic uses; and 12,100 sf of eating establishment/high turnover restaurant (including a 2,600-sf drive-thru restaurant). The Reduced Development – Less Commercial Alternative was selected by the City to evaluate a development scenario that would reduce the anticipated development intensity and associated vehicle trips and air quality emissions but still be consistent with the proposed TCMV Specific Plan, with residential, commercial/civic, and open space (park) uses.

With the approximately 35% reduction in non-residential building area under this Alternative (150,000 sf compared to 229,459 sf with the Project), there would be an associated 9% reduction in trip generation (approximately 10,980 daily trips compared to 12,010 daily trips with the Project) and mobile source air emissions. The trip generation for the Reduced Development – Less Commercial Alternative is show below in Table 6-2, *Reduced Development – Less Commercial Alternative Trip Generation*.



Table 6-2 Reduced Development – Less Commercial Alternative Trip Generation

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	800	DU	146	414	560	474	278	752	7,544
Park	4.9	AC	0	0	0	0	0	0	4
Internal Capture			-25	-7	-32	-48	-72	-120	-1,204
Residential Subtotal			121	407	528	426	206	632	6,344
Hotel	64	Rooms	16	13	29	19	19	38	512
Internal Capture			-4	-1	-5	-8	-10	-18	-244
Hotel Subtotal			12	12	24	11	9	20	268
General Office	9.000	TSF	19	3	22	4	19	23	144
City Library	30.000	TSF	21	9	30	118	127	245	2,162
Internal Capture			-11	-10	-21	-22	-20	-42	-362
Office Subtotal			29	2	31	100	126	226	1,944
High Turnover (Sit-Down) Restaurant	10.000	TSF	53	43	96	55	35	90	1,072
Fast-Food Restaurants w/ Drive-Thru Window	2.100	TSF	48	46	94	36	33	69	982
Internal Capture			-18	-36	-54	-47	-46	-93	-1,202
Sit-Down Pass-by Reduction (43% PM/Daily)			0	0	0	-8	-8	-16	-282
Fast-Food Pass-by Reduction (50% AM; 55% PM/Daily)			-5	-5	-10	-2	-2	-4	-110
Restaurant Subtotal			78	48	126	34	12	46	460
Commercial Retail	36.900	TSF	40	24	64	94	98	192	2,492
Supermarket	27.000	TSF	46	32	78	121	121	242	2,534
Internal Capture			-12	-16	-28	-93	-70	-163	-2,116
Pass-by Reduction (40% PM/Daily)			0	0	0	-21	-21	-42	-616
Pass-by Reduction (24% PM/Daily)			0	0	0	-17	-17	-34	-330
Commercial Retail Subtotal			74	40	114	84	111	195	1,964
Alternative Buildout Total			314	509	823	655	464	1,119	10,980

¹ DU = dwelling units; TSF = thousand square feet; AC = acres
Note: Internal capture is per the NCHRP 684.

B. Aesthetics

Under the Reduced Development – Less Commercial Alternative, the proposed development would adhere to the development standards and design guidelines presented in the proposed TCMV Specific Plan. Although there would be a reduction in the amount of commercial development, the visual character of the development at the Project site would be similar to the Project. As with the Project, this Alternative would have less than significant impacts related to impacts to a scenic vista and related to a conflict with goals or policies outlined in the existing 2006 or proposed 2040 General Plan or MVMC requirements that regulate scenic quality, and no impact related to degrading scenic resources within a State Scenic Highway. Furthermore, both the Project and this Alternative would include mitigation to reduce impacts related to construction lighting to a less than significant level. Overall,



the Reduced Development – Less Commercial Alternative’s effect on aesthetics would be similar to the Project.

C. Agriculture & Forestry Resources

The Reduced Development – Less Commercial Alternative would involve the same physical impact areas as the Project. Therefore, this Alternative would result in the same potential impacts to on-site Farmland of Local Importance as the Project, and would have similar, less than significant impacts related to agriculture resources. No impact to forestry resources would result with implementation of this Alternative and the Project.

D. Air Quality

As with the Project, the Reduced Development – Less Commercial Alternative would be consistent with the City’s growth projections, which do not conflict with the growth assumptions in the AQMP for the City. However, as with the Project, the Reduced Development – Less Commercial Alternative and the Project would result in VOC, NO_x, and CO emissions that exceed the SCAQMD regional significance thresholds, resulting in a significant impact even with mitigation. The exceedance of VOC and NO_x emissions, which are O₃ precursors, could contribute to a delay in the attainment of federal and State O₃ standards in the SoCAB. As such, as with the Project, the Reduced Development – Less Commercial Alternative would be considered to have the potential to conflict with the SCAQMD AQMP, thereby resulting in a significant and unavoidable impact.

Implementation of the Reduced Development – Less Commercial Alternative would have the same physical impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, local and regional construction emissions and associated impacts would be less than significant with mitigation, similar to the Project. The relationship of proposed uses under this Alternative would be the same as with the Project, and potential impacts to sensitive receptors during construction and operation would be less than significant with the Project and this Alternative.

