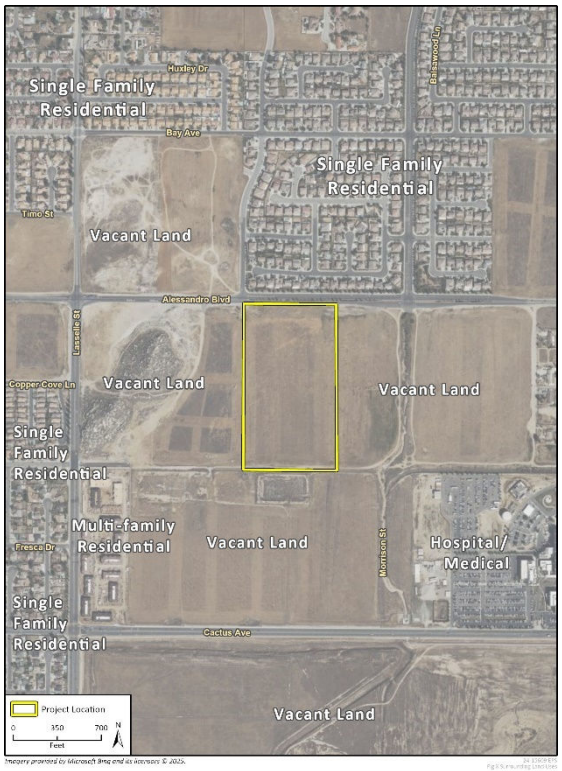
CITY OF MORENO VALLEY

INITIAL STUDY FOR ROCAS GRANDES II



ROCAS GRANDES II (PEN24-0125)

November 19, 2026

Lead Agency
CITY OF MORENO VALLEY
14177 Frederick Street
Moreno Valley, California 92553

Prepared By
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INITIAL STUDY (IS) FOR ROCAS GRANDES II

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** PEN24-0125

2. **Project Title:** Rocas Grandes II

3. **Public Comment Period:** November 16, 2026 to December 16, 2026

4. **Lead Agency:** City of Moreno Valley
   Regine Kennedy, Planning Department
   14177 Frederick Street
   Moreno Valley, CA 92553
   (951) 413-3206
   regineke@moval.org

5. **Documents Posted At:** http://www.moreno-valley.ca.us/cdd/documents/about-projects.html

6. **Prepared By:** Lillie Colville, Project Manager
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7. **Project Sponsor:**

   Applicant/Developer & Property Owner
   David Slawson
   Realm SEC Alessandro Darwin LLC
   320 S. Cedros Avenue, Suite 400
   Solana Beach, CA 92075
   (858) 750-0751
   slawson@wai-eng.com

8. **Project Location:** The project site is located south of Alessandro Boulevard, immediately east of the future extension of Darwin Drive, north of the future extension of Brodiaea Avenue, and west of vacant land and the future Morrison Street in the City of Moreno Valley, Riverside County, California. The project site is

18 gross acres (approximately 17.56 net acres) and includes Assessor Parcel Numbers 486-280-062 and 486-280-063.

9. **General Plan Designation:** Downtown Center

According to the City of Moreno Valley General Plan Land Use map (2026), the entire project site has a General Plan land use designation of Downtown Center (DC). The proposed project is a multi-family residential development, consistent with the DC General Plan land use designation and zoning district.

10. **Specific Plan Name and Designation:** N/A

11. **Existing Zoning:** Downtown Center (DC)

The Moreno Valley Municipal Code (MVMC) Section 9.07.010.(B) states that "The downtown center is envisioned as the primary hub and focal point of Moreno Valley and an economic and cultural engine in the region… The intent is to allow for development of a downtown that will include commercial, office, vertical and horizontal mixed use, higher density multifamily development, and lower density residential on the periphery." The DC site development standards are codified under MVMC Section 9.07.010 (B).

12. **Surrounding Land Uses and Setting:**

	Land Use	General Plan	Zoning
North	Alessandro Boulevard and residential community – single-family homes (across from Alessandro Boulevard)	Residential 5 du/ac (R5) and Downtown Center	Downtown Center and Suburban Residential
South	Vacant undeveloped land	Downtown Center	Downtown Center
East	Vacant undeveloped land, rural single-family homes, and Valley Christian Church and Academy	Downtown Center	Downtown Center
West	Villa Annette multi-family development	Downtown Center	Downtown Center

13. **Description of the Site and Project**:

Environmental Setting

The project site is undeveloped and vacant and consists of low-lying vegetation scattered throughout the site. The project site is rectangular in shape and is relatively flat, with elevations ranging between 1,560 to 1,580 feet above mean sea level (amsl).

Project Description

Figure 1 *Conceptual Site Plan* depicts the proposed project's conceptual site plan. The project would allow for the development of a 460-unit for-rent multi-family residential community including 80 residential townhome units and 380 residential stacked flats. Project amenities would include a recreational area with a clubhouse and co-work area, swimming pool and spa, fitness center and family room, a dog park, as well as additional common open spaces. The project includes 873 parking spaces, which would be provided in garages, as well as covered carports and open surface parking.

Each of the 80 townhomes and 380 stacked flats would contain a private deck or patio. The proposed townhome product type would be multi-floor units that share one to two side walls with adjacent units. The stacked flats product type would be single-story units constructed in a "stack," where each dwelling unit is either above or below an adjacent unit within a single building. All residential buildings would be three stories. Building heights would vary, with 43'6" to the top of the roof for the residential stacked flats buildings and 40'1" to the top of the roof for the townhome buildings.

The 80 townhomes would include one-, two-, and three-bedroom units of 880 square feet (sf), 1,282 sf, and 1,502 sf, respectively. The 80 townhome units would be clustered within nine buildings, each containing nine units, with the exception of one building with eight units. The townhomes would be in the northeast portion of the project site.

The 380 stacked flats would have one or two bedrooms and be 741 sf or 880 sf, and 1,087 sf or 1,502 sf, respectively, depending on the building type. The stacked flats would be clustered in ten buildings. Seven buildings would be generally located along the western property boundary adjacent to Darwin Drive, two buildings would be located adjacent to the future extension of Brodiaea Avenue, and one building adjacent to the eastern property boundary.

Figure 1 Conceptual Site Plan



Source: MJS Landscape Architects 2026

Open Space and Amenities

Figure *2*, *Central Recreation Area,* and Figure 3, *Project Entry and Secondary Recreation Areas,* depict the project's open space and amenities. MVMC Section 9.07.010.B.4, Downtown Center Development Standards, provides the common open space requirement of a minimum of 300 sf of common open space for each multi-family residential unit, which means the project would be required to provide 138,000 sf of common open space. As proposed, the project would provide 187,557 sf of common space in landscaped pedestrian walkways, a central recreation area, a dog park, game lawn area, and community lounge areas.