As previously identified, the Reduced Development – Less Commercial Alternative would have an approximately 35% reduction in commercial building area compared to the Project (150,000 sf compared to 229,459 sf with the Project). Thus, total operational emissions (which include area, energy, and mobile sources) including NO_x, VOC, and CO emissions would be lower than the Project. Vehicular trips represent the primary source of operational emissions resulting from the Project (refer to Table 4.3-10, *Summary of Operational Activity Emissions*, in EIR Section 4.3, *Air Quality*). With the reduction in commercial development under this Alternative, there would be an approximately 9% reduction in trip generation (approximately 10,980 daily trips compared to 12,010 daily trips with the Project). Therefore, for purposes of this analysis, it is assumed that mobile source air pollutant emissions would also be reduced by approximately 9%. However, as with the Project, operational regional emissions generated with the Reduced Development – Less Commercial Alternative would exceed the SCAQMD CEQA significance threshold for NO_x, VOC, and CO, even with

implementation of mitigation measures identified in EIR Section 4.3, *Air Quality*. Long-term operational emissions of NO_x and VOC, which are O₃ precursors, would be cumulatively considerable, resulting in a significant impact. Therefore, although the amount of emissions would be reduced, the Reduced Development – Less Commercial Alternative would not eliminate the Project’s significant, unavoidable operational and cumulative air quality impacts resulting from operational emissions.

The Reduced Development – Less Commercial Alternative and Project would involve development of the same types of uses allowed by the proposed TCMV Specific Plan and would have less than significant impacts related to the other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

E. Biological Resources

The Reduced Development – Less Commercial Alternative would involve the same physical impact area as the Project and would have no impacts to riparian habitat or wetlands, and less than significant impacts related to conflict with local policies or ordinances protecting biological resources. This Alternative would result in the same biological resources impacts related to nesting birds and burrowing owl as the Project. With incorporation of the identified mitigation measures in EIR Section 4.4, *Biological Resources*, the impacts to biological resources would be less than significant with this Alternative and the Project.

F. Cultural Resources

There are no historic or known archeological resources located at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Development – Less Commercial Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.5, *Cultural Resources*, this Alternative would have similar, less than significant impacts as the Project related to cultural resources.

G. Energy

Implementation of the Reduced Development – Less Commercial Alternative would result in similar energy demand during construction and operation of the residential and park uses as the Project due to the same physical impact area, and type of uses to be developed. However, energy demand for construction and operation of the commercial uses would be reduced due to the reduction in commercial square footage. Therefore, this Alternative would have reduced energy impacts than the Project; however, the Project’s energy impacts are less than significant.

H. Geology and Soils

The Reduced Development – Less Commercial Alternative would have the same physical impact area as the Project and would result in the same potential impacts related to geology and soils and seismic



hazards as the Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the physical impact area would be the same as the Project, this Alternative would also have the potential to impact subsurface paleontological resources, and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of the identified mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of this Alternative and the Project.

I. Greenhouse Gas Emissions

The Reduced Development – Less Commercial Alternative would involve similar construction activities, and the development of the same type of uses as the Project. Therefore, the sources of GHG emissions would be the same, although there would be an overall reduction in GHG emissions due to the reduction in commercial development, and a 9% reduction in vehicular trips and associated GHG emissions from mobile source GHG emissions. However, as with the Project, the Reduced Development – Less Commercial Alternative would exceed the SCAQMD 3,000 MTCO₂e per year threshold resulting in a significant and unavoidable impact for which there is no feasible mitigation to reduce the impact to a less than significant level.

J. Hazards and Hazardous Materials

Neither implementation of the Reduced Development – Less Commercial Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project site and types of uses proposed, the Reduced Development – Less Commercial Alternative and the Project would have no impact related to location on a hazardous materials site or wildland fire, and a less than significant impact related to hazardous emissions within 0.25 mile of a school. Land uses that would occur on site under this Alternative would have a similar potential to handle and store hazardous materials as the Project resulting in a less than significant impact, and similar less than significant impacts related to hazards associated with the March Air Reserve Base/Inland Port (MARB/IP) Airport, and emergency response/evacuation.

K. Hydrology and Water Quality

The Reduced Development – Less Commercial Alternative would involve development of the same area that would occur with implementation of the Project. Therefore, this Alternative would result in similar impacts related to hydrology and water quality as the Project. Similar to the Project, development under this Alternative would increase the amount of stormwater runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Project, with adherence to regulatory requirements, the Reduced Development – Less Commercial



Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Reduced Development – Less Commercial Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Project, the Reduced Development – Less Commercial Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this Alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this Alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the adherence to applicable regulatory requirements, the Reduced Development – Less Commercial Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

L. Land Use and Planning

The Project site is currently undeveloped and is bordered by existing roadways and development. As with the Project, development of the Project site under the Reduced Development – Less Commercial Alternative would not divide an established community.

The proposed TCMV Specific Plan would serve as the regulatory document for future development at the Project site. As with the Project, the Reduced Development – Less Commercial Alternative would implement a mixed-use development consisting of residential, commercial/civic, and park uses. Under this Alternative, the Project site would be developed in compliance with the relevant development standards and Design Guidelines outlined in the proposed TCMV Specific Plan and would not conflict with the City's 2006 or proposed 2040 General Plan policies or the MVMC. As with the Project, the Reduced Development – Less Commercial Alternative would also not conflict with SCAG's Connect SoCal 2024. Land use and planning impacts would be less than significant with implementation of the Reduced Development – Less Commercial Alternative and the Project.

M. Mineral Resources

The Project site does not contain mineral resources of regional or statewide importance and is not designated as a mineral recovery site. The Reduced Development – Less Commercial Alternative would have the same physical impact area as the Project, and as with the Project would have no impact to mineral resources.



N. Noise

Because construction activities and on-site operational activities would be similar, implementation of the Reduced Development – Less Commercial Alternative would result in similar less than significant noise impacts during construction and operation as the Project.

As identified previously, the Reduced Development – Less Commercial Alternative would generate fewer trips than the Project (approximately 10,980 daily trips compared to 12,010 daily trips with the Project), which would reduce the overall off-site traffic noise impacts resulting from development. Therefore, off-site traffic noise impact would be less than significant with the Reduced Development – Less Commercial Alternative and the Project.

As with the Project, on-site uses under the Reduced Development – Less Commercial Alternative would not be subjected to excessive noise levels from MARB/IP Airport operations, resulting in a less than significant impact.

O. Population and Housing

The Reduced Development – Less Commercial Alternative would involve the same amount of residential uses as the Project and would generate the same population (3,080 residents). However, with the reduction in commercial square footage under this Alternative, there would also be a reduction in employment opportunities (estimated to be 278 jobs compared to 421 jobs with the Project). Therefore, as with the Project, the Reduced Development – Less Commercial Alternative would not induce substantial unplanned growth resulting in a less than significant impact. Because the Project site is undeveloped, the Reduced Development – Less Commercial Alternative and the Project would not displace existing people or housing.

P. Public Services and Recreation

Although there would be a reduction in commercial development under the Reduced Development – Less Commercial Alternative, the amount of residential development would be the same as the Project (up to 800 units), and the estimated increase in population would be the same. With the same estimated increase in population, the increased demand in public services and recreational facilities would also be similar to the Project, since the increase in demand is typically associated with an increase in residential development and the associated increase in population. Both the Reduced Development – Less Commercial Alternative and the Project would result in a less than significant impact to public services and recreation.

The Reduced Development – Less Commercial Alternative would involve the same amount of on-site park area (4.9 acres) as the Project, and the physical impacts associated with construction of park uses would be the same as the Project. Impacts associated with construction of park facilities would be less than significant with the Reduced Development – Less Commercial Alternative and the Project.



Q. Transportation

With the reduction in commercial uses, the Reduced Development – Less Commercial Alternative would generate less VMT compared to the Project (15,620 VMT under this Alternative compared to 17,034 VMT for the Project evaluated in this EIR.) Additionally, the VMT per capita would decrease to 5.1 (as compared to 5.5 under the Project evaluated in this EIR). Accordingly, the VMT per capita would not exceed the City’s significance thresholds (15.9 VMT per capita) (Urban Crossroads, 2024b). Therefore, as with the Project, the Reduced Development – Less Commercial Alternative would have a less than significant impact related to VMT.

As with the Project, the Reduced Development – Less Commercial Alternative would comply with City requirements and would not conflict with General Plan policies related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Development – Less Commercial Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Project, transportation impacts under this Alternative would be less than significant.

R. Tribal Cultural Resources

There are no known tribal cultural resources located at the Project site. Therefore, no impact to known tribal cultural resources would occur with implementation of the Reduced Development – Less Commercial Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown tribal cultural resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.17, *Tribal Cultural Resources*, the Reduced Development – Less Commercial Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.

S. Utilities and Service Systems

As with the Project, the Reduced Development – Less Commercial Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Development – Less Commercial Alternative would involve the development of the same area that would occur with implementation of the Project and would generate a similar amount of stormwater runoff. Although the total amount of commercial development would be reduced, the utility infrastructure needed to serve the Reduced Development – Less Commercial Alternative would be the same as the Project and would be located within the same construction impact area. Therefore, as with the Project, the Reduced Development – Less Commercial Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

The Reduced Development – Less Commercial Alternative would have a reduced water demand than the Project due to the reduction in commercial square footage. Therefore, the conclusions of the



Project-specific WSA would be applicable to this Alternative, and the EMWD would have sufficient water to serve the Reduced Development – Less Commercial Alternative. Similarly, with a reduction in wastewater generation, there would be adequate capacity in EMWD’s wastewater treatment facilities to treat wastewater generated. The Reduced Development – Less Commercial Alternative and Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction and operation of the proposed residential and commercial/civic uses under the Reduced Development – Less Commercial Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Development – Less Commercial Alternative and Project would have less than significant impacts related to solid waste.

T. Wildfire

The Project site is not within or near an SRA or VHFHSZ. Therefore, under both the Reduced Development – Less Commercial Alternative and the Project, wildfire impacts would not occur.

U. Conclusion

The Reduced Development – Less Commercial Alternative would reduce, but not avoid, the Project’s significant and unavoidable air quality and GHG emissions impacts. The Reduced Development – Less Commercial Alternative would reduce the Project’s less than significant impacts to energy, noise, and utilities, and service systems. The total VMT per capita would decrease under this Alternative and the impact would remain less than significant. All other impacts from the Reduced Development – Less Commercial Alternative would be similar to the Project.

The Reduced Development – Less Commercial Alternative would meet Project Objectives 3, 4, 5, and 6 less effectively than the Project due to the reduction in commercial uses. The Reduced Development – Less Commercial Alternative would meet all of the Project’s other objectives.