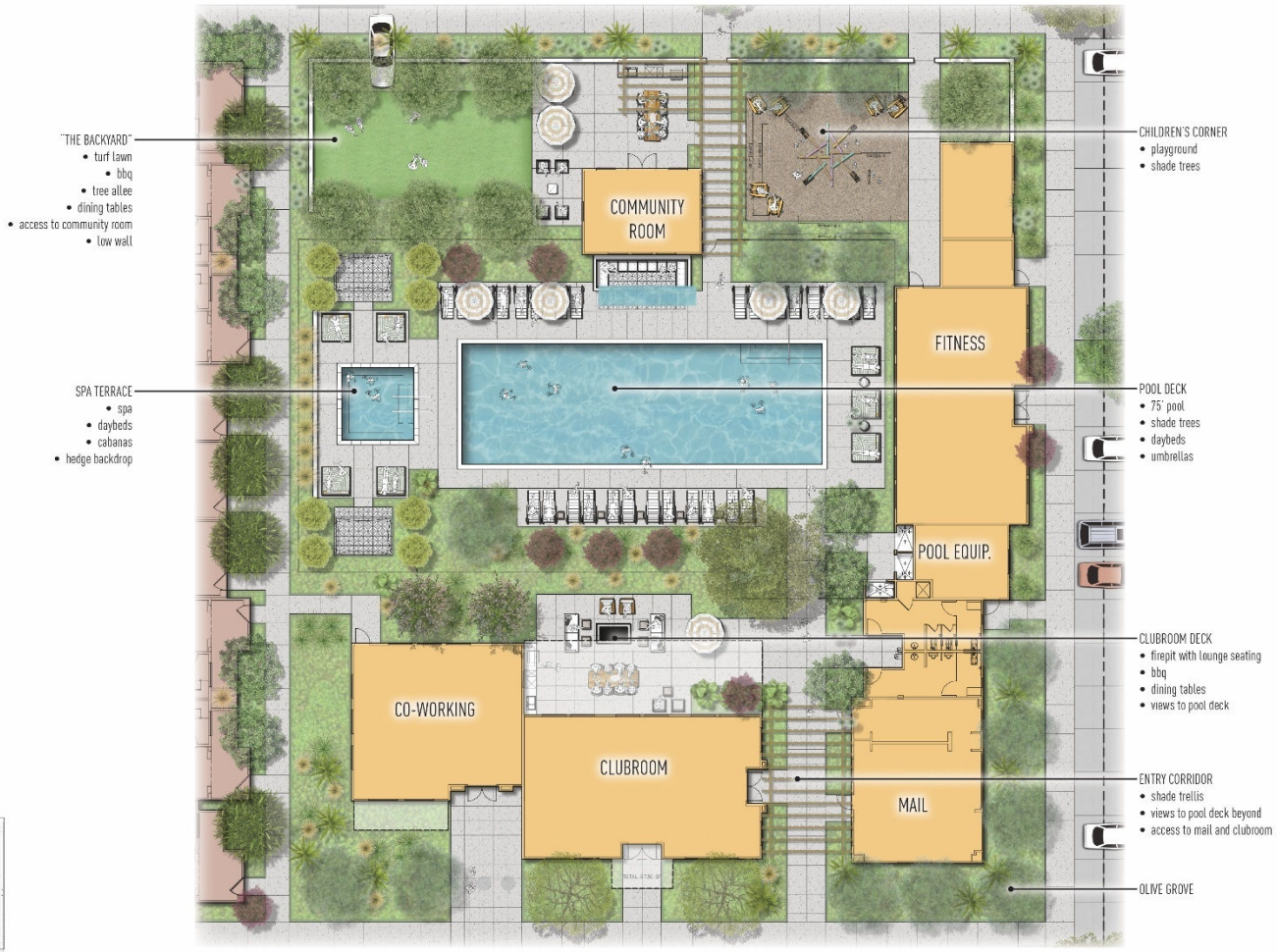
The central recreation area would have multiple amenities including a community room for events, a clubhouse with an attached co-working room, and a fitness center. The swimming pool and spa area would have daybeds, cabanas, umbrellas, and lounge chairs. The clubroom would have an outside deck with firepit and lounge seating, dining tables, and views overlooking the pool deck. Similarly, the community room would open up to a shaded patio area with lounge seating and a backyard area with turf lawn, outdoor kitchens, and dining tables. In addition, a children's play area with playground and lounge seating would also be provided near the community room.

A second community park area and dog park are proposed west of the leasing office near the primary vehicular entrance on Darwin Drive. The community park would be a passive recreational area with turf and shade trees. Additionally, a game lawn area would be located at the southeastern corner of the project site, and would include lawn games, a barbeque area, dining table, and lounge seating. The area would be landscaped with turf, shrubs, and trees.

The MVMC's private open space requirement for multi-family units is a minimum of 150 sf of private open space for each first floor unit and a minimum of 100 sf of private open space for each upper level unit. Private open space may include fenced yard areas, patios, and balconies. Fenced yards and patios must have a minimum dimension of eight feet and balconies must be at least five feet deep.

Townhome units would provide between 155-sf and 215-sf front yard private patios on the ground level, with an additional 62-sf to 85-sf private open space balconies on the second and third stories. The stacked flats would have approximately 190-sf private ground level patios and courtyards and 103-sf private balconies on the units on the second and third stories of the buildings. In total, townhome units would provide 18,992 sf of private open space and the stacked flats would provide 47,790 sf of private open space for a total of 66,782 sf of private open space, which would exceed MVMC requirements.