6.3.5 REDUCED DEVELOPMENT – LESS RESIDENTIAL AND LESS COMMERCIAL ALTERNATIVE

The Reduced Development – Less Residential and Less Commercial Alternative considers a development scenario consistent with the proposed TCMV Specific Plan where the Project site would be developed with less residential and less commercial/civic uses as compared to the Project evaluated in this EIR, but the same amount of open space (park) uses. Under this Alternative, the Project site would be developed with 700 residential dwelling units (compared to 800 units anticipated for the Project in this EIR); 175,000 sf of non-residential uses (compared to 229,459 sf of non-residential development square footage anticipated for the Project in this EIR); and 4.9 acres of open space, consistent with the Project. The locations of the proposed residential and non-residential land uses would remain the same as shown on Figure 3-5, *Conceptual Land Use Plan*. Specifically, the non-residential commercial/civic uses would include: 77,150 sf of general retail uses; 10,800 sf of business professional office uses; a 42,480-sf hotel (estimated 77-room); 30,000 sf of civic uses; and 14,570 sf of eating establishment/high turnover restaurant. The Reduced Development – Less Residential and Less Commercial Alternative was selected by the Lead Agency to evaluate a development scenario



that would reduce the anticipated development intensity and associated vehicle trips and air quality emissions but still be consistent with the proposed TCMV Specific Plan, with residential, commercial/civic, and open space (park) uses.

Because the amount of residential and non-residential uses would be reduced by approximately 12% and 24%, respectively, under this Alternative (700 units compared to 800 units and 175,000 sf compared to 229,459 sf with the Project), there would be an approximately 14% reduction in trip generation (approximately 10,389 daily trips compared to 12,010 daily trips with the Project) and mobile source air emissions. The trip generation for the Reduced Development – Less Residential and Less Commercial Alternative is shown below in Table 6-3, *Reduced Development – Less Residential and Less Commercial Alternative Trip Generation*.

Table 6-3 Reduced Development – Less Residential and Less Commercial Alternative Trip Generation

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	700	DU	127	363	490	415	243	658	6,602
Park	4.9	AC	0	0	0	0	0	0	4
Internal Capture			-29	-7	-36	-55	-86	-141	-1,416
Residential Subtotal			98	356	454	360	157	517	5,190
Hotel	77	Rooms	20	16	36	23	22	45	616
Internal Capture			-4	-1	-5	-10	-13	-23	-316
Hotel Subtotal			16	15	31	13	9	22	300
General Office	10.800	TSF	22	4	26	4	22	26	168
City Library	30.000	TSF	21	9	30	118	127	245	2,162
Internal Capture			-12	-10	-22	-26	-17	-43	-370
Office Subtotal			31	3	34	96	132	228	1,960
High Turnover (Sit-Down) Restaurant	11.970	TSF	63	52	115	66	42	108	1,283
Fast-Food Restaurants w/ Drive-Thru Window	2.600	TSF	59	57	116	45	41	86	1,216
Internal Capture			-19	-42	-61	-57	-56	-113	-1,456
Sit-Down Pass-by Reduction (43% PM/Daily)			0	0	0	-10	-10	-19	-334
Fast-Food Pass-by Reduction (50% AM; 55% PM/Daily)			-8	-8	-16	-3	-3	-6	-148
Restaurant Subtotal			95	59	154	41	14	56	561
Commercial Retail	45.150	TSF	48	30	78	115	120	235	3,050
Supermarket	32.000	TSF	54	38	92	143	143	286	3,004
Internal Capture			-14	-18	-32	-109	-85	-194	-2,518
Pass-by Reduction (40% PM/Daily)			0	0	0	-26	-26	-52	-768
Pass-by Reduction (24% PM/Daily)			0	0	0	-20	-20	-40	-390
Commercial Retail Subtotal			88	50	138	103	132	235	2,378
Alternative Buildout Total			328	483	811	613	444	1,058	10,389

¹ DU = dwelling units; TSF = thousand square feet; AC = acres
Note: Internal capture is per the NCHRP 684.

A. Aesthetics

Under Reduced Development – Less Residential and Less Commercial Alternative, the proposed development would adhere to the development standards and design guidelines presented in the proposed TCMV Specific Plan. Although there would be a reduction of residential and non-residential uses, the visual character of the development at the Project site would be similar to the Project. As with the Project, this Alternative would have less than significant impacts related to impacts on a scenic vista, and conflict with goals or policies outlined in the General Plan or MVMC requirements that regulate scenic quality, and no impact related to degrading scenic resources within a State Scenic Highway. Furthermore, both the Project and this Alternative would include mitigation to reduce impacts related to construction lighting to a less than significant level. Overall, the Reduced Development – Less Residential and Less Commercial Alternative’s effect on aesthetics would be similar to the Project.

B. Agriculture & Forestry Resources

The Reduced Development – Less Residential and Less Commercial Alternative would involve the same physical impact areas as the Project. Therefore, this Alternative would result in the same potential impacts to on-site Farmland of Local Importance as the Project, and would have similar, less than significant impacts related to agriculture resources. No impact to forestry resources would result with implementation of this Alternative and the Project.