Figure 2 Central Recreation Area



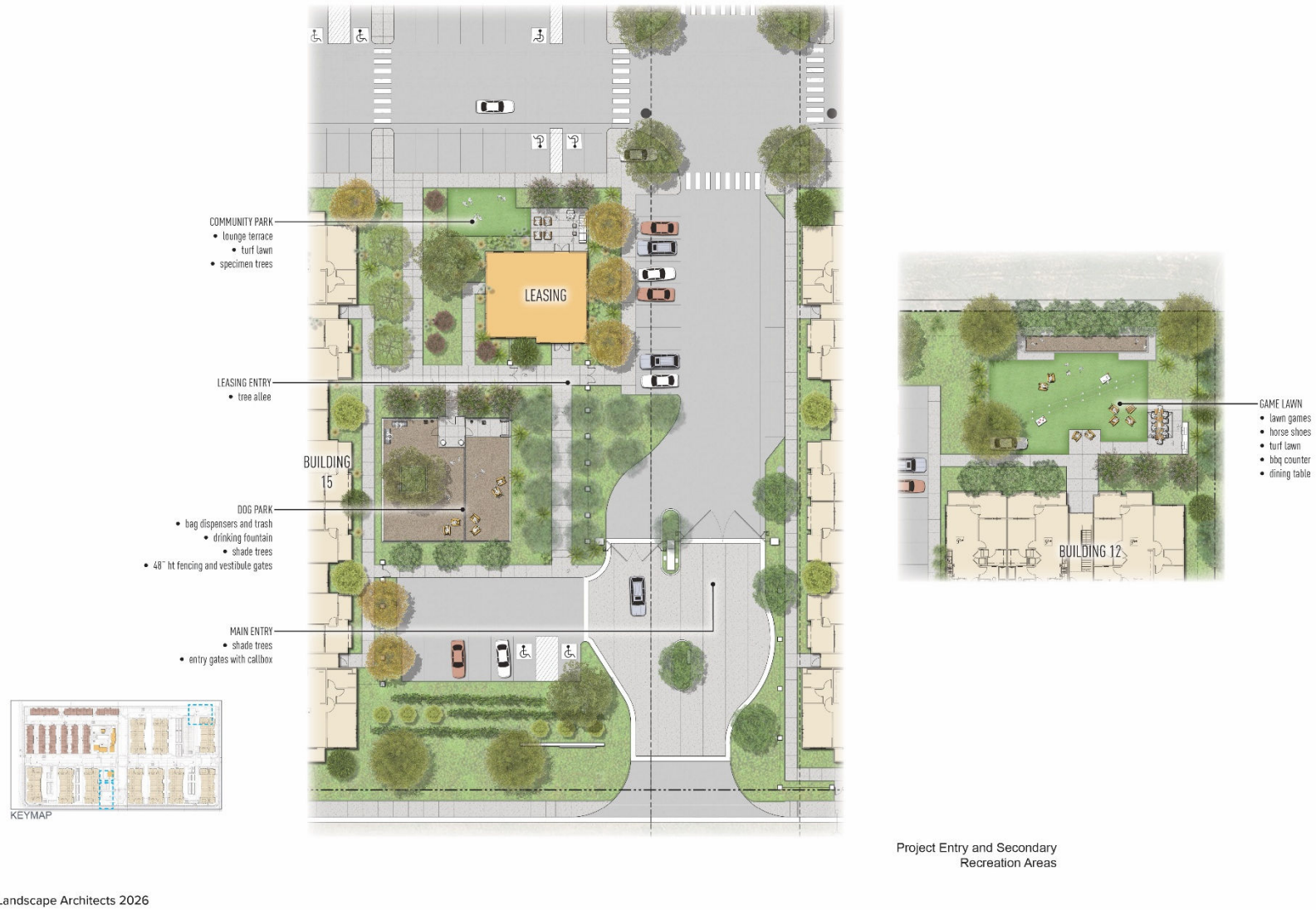


KEYMAP

Central Recreation Area

Source: MJS Landscape Architects 2026

Figure 3 Project Entry and Secondary Recreation Areas



Project Entry and Secondary Recreation Areas

Source: MJS Landscape Architects 2026

Vehicle and Non-Vehicular Circulation and Parking

Vehicular access to the project site would be provided via a gated entry from the proposed extension of Brodiaea Avenue, Darwin Drive, and Alessandro Boulevard. Gated emergency vehicle access would be provided via gated emergency access on Alessandro Boulevard.

As part of the proposed project, half-width improvements to Darwin Drive would be constructed between Alessandro Boulevard and Brodiaea Avenue along the project site frontage. Brodiaea Avenue would be constructed with half width improvements along the project frontage from Darwin Drive to the easterly limits of the project site boundary. These half width improvements on Brodiaea Avenue would construct an additional 20 feet of pavement along the southern edge of Brodiaea Avenue. In addition, a seven foot vacation on Brodiaea Avenue would be required along the project site frontage from Darwin Drive to the eastern boundary of the project site. A 15 foot dedication along Darwin Drive would be required along the project site frontage between Alessandro Boulevard and Brodiaea Avenue. A seven foot dedication along Alessandro Boulevard would also be required along the project site frontage from Darwin Drive to the eastern boundary of the project site. Primary vehicular access to the project site would be from gated access on Darwin Drive. The 64-foot-wide gated entry would accommodate two travel lanes in each direction, separated by two raised landscaped islands containing a site map and call box. Residents would have a remote to operate the gate and use the pass-through lane while visitors and guests would use the inner travel lane to access the callbox. The gate would be set back from Darwin Drive approximately 106 feet and would allow vehicles to enter the leasing office parking lot without going through the gate.

A secondary driveway is proposed on Brodiaea Avenue, which would also be gated and restricted to right-out-only resident egress at this time to provide for safe turning movements in and out of the community and would not alter Brodiaea Avenue (e.g., no roadway widening required). Following completion of the project, Brodiaea Avenue would dead-end east of the project site, until future improvements undertaken by other proponents are completed as part of separate, future projects. Following completion of future improvements to Brodiaea Avenue, the project's driveway would remain residential egress only but allowing for left and right turn-out movements. Two driveways would also be provided on Alessandro Boulevard, one of which would be restricted to right-out only residential egress and the other would be fire access only.

Within the residential development, a west-east drive aisle would provide access through the site from Darwin Drive. A north-south main drive aisle would also provide vehicular access through the site. Secondary drive aisles would branch from the two main drive aisles and provide access to the alley garages for residents and guest parking. Guest parking would be provided throughout the development, along the main and secondary drive aisles. Some guest parking stalls would be provided at covered carports. All drive aisles would accommodate standard fire lane turning radii and hammerhead turnaround maneuvers for emergency and fire vehicles.

Internal to the project site, pedestrian walkways would be provided throughout the site with connections to the leasing office, residential buildings, central recreation area, common open space areas, and the dog park. Similar to vehicular access, pedestrian access into the residential development would be restricted via a gate.

Residents would be provided a key fob to operate the pedestrian gates on Darwin Drive, Alessandro Boulevard, and Brodiaea Avenue.

The project would provide 873 parking spaces, which would exceed the City's parking code minimum requirements. Parking would be provided in a combination of two-car side-by-side and tandem garages, covered carports, and surface parking.

Architecture, Landscaping, and Lighting

The proposed farmhouse style of the residential townhomes would incorporate a mix of neutral colors including light greens, greys, shades of white, and black accents. The stucco-finished townhome buildings would have decorative metal railings for balconies, vinyl windows, trims, sectional metal garage doors, and asphalt shingle roofs. The front entrance to each townhome would have a gable portico-style covered porch. Each building would include varying rooflines, façade articulation, awnings, and enhanced building materials to vary building massing.

The stacked flats would also have a contemporary farmhouse design and include similar building materials and finishes as the townhomes. The stacked flats building would be painted in neutral tones including shades of tan, greys, and darker shades of blue. Stacked flats would be accessed from an interior corridor within each building. The building would also have offsets and articulated roof styles to vary building massing. As described above, the recreation area would include multiple amenities housed in different structures. Specifically, the clubroom and co-working space would be in one building, and the mailroom, pool equipment closet and fitness area in a separate building. The community room would be a stand-alone building. The three structures would have a modern farmhouse design, similar to the residential townhome and stacked flats buildings, with stucco and horizontal batten board siding, vinyl windows, and asphalt shingle roofing. The three structures would be painted in various shades of white and grey, with accent trims painted in darker colors for contrast. The proposed architecture, paint palette, and materials are intended to complement the residences. The leasing center would have a similar architectural style.

Figure 4, *Conceptual Landscape Plan,* depicts the proposed landscaping for the residential community. The project proposes various trees, plants, and groundcover throughout the site. California sycamore trees (also referred to as western sycamore), coast live oak trees, fruitless olive trees, and Drake lacebark elm trees are proposed along the Darwin Drive frontage, at the main entrance at Darwin Drive, and throughout the main drive aisle. Southern live oak trees would be located along the Alessandro Boulevard project site frontage and the Brodiaea Avenue frontage. Drake lacebark elm, African sumac, and southern live oak trees would provide landscaping in the parking areas throughout the site. Other species, including California sycamore, Natchez crape myrtle, Raywood ash, and fruitless olive trees would landscape the western and eastern project boundaries. Shrubs and groundcover including Marina strawberry tree, camphor trees, Meyer lemon, dragon trees, and Saratoga hybrid laurel would be located along the on-site pedestrian walkways, recreation area, and common open space areas throughout the site.

Figure 4 Conceptual Landscape Plan



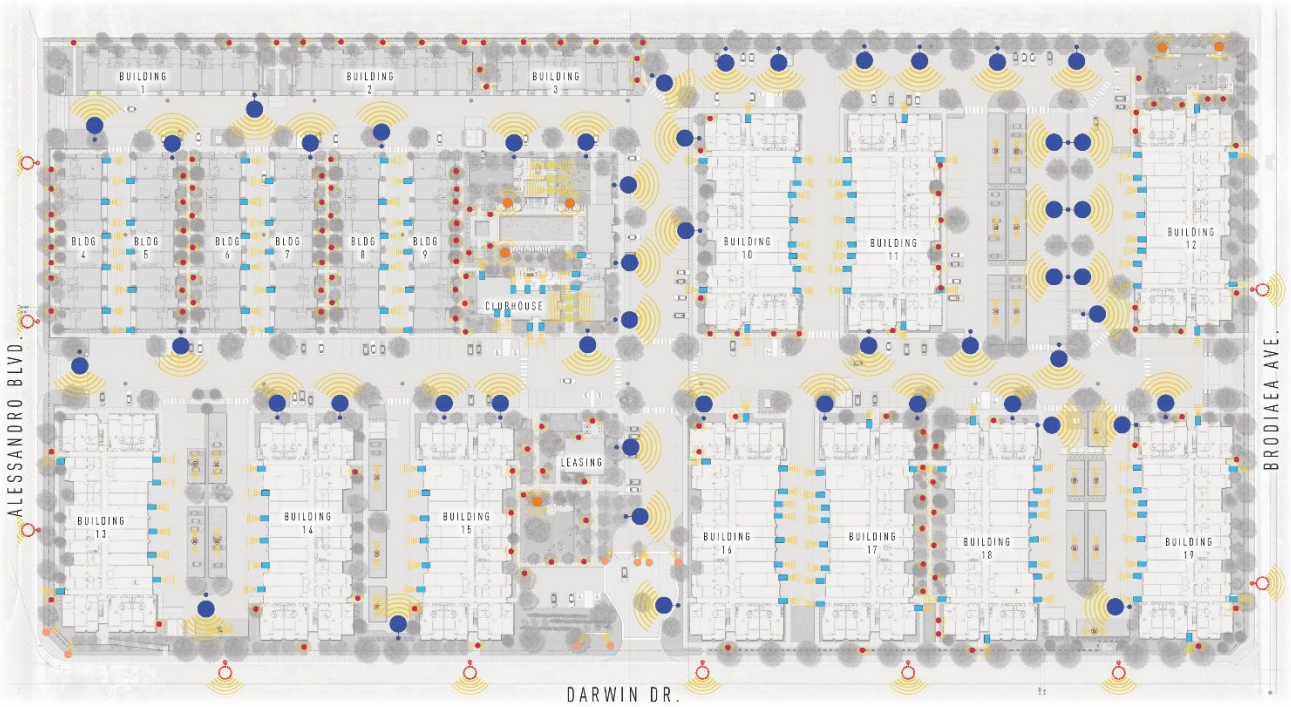
PLANT PALETTE & SCHEDULE:

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES				
	ARBUTUS x `MARINA`	MARINA STRAWBERRY TREE (STANDARD)	36" BOX	LOW
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX	MOD
	CITRUS x LIMON 'MEYER'	MEYER LEMON	24" BOX	MOD
	DRACAENA DRACO	DRAGON TREE (MULTI-HEAD)	24" BOX	LOW
	FRAXINUS ANGUSTIFOLIA OXYCARPA 'RAYWOOD'	RAYWOOD ASH	24" BOX	MOD
	LAGERSTROEMIA x 'NATCHEZ'	NATCHEZ CRAPE MYRTLE (MULTI-TRUNK)	24" BOX	MOD
	LAURUS x 'SARATOGA'	SARATOGA HYBRID LAUREL (COLUMNAR)	15 GAL	LOW
	LAURUS x 'SARATOGA'	SARATOGA HYBRID LAUREL (STANDARD)	24" BOX	LOW
	OLEA EUROPAEA `SWAN HILL`	SWAN HILL FRUITLESS OLIVE	24" BOX	MOD
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	MOD
	PRUNUS CAROLINIANA 'MONUS' TM	BRIGHT 'N TIGHT CAROLINA LAUREL CHERRY	24" BOX	MOD
	QUERCUS AGRIFOLIA	COAST LIVE OAK (MULTI-TRUNK)	36" BOX	LOW
	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK (STANDARD)	24" BOX	MOD
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	LOW
	TRISTANIA CONFERTA	BRISBANE BOX	24" BOX	MOD
	ULMUS PARVIFOLIA `DRAKE`	DRAKE LACEBARK ELM	24" BOX	LOW

Source: MJS Landscape Architects 2026

Figure 5, *Conceptual Lighting Plan,* depicts the proposed lighting plan. Light-Emitting Diode (LED) pole lights would be located throughout the project site, including the main drive aisles and parking areas. All garages would also have wall-mounted lights above the garage doors. Bollard lights are proposed along pedestrian path throughout the site, mainly in front of residential buildings and walkways. The clubhouse recreation area would have pendant lighting and theme pole lights. Similarly, the dog park area would include night lighting. All lighting would be concealed and directed to prevent light spillage. The project's lighting plan would provide outdoor lighting for security and wayfinding.

Figure 5 Conceptual Lighting Plan



EXTERIOR LIGHTING LEGEND

SYMBOL	TYPE/TECHNIQUE:	LOCATION:
	STREET LIGHT - 16' POLE FIXTURE TO BE FULLY SHIELDED	AT INTERIOR STREETS AND PARKING LOT
	THEME POLE LIGHT - 12' POLE FIXTURE TO BE FULLY SHIELDED	RECREATION AREAS
	BOLLARD	AT PEDESTRIAN PATH OF TRAVEL
	PENDANT LIGHT	MOUNTED ON OVERHEAD TRELLIS
	WALL MOUNTED	ON GARAGE
	SIGN LIGHT	AT MONUMENT SIGNS
	CARPORT LIGHTING (PER ARCHITECT)	UNDER CARPORT OVERHEADS
	MORENO VALLEY CITY STREET LIGHT STANDARD (PER CIVIL ENGINEER)	OFF-SITE LIGHTING SHOWN FOR REFERENCE ONLY

LIGHTING CONCEPT:

THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY AND ORIENTATION NEEDS.

WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTRUSIVE. LIGHT SOURCES WILL BE TUNGSTEN OR METAL HALIDE.

ALL LIGHTING SHALL PROJECT DOWNWARD AND SHALL NOT CREATE GLARE ON ADJACENT PROPERTIES

LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.

ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.

LIGHTING CONCEPT IMAGERY:



STREET LIGHT
16' POLE
THEME POLE LIGHT
12' POLE
BOLLARD
PENDANT LIGHT
WALL MOUNTED
SIGN LIGHT

Source: MJS Landscape Architects 2026

Utility Infrastructure

Project implementation would require construction of new on-site utility infrastructure to serve the residences and associated project amenities. The project would connect these proposed utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check.

Water and Sewer. Eastern Municipal Water District (EMWD) provides water and sewer services to its western Riverside County service area, including Moreno Valley. Because the project site is currently vacant and undeveloped, new water and sewer infrastructure and points of connection would be required. There is an existing 12-inch water main in Alessandro Boulevard and Darwin Drive. The project would connect to a proposed 12-inch sewer main on Brodiaea Avenue.

Drainage and Water Quality. Under existing conditions, stormwater flows in a north-to-south direction onto adjacent properties to the south. The proposed project would involve construction of a storm drain on the south side of Brodiaea Avenue would be constructed east from Darwin Drive to 10 inches east of the Brodiaea Avenue street improvements proposed. The 24-inch storm drain would remain dry with bulkheads at each end. On-site drainage systems would mimic existing drainage characteristics with two site basins and incorporation of treatment areas in landscape features. On-site runoff would be conveyed to biofiltration systems for treatment and eventually flow into a detention tank system before being discharged off the site. Flows would continue south to Cactus Avenue and eventually enter a storm drain managed by Riverside County Flood Control District.

Dry Utilities and Solid Waste Management. Moreno Valley Electric Utility provides electricity to portions of the City, and the project site is within the boundaries of its service area. The Southern California Gas Company (SoCalGas) provides natural gas to the project site. The proposed project would connect to existing utility lines with new utility lines placed underground. Waste Management provides solid waste services to the City. The project would include several shared screened trash enclosures throughout the development, near parking areas.

Construction Phasing

The applicant anticipates that construction would take approximately two years with construction commencing in 2027.[1] The first phase of units would be completed in approximately 14 months with project completion in 2029.

The estimated grading quantities would be approximately 18,233 cubic yards (cy) of cut and 20,996 cy of fill inclusive of off-site disturbance for roadway and infrastructure improvements. Approximately 2,764 cy of import would be required.

[1] CalEEMod was modeled for this project with a construction start date of second quarter 2025. Construction activities with a later start date than 2025 would generate lower emissions, due to CalEEMod emissions factors accounting for the State's initiative for cleaner equipment fleet (i.e., each subsequent year assumes lower emission factors for each construction equipment). Therefore, as construction would occur at a later date than identified in the CalEEMod modeling, this analysis and the CalEEMod modeling upon which it is based would provide a conservative assumption.

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

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

The City of Moreno Valley sent a Local Government Tribal Consultation List Request to the Native American Heritage Commission (NAHC) to obtain a list of Native American tribes with jurisdiction in the project area. The NAHC responded to the City's request with a consultation list of locally affiliated tribes to contact for their traditional and cultural affiliation with the geographic area in which the project is located. Based on this list, and per Public Resources Code Section 21080.3.1, the City sent out consultation letters to the listed tribes in April of 2025 and subsequently received a response from the Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, and Pechanga Band of Indians. The Rincon Band of Luiseño Indians and Agua Caliente Band of Cahuilla Indians deferred consultation to the Pechanga Band of Indians. The City subsequently engaged in consultation with Pechanga, and consultation was concluded in January 2026.

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

Relative to environmental processing, there are no required public agency approvals other than the City of Moreno Valley (CEQA lead agency).

16. **Other Technical Studies Referenced in this Initial Study (Provided as Appendices):**

A. Environmental and Regulatory Setting – Rincon Consultants, October 2026

B. Air Quality, Greenhouse Gas, and Energy Study – Rincon Consultants, April 2025

C.1. Biological Resources and MSHCP Consistency Report– Rocks Biological Consulting (RBC), September 27, 2024

C.2. Focused Burrowing Owl Survey Report – RBC, July 10, 2024

C.3. Focused Crotch's Bumble Bee Survey Report – RBC, August 5, 2024

D. Cultural Resources Assessment – Rincon Consultants, July 2024

E. Geotechnical Report – Geocon West, Inc. May 28, 2024

F. Paleontological Report– Rincon Consultants, June 2024

G. Phase 1 Environmental Site Assessment – HEI Corporation, May 21, 2024

H. Project Specific Water Quality Management Plan – PLSA, February 18, 2025

I. Hydrology and Hydraulics Report – PLSA, February 18, 2025

J. Noise Report – Rincon Consultants, March 20, 2025

K.1. Traffic Impact Analysis – Translutions, December 22, 2024

K.2. Vehicle Miles Traveled Memorandum – Translutions, January 31, 2025

L. EMWD Will Serve Letter – EMWD, January 30, 2025

17. **Acronyms:**

ADT	average daily traffic
AFY	acre-foot per year
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCR	California Code of Regulations
CEC	California Energy Commission
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CGEU	California Gas and Electric Utilities
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
dBA	A-weighted decibel
DC	Downtown Center
DIF	Development Impact Fee
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	diesel particulate matter
DTSC	California Department of Toxic Substance Control
DWR	California Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
ESA	Environmental Site Assessment
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Authority

GIS	Geographic Information System
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hours
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HVAC	heating, ventilation, air conditioning
IS	Initial Study
ITP	Incidental Take Permit
JPR	Joint Project Review
L_{eq}	Equivalent continuous sound level
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
MARB/IP	March Air Reserve Base/Inland Port
MMBtu	million metric British thermal units
MSHCP	Multiple Species Habitat Conservation Plan
MT CO_2e	metric tons of carbon dioxide equivalent
MVFD	Moreno Valley Fire Department
MVMC	Moreno Valley Municipal Code
MVPD	Moreno Valley Police Department
MVUSD	Moreno Valley Unified School District
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plant Species Survey Area
NOx	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
OEM	Office of Emergency Services
OPR	Office of Planning & Research, State
$PM_{2.5}$	particulate matter with diameters 2.5 micrometers and smaller
PM_{10}	particulate matter with diameters 10 micrometers and smaller
PPV	peak particle velocity
PV	photovoltaic
RBC	Rocks Biological Consulting
RCA	Regional Conservation Authority
RCFD	Riverside County Fire Department