C. Air Quality

As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would be consistent with the City’s growth projections, which do not conflict with the growth assumptions in the AQMP for the City. However, as with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would result in VOC, NO_x, and CO emissions that exceed the SCAQMD regional significance thresholds, resulting in a significant impact even with mitigation. The exceedance of VOC and NO_x emissions, which are O₃ precursors, could contribute to a delay in the attainment of federal and State O₃ standards in the SoCAB. As such, as with the Project, the Reduced Development – Less Commercial Alternative would be considered to have the potential to conflict with of the SCAQMD AQMP, thereby resulting in a significant and unavoidable impact.

Implementation of the Reduced Development – Less Residential and Less Commercial Alternative would have the same physical impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, local and regional construction emissions and associated impacts would be less than significant with mitigation, similar to the Project. The relationship of proposed uses under this Alternative would be the same as with the Project, and potential impacts to sensitive receptors during construction and operation would be less than significant with the Project and this Alternative.

As previously identified, the Reduced Development – Less Residential and Less Commercial Alternative would have an approximately 12% reduction in residential uses (700 units compared to



800 units with the Project), and approximately 24% reduction in commercial building area (approximately 175,000 sf compared to 229,459 sf with the Project). Thus, total operational emissions (which include area, energy, and mobile sources) including NO_x, VOC, and CO emissions would be lower than the Project. Vehicular trips represent the primary source of operational emissions resulting from the Project (refer to Table 4.3-10, *Summary of Operational Activity Emissions*, in EIR Section 4.3, *Air Quality*). With the reduction in residential and commercial development under this Alternative, there would be a 14% reduction in trip generation (approximately 10,389 daily trips compared to 12,010 daily trips with the Project). Therefore, for purposes of this analysis, it is assumed that mobile source air pollutant emissions would also be reduced by approximately 14%. However, as with the Project, operational regional emissions generated with the Reduced Development – Less Residential and Less Commercial Alternative would exceed the SCAQMD CEQA significance threshold for NO_x, VOC, and CO, even with implementation of mitigation measures identified in EIR Section 4.3, *Air Quality*. Long-term operational emissions of NO_x and VOC, which are O₃ precursors, would be cumulatively considerable, resulting in a significant impact. Therefore, although the amount of emissions would be reduced, the Reduced Development – Less Residential and Less Commercial Alternative would not eliminate the Project's significant, unavoidable operational and cumulative air quality impacts resulting from operational emissions.

The Reduced Development – Less Residential and Less Commercial Alternative and Project would involve development of the same types of uses allowed by the proposed TCMV Specific Plan and would have less than significant impacts related to the other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

D. Biological Resources

The Reduced Development – Less Residential and Less Commercial Alternative would involve the same physical impact area as the Project and would have no impacts to riparian habitat or wetlands, and less than significant impacts related to conflict with local policies or ordinances protecting biological resources. This Alternative would result in the same biological resources impacts related to nesting birds and burrowing owl as the Project. With incorporation of the identified mitigation measures in EIR Section 4.4, *Biological Resources*, the impacts to biological resources would be less than significant with this Alternative and the Project.

E. Cultural Resources

There are no historic or known archeological resources located at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Development – Less Residential and Less Commercial Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.5, *Cultural Resources*, this Alternative would have similar, less than significant impacts as the Project related to cultural resources.



F. Energy

Implementation of the Reduced Development – Less Residential and Less Commercial Alternative would result in similar energy demand during construction as the Project due to the same physical impact area, and type of uses to be developed. However, energy demand for operation of the residential and non-residential uses would be reduced due to the reduction in the number of units and square footage, respectively. Therefore, this Alternative would have reduced energy impacts than the Project; however, the Project’s energy impacts are less than significant.

G. Geology and Soils

The Reduced Development – Less Residential and Less Commercial Alternative would have the same physical impact area as the Project and would result in the same potential impacts related to geology and soils and seismic hazards as the Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the physical impact area would be the same as the Project, this Alternative would also have the potential to impact subsurface paleontological resources, and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of the identified mitigation measures in EIR Section 4.7, *Geology and Soils*, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of this Alternative and the Project.

H. Greenhouse Gas Emissions

The Reduced Development – Less Residential and Less Commercial Alternative would involve similar construction activities, and the development of the same type of uses as the Project. Therefore, the sources of GHG emissions would be the same, although there would be an overall reduction in GHG emissions due to the reduction in commercial development, and a 14% reduction in vehicular trips and associated GHG emissions from mobile source GHG emissions. However, as with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would exceed the SCAQMD 3,000 MTCO₂e per year threshold resulting in a significant and unavoidable impact for which there is no feasible mitigation to reduce the impact to a less than significant level.

I. Hazards and Hazardous Materials

Neither implementation of the Reduced Development – Less Residential and Less Commercial Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project site and types of uses proposed, the Reduced Development – Less Residential and Less Commercial Alternative and the Project would have no impact related to location on a hazardous materials site or wildland fire, and a less than significant impact related to hazardous emissions within 0.25 mile of a school. Land uses that would occur on site under this Alternative would have a similar potential to handle and store hazardous materials as the Project resulting in a less than significant impact, and similar less than significant



impacts related to hazards associated with the March Air Reserve Base/Inland Port (MARB/IP) Airport, and emergency response/evacuation.