RCNM	Roadway Construction Noise Model
ROC	relative organic compounds
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWRF	regional water reclamation facilties
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
sf	square feet
SGMA	Sustainable Groundwater Management Act
SKRHCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SLF	Sacred Lands File
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SR	State Route
SRA	source receptor area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TIA	Transportation Impact Analysis
USACE	United States Army Corps of Engineers
USEIA	United States Energy Information Administration
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife
USGS	United States Geologic Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WEAP	Worker Environmental Awareness Program
WSCP	Water Shortage Contingency Plan
WQMP	Water Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

R Kennedy

Signature

11/13/2026

Date

Regine Kennedy, Principal Planner

Printed Name

City of Moreno Valley

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS Except as provided in Public Resources Code Section 21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – **Would the project:**				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
Response: Scenic vistas are panoramic public views found to be locally or regionally attractive; scenic resources within Moreno Valley are identified as Box Springs Mountains and Reche Canyon area to the north, the Badlands to the east, and Mount Russel and Moreno Peak to the south (City of Moreno Valley 2026). The identified scenic resources are visible from State Route (SR) 60, Moreno Beach Drive, Gilman Springs Road, and other unidentified roadways. These scenic resources are distantly visible from the project site, although the views are obstructed by intervening development between the project site and the scenic resources. The proposed project would change the appearance of the project site by constructing 19 three-story residential buildings and associated landscaping and circulation improvements on an undeveloped lot. However, views of the project site are not readily available from these scenic vistas due to the distance and intervening development between the project site and the scenic vistas. Therefore, the proposed project would not significantly obstruct or affect scenic vistas and public views in the City. Impacts would be less than significant.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
Response: The project site is not within or adjacent to a designated state scenic highway, as identified by California Department of Transportation (Caltrans). The nearest designated state scenic highway is a portion of SR 243, approximately 19 miles to the east of the project site, in Banning (Caltrans 2024). The nearest eligible state scenic highway is a portion of SR 74 approximately nine miles to the south of the project site, in Perris (Caltrans 2024). Due to the distance from the project site and intervening development, the project site is not visible from SR 243 or SR 74. Furthermore, the project site does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. Additionally, as described in Section V, *Cultural Resources*, the project site does not contain any historic buildings. Therefore, there would be no impacts related to scenic resources near a designated 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?	☐	☐	☒	☐

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

Implementation of the project would result in the conversion of the site from vacant, undeveloped land to developed land with 19 three-story residential buildings with associated improvements including open space, landscaping, and internal circulation. While development of the project would change the appearance and use of the project site relative to existing conditions, it is not anticipated to degrade the existing visual character or quality of the site and its surroundings because it would be a compatible use with other existing residential uses in the project area and would upgrade the existing landscaping and visual quality of the site and, therefore, aesthetically enhance the project area.

The proposed project would also be subject to design review and compliance with the architectural standards in the Zoning Code per Section 9.02.030 of the MVMC. In addition, the design of the project would be reviewed for approval by the community development director. This regulatory procedure verifies that the design, colors, and finish materials of development projects comply with adopted design guidelines and achieve compatibility with the surrounding area. Although the project would not substantially degrade the visual character of the site and surroundings, this regulatory procedure provides the City with further assurances for aesthetic review and an opportunity to incorporate additional conditions to increase the aesthetic value of the project. The City of Moreno Valley reviewed the project's design proposal in detail and determined that no component of the project would conflict with applicable design regulations within the MVMC governing scenic quality. Impacts would be less than significant.

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

Response:

The existing project site contains no sources of artificial lighting; however, there are streetlights and exterior lighting associated with neighboring residential structures, as well as vehicle headlights on nearby roadways such as Alessandro Boulevard, along the northern extent of the project site. Development of the project would increase the intensity of lighting on the project site, from that of an existing vacant, undeveloped lot to a multi-family residential development. New sources of light and glare from the project include reflective windows, outdoor landscaping and safety lighting, and light and glare from the increase in vehicles accessing the project site, as shown in Figure 5, *Conceptual Lighting Plan*.

New residential lighting that is proposed as part of the project would represent an increase in daytime and nighttime lighting at the project site relative to existing lighting associated with the vacant, undeveloped project site. However, the light sources would not substantially increase the overall levels of day or nighttime lighting in the area because they would be comparable to existing light levels from the surrounding residences. Furthermore, Alessandro Boulevard is already illuminated by street lighting. For these reasons, the proposed project would not result in a substantial new source of light such that day or nighttime views in the area would be adversely affected. Rather, the proposed exterior lighting and building materials would be consistent with those of surrounding uses.

All outdoor lighting would comply with the development standards in the MVMC Section 9.08.100. The MVMC includes maximum wattage for outdoor lighting and requires that all outdoor lighting must be directed and shielded to prevent light and glare from spilling over onto adjacent properties (thereby avoiding an adverse effect). The design of this project, including its finish, colors, and materials, would be reviewed for approval through the City's review process. This regulatory procedure provides the City with an additional layer of review for aesthetics including light and glare, and an opportunity to incorporate additional conditions to improve the project's building materials and lighting plans. Therefore, with compliance with the City's lighting regulations and site plan review, the project would have a less than significant impact related to light and glare in the area.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Sources:

1. California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. (Accessed June 2024)
2. City of Moreno Valley. 2026. General Plan 2040, https://moval.gov/cdd/documents/general-plan2040/MV-GeneralPlan-complete.pdf Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
   - Section 9.02.030 – Development Review Process
   - Section 9.10.110 – Light and Glare of the Moreno Valley Municipal Code

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

Would the project:

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

Response:

According to the California Department of Conservation's (DOC) Important Farmland Finder, the entire project site is classified as Farmland of Local Importance, which are lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee (DOC 2022b). Further, the project site is currently vacant and undeveloped; no agricultural production occurs on the site and would therefore not be significantly impacted by the introduction of residential uses. Therefore, the implementation of the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Impacts would be less than significant.

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

Response:

The project site is zoned as R30 which allows for agricultural use; however, the project site is undeveloped, and no agricultural production occurs on site. In addition, there are no lands abutting the project site that are zoned for agricultural use (City of Moreno Valley 2024). Furthermore, the project site is not under a Williamson Act contract (DOC 2022b). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?	☐	☐	☐	☒

Response:

As discussed under Impact II(a), the project site is vacant and is zoned as R30, which does not permit forest land, timberland, or Timberland Production. As such, the proposed project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or Timberland Production. No impacts would occur.

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

Response:

As discussed under Impact II(a), the project site is zoned as R30. The project site and surrounding areas contain urbanized uses and do not consist of forest land. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur.

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

Response:

As discussed under Impact II(a), the project would not convert Farmland to non-agricultural use. In addition, as discussed under Impact II(c) and II(d), the project would not convert forest land to non-forest use. No impact would occur.

Sources:

1. City of Moreno Valley. 2025. City of Moreno Valley Zoning Map. https://moval.gov/cdd/pdfs/2040GP-Update/Zoning.pdf. (Accessed February 2025)
2. Department of Conservation (DOC). 2022a. California Important Farmland Mapper. https://maps.conservation.ca.gov/DLRP/CIFF/. (Accessed February 2025)
3. DOC. 2022b. California Williamson Act Enrollment Finder. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. (Accessed February 2025)

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**

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

Response:

The analysis presented in this section is based on the Air Quality, Greenhouse Gas, and Energy Study prepared by Rincon Consultants in April 2025 which included project-specific impact analysis for air quality impacts (Appendix B).

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

To assess whether the project would conflict with or obstruct implementation of an applicable air quality plan, this analysis evaluates the project's consistency with South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP) and Connect SoCal. In accordance with SCAQMD's CEQA Air Quality Handbook, Chapter 12, the following criteria are considered as part of this evaluation:

- **Criterion 1:** Would the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- **Criterion 2:** Would the project exceed the assumptions utilized in preparing the AQMP? Considerations include:
  - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the project include air quality mitigation measures; or
  - To what extent is project development consistent with the AQMP control measures?

Criterion 1

The proposed project would include strategies and control measures from the 2022 AQMP to reach attainment with the thresholds for 8-hour and 1-hour ozone and particulate matter with diameters 2.5 micrometers and smaller ($PM_{2.5}$). The proposed project would include the following control measures from the 2022 AQMP:

- Emission Reduction from Replacement with Zero Emission or Low nitrogen oxides (NOx) Appliances –Water and Space Heating
- Emissions Reduction from Residential Cooking Devices
- Zero Emission Infrastructure for Mobile Sources

Further, as described under Impact AQ-2 below, the project would not generate criteria pollutant emissions that exceed SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not result in conflicts with the AQMP, and impacts would be less than significant.

Criterion 2

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local county general plans and the Southern California Association of Governments' (SCAG's) Connect SoCal socioeconomic forecast projections of regional population, housing, and employment growth.

According to the California Department of Finance (DOF), the City of Moreno Valley has an estimated population of 207,146 and an average household size of 3.61 persons (DOF 2024b). SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects that the City's population will reach approximately 266,800 by 2045, representing an increase of 59,654 residents (SCAG 2020). The proposed project involves the development of a 460-unit multi-family residential community. Based on the City's average household size, the project would generate approximately 1,661 new residents (460 units x 3.61 persons). This would increase the City's current population by about 80 percent, resulting in a total population of approximately 208,807. This population increase would remain well within SCAG's 2045 forecast. Therefore, the project would not induce substantial unplanned population growth. The project would not result in employment growth. The project would be consistent with Criterion 2 and impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Response:

Construction:

Project construction would generate temporary air pollutant emissions associated with fugitive dust (particulate matter with diameters 10 micrometers and smaller [PM_{10}] and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles, in addition to volatile organic compounds (VOC) emissions that would be released during the drying of architectural coating and paving phases. Table 1 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed the SCAQMD threshold. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 1 Regional Construction Emissions

	Maximum Emissions (lbs/day)					
Construction Phase	**ROC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
By Phase						
Grading	8	42	33	<1	8	4
Building Construction	3	14	39	<1	5	2
Paving	2	7	11	<1	1	<1
Architectural Coating 1	63	1	5	<1	1	<1
Architectural Coating 2	63	1	2	<1	<1	<1
By Year						
Year 1	8	56	72	<1	13	5
Year 2	66	20	42	<1	6	2
Year 3	66	13	37	<1	5	2
Maximum Daily Construction Emissions	**66**	**56**	**72**	<1	**13**	**5**
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; ROC = reactive organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions. Maximum daily construction emissions are the highest total emissions from a construction phase or overlapping construction phases. Emissions from overlapping construction phases are added together.

Operation:

Operation of the project would result in criteria air pollutant emissions from various sources, including area sources (e.g., architectural coatings, consumer products, fireplaces), energy use (e.g., natural gas for cooking and water heating), mobile sources (e.g., vehicle trips to and from the site), and stationary sources (e.g., emergency generators). Table 2 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would exceed SCAQMD regional thresholds for relative organic compounds (ROC), NOx and carbon monoxide (CO). As shown therein, operational emissions would not exceed the applicable SCAQMD thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment, and impacts would be less than significant.

Table 2 Regional Operational Emissions

	Maximum Daily Emissions (lbs./day)					
Emission Source	**ROC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile	35	24	197	<1	41	11
Area	13	<1	26	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Total Project Emissions	**48**	**25**	**224**	**<1**	**41**	**11**
1) SCAQMD Regional Thresholds	55	55	550	150	150	55
2) Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; ROC = reactive organic compounds; NOx = nitrogen oxide; CO = carbon monoxide; PM10 = particulate matter with a diameter no more than 10 microns; PM2.5 = particulate matter with a diameter no more than 2.5 microns; SO_2 = sulfur dioxide.

Notes: Area, energy, and mobile emissions modeling was completed using CalEEMod; see Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions.

Overlap of Construction and Operational Impacts:

SCAQMD does not provide a significance threshold for overlapping construction and operational emissions; therefore, this analysis is included for informational purposes only. As the first phase of units would be completed in approximately 14 months, construction and operation would overlap for approximately 10 months between 2027 and 2028[2], between first occupancy and project buildout. Table 3 shows the estimated maximum daily emissions for the 10-month period when construction and occupancy would overlap. This represents a conservative scenario, as operational emissions are based on full project buildout, even though only a portion of the residences would be occupied during this time.

Table 3 Overlapping Construction and Operational Emissions

	Maximum Daily Emissions (lbs./day)					
Emission Source	**ROC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Year 2 Construction Emissions[1]	66	20	42	<1	6	2
Year 3 Construction Emissions[1]	66	13	37	<1	5	2
Operational Emissions	**48**	**25**	**224**	**<1**	**41**	**11**
Maximum Daily Overlapping Emissions	**114**	**45**	**266**	**<1**	**47**	**13**

lbs/day = pounds per day; ROC = reactive organic compounds; NOx = nitrogen oxide; CO = carbon monoxide; PM10 = particulate matter with a diameter no more than 10 microns; PM2.5 = particulate matter with a diameter no more than 2.5 microns; SO_2 = sulfur dioxide.

Notes: Area, energy, and mobile emissions modeling was completed using CalEEMod; see Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions.

[1] CalEEMod was modeled for this project with a construction start date in Q2 2025 based on preliminary data. However, based on current data, project construction will take place between 2027 and 2029. For consistency with the latest project description, Year 2 and 3 construction emissions assumes Year 2 is 2028 and Year 3 is 2029.

[2] CalEEMod was modeled for this project with a construction start date of second quarter 2025. Construction activities with a later start date than 2025 would generate lower emissions, due to CalEEMod emissions factors accounting for the state's initiative for cleaner equipment fleet (i.e. each subsequent year assumes lower emission factors for each construction equipment). Therefore, as construction would occur at a later date than identified in the CalEEMod modeling, this analysis and the CalEEMod modeling upon which it is based would provide a conservative assumption.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Response:

Construction Impacts:

The closest sensitive receptors are multi-family residences located adjacent to the project site to the west and across Alessandro Boulevard to the north. Localized air quality impacts to sensitive receptors typically result from criteria pollutants, toxic air contaminants (TACs), and CO hotspots which are discussed in the following subsections.