J. Hydrology and Water Quality

The Reduced Development – Less Residential and Less Commercial Alternative would involve development of the same area that would occur with implementation of the Project. Therefore, this Alternative would result in similar impacts related to hydrology and water quality as the Project. Similar to the Project, development under this Alternative would increase the amount of stormwater runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Project, with adherence to regulatory requirements, the Reduced Development – Less Residential and Less Commercial Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this Alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this Alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the adherence to applicable regulatory requirements, the Reduced Development – Less Residential and Less Commercial Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

K. Land Use and Planning

The Project site is currently undeveloped and is bordered by existing roadways and development. As with the Project, the development of the Project site under the Reduced Development – Less Residential and Less Commercial Alternative would not divide an established community.

The proposed TCMV Specific Plan would serve as the regulatory document for future development at the Project site. As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would involve implementation of a mixed-use development consisting of



residential, commercial/civic, and park uses. Under this Alternative, the Project site would be developed in compliance with the relevant development standards and Design Guidelines outlined in the proposed TCMV Specific Plan and would not conflict with the City's 2006 or proposed 2040 General Plan policies or the MVMC. As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would also not conflict with SCAG's Connect SoCal 2024. Land use and planning impacts would be less than significant with implementation of the Reduced Development – Less Residential and Less Commercial Alternative and the Project.

L. Mineral Resources

The Project site does not contain mineral resources of regional or statewide importance and is not designated as a mineral recovery site. The Reduced Development – Less Residential and Less Commercial Alternative would have the same physical impact area as the Project, and as with the Project would have no impact to mineral resources.

M. Noise

Because construction activities and on-site operational activities would be similar, implementation of the Reduced Development – Less Residential and Less Commercial Alternative would result in similar less than significant noise impacts during construction and operation as the Project.

As identified previously, the Reduced Development – Less Residential and Less Commercial Alternative would generate fewer trips than the Project (approximately 10,389 daily trips compared to 12,010 daily trips with the Project), which would reduce the overall off-site traffic noise impacts resulting from development. Therefore, off-site traffic noise impact would be less than significant with the Reduced Development – Less Residential and Less Commercial Alternative and the Project.

As with the Project, on-site uses under the Reduced Development – Less Residential and Less Commercial Alternative would not be subjected to excessive noise levels from MARB/IP Airport operations resulting in a less than significant impact.

N. Population and Housing

The Reduced Development – Less Residential and Less Commercial Alternative would involve the same amount civic uses as the Project. However, with the reduction in residential units under this Alternative, there would also be a reduction in population generation (estimated to be 2,695 residents compared to 3,080 with the Project). Additionally, with the reduction in commercial square footage under this Alternative there would also be a reduction in employment opportunities (estimated to be 322 jobs compared to 421 with the Project). Therefore, as with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would not induce substantial unplanned growth resulting in a less than significant impact. Because the Project site is undeveloped, the Reduced Development – Less Residential and Less Commercial Alternative and the Project would not displace existing people or housing.



O. Public Services and Recreation

With the reduction in residential units and non-residential square footage under the Reduced Development – Less Residential and Less Commercial Alternative, there would be an overall reduction in the demand for public services and recreational facilities as compared to the Project. Both the Reduced Development – Less Residential and Less Commercial Alternative and the Project would result in a less than significant impact to public services and recreation.

The Reduced Development – Less Residential and Less Commercial Alternative would involve the same amount of on-site park area (4.9 acres) as the Project, and the physical impacts associated with construction of park uses would be the same as the Project. Impacts associated with construction of park facilities would be less than significant with the Reduced Development – Less Residential and Less Commercial Alternative and the Project.

P. Transportation

With the reduction in residential and commercial uses, the Reduced Development – Less Residential and Less Commercial Alternative would generate less VMT compared to the Project (16,393 VMT under this Alternative compared to 17,034 VMT for the Project). However, the VMT per capita would increase to 6.1 (as compared to 5.5 under the Project evaluated in this EIR). Notwithstanding this increase, the VMT per capita would not exceed the City's significance thresholds (15.9 VMT per capita). Therefore, as with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would have a less than significant impact related to VMT.

As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would comply with City requirements and would not conflict with General Plan policies related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Development – Less Residential and Less Commercial Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Project, transportation impacts under this Alternative would be less than significant.

Q. Tribal Cultural Resources

There are no known tribal cultural resources located at the Project site. Therefore, no impact to known tribal cultural resources would occur with implementation of the Reduced Development – Less Residential and Less Commercial Alternative or the Project. This Alternative would involve the same physical impact area as the Project. Therefore, this Alternative would result in the same potential impacts to unknown tribal cultural resources as the Project. With incorporation of the identified mitigation measures in EIR Section 4.17. *Tribal Cultural Resources*, the Reduced Development – Less Residential and Less Commercial Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.



R. Utilities and Service Systems

As with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Development – Less Residential and Less Commercial Alternative would involve development of the same area that would occur with implementation of the Project and would generate a similar amount of stormwater runoff. Although the total number of residential units and amount of commercial development would be reduced, the utility infrastructure needed to serve the Reduced Development – Less Residential and Less Commercial Alternative would be the same as the Project and would be located within the same construction impact area. Therefore, as with the Project, the Reduced Development – Less Residential and Less Commercial Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

The Reduced Development – Less Residential and Less Commercial Alternative would have a reduced water demand than the Project due to the reduction in residential units and commercial development. Therefore, the conclusions of the Project-specific WSA would be applicable to this Alternative, and EMWD would have sufficient water to serve the Reduced Development – Less Residential and Less Commercial Alternative. Similarly, with a reduction in wastewater generation, there would be adequate capacity in EMWD's wastewater treatment facilities to treat wastewater generated. The Reduced Development – Less Residential and Less Commercial Alternative and Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction and operation of the proposed residential and commercial/civic uses under the Reduced Development – Less Residential and Less Commercial Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Development – Less Residential and Less Commercial Alternative and Project would have less than significant impacts related to solid waste.

S. Wildfire

The Project site is not within or near an SRA or VHFHSZ. Therefore, under both the Reduced Development – Less Residential and Less Commercial Alternative and the Project, wildfire impacts would not occur.

T. Conclusion

The Reduced Development – Less Residential and Less Commercial Alternative would reduce – but not avoid – the Project's significant and unavoidable air quality impacts. The Reduced Development – Less Residential and Less Commercial Alternative would reduce the Project's less than significant impacts to energy, noise, public services and recreation, and utilities and service systems. The total VMT per capita would increase under this Alternative; however, the impact would remain less than



significant. All other impacts from the Reduced Development – Less Residential and Commercial Alternative would be similar to the Project.

The Reduced Development – Less Residential and Commercial Alternative would meet Project Objectives 2, 3, 4, 5 and 6 less effectively than the Project due to the reduction in residential and commercial uses. The Reduced Development – Less Residential and Less Commercial Alternative would meet all of the Project’s other objectives.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives shall identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the project site and its surrounding environment.

As discussed above, the No Project/No Development Alternative would avoid or reduce all of the Project’s significant and less than significant environmental impacts and, therefore, can be considered environmentally superior to the Project. While this Alternative would avoid the significant effects of the Project, none of the Project objectives would be met. If a “no project” alternative is identified as the environmentally superior alternative then the EIR shall also identify an environmentally superior alternative among the other alternatives (see CEQA Guidelines Section 15126.6[e][2]). As discussed in Section 6.1.1, detailed analysis of the No Project/Development Pursuant to the Existing General Plan and Zoning Alternative has not been provided for development of the entire site with public facilities pursuant to the current General plan land use designation and zoning. The City’s proposed General Plan land use designation and zoning Downtown Center (DC) District is addressed through the analysis of the Project and the development alternatives evaluated, as each of these would implement a mixed-use development.

As shown in Table 6-4, *Alternatives to the Project – Comparison of Environmental Impacts*, the remaining alternatives, which all represent “reduced development” would have the same conclusions with respect to whether there is an increased, reduced, or similar impact as the Project. However, as presented in the analysis above, the Reduced Development – Less Residential Alternative would be the environmentally superior alternative compared to the Project and the other development alternatives. The Reduced Development – Less Residential Alternative would generate fewer vehicular trips than the Project and the other development alternatives. There would be an approximately 36% reduction in trip generation compared to the Project, while the Reduced Development – Less Commercial Alternative, and the Reduced Development – Less Residential and Less Commercial Alternative would reduce vehicular trips by 9% and 14%, respectively. With the reduction in trips, there would be an overall reduction in mobile source emissions (air quality and GHG), and traffic-related noise. The Project’s exceedance of the SCAQMD regional threshold for CO emissions would be avoided, but the Project’s significant and unavoidable NO_x and VOC emissions, which are O₃ precursors, would not be avoided, and this Alternative would also be considered to have the potential to conflict with the SCAQMD AQMP. The VMT per capita under the Reduced Development – Less



Residential Alternative would be higher than with the Project and the other development alternatives but the impact would still be less than significant.

As shown in Table 6-5, *Alternatives to the Project – Comparison of Project Objectives*, the Reduced Development – Less Residential Alternative would meet the Project objectives, but not to the same extent as the Project for two of the objectives due to the reduced amount of residential development. The Reduced Development – Less Residential Alternative would meet the Project’s objectives to a lesser degree, and it would reduce, but not avoid the Project’s significant and unavoidable air quality and GHG emissions impacts.



Table 6-4 Alternatives to the Project – Comparison of Environmental Impacts

Environmental Topic	Project Significance of Impacts After Mitigation	No Project/ No Development Alternative	Reduced Development – Less Residential Alternative	Reduced Development – Less Commercial Alternative	Reduced Development – Less Residential and Less Commercial Alternative
Aesthetics	Less than Significant Impact	Reduced	Similar	Similar	Similar
Agriculture and Forestry Resources	Less than Significant Impact	Reduced	Similar	Similar	Similar
Air Quality	AQMP Consistency: Significant and Unavoidable Impact	Reduced	Similar	Similar	Similar
	Construction: Less than Significant Impact	Reduced	Similar	Similar	Similar
	Operation: Significant and Unavoidable Impact	Reduced	Reduced	Reduced	Reduced
Biological Resources	Less than Significant Impact	Reduced	Similar	Similar	Similar
Cultural Resources	Less than Significant Impact	Reduced	Similar	Similar	Similar
Energy	Less than Significant Impact	Reduced	Reduced	Reduced	Reduced
Geology and Soils	Less than Significant Impact	Reduced	Similar	Similar	Similar
Greenhouse Gas Emissions	Significant and Unavoidable Impact	Reduced	Similar	Similar	Similar
Hazards and Hazardous Materials	Less than Significant Impact	Reduced	Similar	Similar	Similar
Hydrology and Water Quality	Less than Significant Impact	Increased	Similar	Similar	Similar
Land Use and Planning	Less than Significant Impact	Reduced	Similar	Similar	Similar
Mineral Resources	No Impact	Similar	Similar	Similar	Similar
Noise	Less than Significant Impact	Reduced	Reduced	Reduced	Reduced
Population and Housing	Less than Significant Impact	Reduced	Reduced	Reduced	Reduced
Public Services and Recreation	Less than Significant Impact	Reduced	Reduced	Reduced	Reduced
Transportation	Less than Significant Impact	Reduced	Increased	Increased	Increased
Tribal Cultural Resources	Less than Significant Impact	Reduced	Similar	Similar	Similar
Utilities and Service Systems	Less than Significant Impact	Reduced	Reduced	Reduced	Reduced
Wildfire	No Impact	Similar	Similar	Similar	Similar



Table 6-5 Alternatives to the Project – Comparison of Project Objectives

Project Objectives	No Project/ Development Pursuant to the Existing General Plan and Zoning Alternative	No Project/No Development Alternative	Reduced Development – Less Residential Alternative	Reduced Development – Less Commercial Alternative	Reduced Development – Less Residential and Less Commercial Alternative
Objective 1: Establish the zoning criteria to guide the orderly development of the Project site with a mixed-use neighborhood composed of residential, open space, and commercial uses.	No	No	Yes	Yes	Yes
Objective 2: Maximize housing opportunities to further achievement of local housing goals and provide a variety of housing types to meet the needs of various market segments and lifestyle considerations.	No	No	Yes, but less effectively than the Project	Yes	Yes, but less effectively than the Project
Objective 3: Create local employment opportunities.	Yes	No	Yes	Yes, but less effectively than the Project	Yes, but less effectively than the Project
Objective 4: Expand economic development in the City by establishing new commercial/civic uses on vacant land in a developing area.	No	No	Yes	Yes, but less effectively than the Project	Yes, but less effectively than the Project
Objective 5: Decrease automobile dependency by locating new housing, parks, and commercial/civic uses within walking distance of other business, entertainment, residential, cultural, and civic uses.	No	No	Yes, but less effectively than the Project	Yes, but less effectively than the Project	Yes, but less effectively than the Project
Objective 6: Provide a diverse combination of new shopping and dining opportunities for City residents and visitors.	No	No	Yes	Yes, but less effectively than the Project	Yes, but less effectively than the Project
Objective 7: Develop an attractive and active community centerpiece for the City.	No	No	Yes	Yes	Yes



7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF MORENO VALLEY COMMUNITY DEVELOPMENT DEPARTMENT

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7.2 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing this EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the City of Moreno Valley Community Development Department, Planning Division at 14177 Frederick Street, Moreno Valley, CA 92553.

Appendix A: Notice of Preparation (NOP) for Moreno Valley Town Center and Written Comments on the NOP.

Appendix B: Urban Crossroads, Inc., 2025. *Town Center at Moreno Valley Specific Plan Air Quality Impact Analysis, City of Moreno Valley*. February 11, 2025.



- Appendix C: VCS Environmental, 2025. *Biological Technical Report for Town Center at Moreno Valley Project*. January 2025.
- Appendix D: VCS Environmental, 2025. *Phase I Cultural Resources Assessment, Town Center at Moreno Valley Project, City of Moreno Valley, California*. November 2024.
- Appendix E: Urban Crossroads, Inc., 2025. *Town Center at Moreno Valley Specific Plan Energy Analysis, City of Moreno Valley*. January 10, 2025.
- Appendix F: Leighton and Associates, Inc. 2025. *Geotechnical Exploration Town Center at Moreno Valley Northwest Corner of Alessandro Blvd and Nason Street, Moreno Valley California*. January 17, 2025.
- Appendix G: Urban Crossroads, Inc., 2025. *Town Center at Moreno Valley Specific Plan Greenhouse Gas Analysis, City of Moreno Valley*. January 10, 2025.
- Appendix H: Leighton and Associates, Inc. 2025. *Phase I and Limited Phase II Environmental Site Assessment NW Corner of Alessandro Boulevard and Nason Street, City of Moreno Valley, Riverside County, California*. January 17, 2025.
- Appendix I: Cannon Corporation, 2022. *Preliminary Project Specific Water Quality Management Plan*. September 30, 2022.
- Appendix J: Cannon Corporation, 2025. *Drainage Report, Town Center at Moreno Valley Specific Plan, Tentative Tract Map 38421, Moreno Valley, California*. January 29, 2025.
- Appendix K: Urban Crossroads, Inc., 2025. *Town Center at Moreno Valley Noise and Vibration Impact Analysis, City of Moreno Valley*. February 10, 2025.
- Appendix L: Urban Crossroads, Inc., 2024. *Town Center at Moreno Valley Vehicle Miles Traveled (VMT) Analysis*. December 9, 2024.
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- Appendix M: Eastern Municipal Water District, 2022. *Water Supply Assessment Report, Town Center at Moreno Valley*. June 15, 2022.



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