Localized Significance Impacts

The Final Localized Significance Thresholds (LST) Methodology was developed to be used as a tool to analyze localized impacts associated with project-specific developments. If the calculated emissions for the proposed construction or operational activities would be below the LST emission levels found on the LST mass rate look-up tables (Appendix C of Final LST Methodology; SCAQMD 2009) and no potentially significant impacts would be associated with other air quality issues, then the proposed construction or operation activity would not be considered significant for air quality. The project analysis assumes the main construction activity would occur immediately adjacent to multi-family residences. According to the SCAQMD's publication, Final LST Methodology, projects with boundaries located within 82 feet to the nearest receptor should use the LST's 82 feet receptor distance (SCAQMD 2009). The allowable emissions for the project are based on the 82-feet receptor distance and two-acre site size for sites within the source receptor area (SRA) 24 (Perris Valley). Table 4 summarizes the project's maximum localized daily construction emissions. As shown therein, unmitigated localized construction emissions would not exceed SCAQMD LST thresholds. Therefore, construction impacts would be less than significant.

Table 4 Project LSTs Construction Emissions

	Pollutant (lbs/day)			
Year	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction On-site Emissions	30	28	5	3
SCAQMD LST	371	1,577	13	8
Threshold Exceeded?	**No**	**No**	**No**	**No**

lbs/day = pounds per day; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns;

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: See CalEEMod worksheets in Appendix B, Table 3.1 – 3.30 "Construction Emissions Details" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Construction Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for demolition, site preparation, trenching, infrastructure installation, paving, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by the California Air Resources Board (CARB) in 1998.

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Construction of the project would occur over approximately two years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that a person is subjected to. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. However, young children

are more sensitive to exposure to some carcinogens than adults. Therefore, Office of Environmental Health Hazard Assessment has implemented age sensitivity factors that take into account the increased sensitivity of children during early development stages (i.e., 3rd trimester exposure to 16 years). Given the age sensitivity factors, exposure at a young age to even short-term projects have the potential to result in substantial risk exposure.

The maximum daily mobile source PM_{10} emissions would range from less than 0.2 to 1.44 lbs/day of exhaust (DPM), with the maximum emissions occurring during grading activities. The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The project would comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these requirements would minimize emissions of TACs during construction. However, given the construction area's proximity to nearby sensitive receptors, impacts from TACs would be potentially significant. With incorporation of **Mitigation Measure AQ-1**, the project would be required to use off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards, or alternatively fueled equipment that would substantially reduce DPM emissions. Construction impacts would be reduced to less than significant with mitigation incorporated.

Operational Impacts:

Localized Significance Impacts

Project operational activities would occur immediately adjacent to existing residences to the west and north of the project site. The allowable operational emissions for the project are based on the 82-feet receptor distance and two-acre site criteria for a project in SRA 24 (Perris Valley). The project would generate on-site operational emissions from area sources (i.e., landscaping), and energy sources (i.e., natural gas from cooking and heating). Due to the size of the site, it was conservatively assumed that five percent of mobile source emissions would occur from travel on the site.

Table 5 summarizes the project's maximum localized daily operational emissions from the proposed project. As shown therein, localized operational emissions would not exceed the SCAQMD LST threshold. Therefore, operational impacts would be less than significant.

Table 5 Project LSTs Operational Emissions

	Pollutant (lbs/day)			
Year	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Operational On-site Emissions	3	37	2	1
SCAQMD LST	270	1,577	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**

lbs/day = pounds per day; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns.

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as fireplaces, emergency generators, natural gas use, and excludes mobile sources.

Source: See CalEEMod worksheets in Appendix B, Table 2.5, Operational Emissions by Sector, Unmitigated.

Operational Toxic Air Contaminants

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of TAC emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The project is a residential development that is not anticipated to include any emergency generators. There would be no on-site sources of TACs that would impact nearby sensitive receptors. There would be a negligible amount of truck trips from delivery trucks, and the majority of those would be gasoline or electric. The project would also generate minor quantities of hazardous TACs through typical residential and commercial maintenance activities (e.g., cleaning

solvents, paints, landscape pesticides, etc.). These quantities would be below thresholds warranting further study under the California Accidental Release Program. Typical residential maintenance activities and TAC use would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, operational impacts would be less than significant.

CO Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. The SCAB has been in attainment of federal CO standards since 2007, and most air quality monitoring stations no longer report CO levels (SCAQMD 2017). As data from SRA 24 is not available for year 2023, monitoring data from SRA 25 (Lake Elsinore) has been used as a proxy. The SCAQMD monitoring station in SRA 25 monitors CO reported maximum 1-hour and 8-hour concentrations of 1.3 ppm and 0.7 ppm, respectively (SCAQMD 2025). These concentrations would be well below the respective 1-hour and 8-hour standards of 20 ppm and 9 ppm. Typical development projects, such as the proposed project, do not emit the levels of CO necessary to result in a localized hot spot.

As an example, a detailed carbon monoxide analysis was conducted during the preparation of the SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection had an ADT of approximately 100,000 vehicles per day at the time of the study (SCAQMD 2003). According to the Transportation Impact Analysis (TIA) prepared for the project (Appendix K.2), Nasson Street and Alessandro Boulevard has the greatest daily traffic of 81,780 vehicles. This is well below the 100,000 ADT at the intersection studied by SCAQMD in the 2003 AQMP, which found that CO emissions were below the federal standards. Further, vehicle emissions are cleaner than when the study was done in 2003, reducing CO emissions from idling vehicles. Therefore, the proposed project would not result in a CO hotspot, and impacts would be less than significant.

Mitigation Measure

AQ-1 Construction Emissions Reduction

Prior to issuance of grading permits, the following measures shall be noted on all construction plans:

- All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the United States Environmental Protection Agency Tier 4 interim standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 interim standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on the site.
- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The project would comply with the California Air Resources Board (CARB) Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of toxic air contaminants during construction.

Significance After Mitigation

With incorporation of **Mitigation Measure AQ-1**, the project would be required to use off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards, or alternatively fueled equipment which would substantially reduce DPM emissions. The Tier 4 standards reduce DPM emissions by approximately 81 to 96 percent as compared to equipment that meet the Tier 2 off-road emissions

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
standards, depending on the specific horsepower rating of each piece of equipment. Thus, with implementation of **Mitigation Measure AQ-1**, construction activities would not expose sensitive receptors to substantial TAC concentrations that would potentially exceed cancer risk greater than ten per one million population. Construction-related health impacts would be reduced to a less than significant level.				
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Response:

During construction, the use of heavy equipment and vehicles would generate odors associated with engine exhaust and idling. However, these odors would be temporary, intermittent, and would dissipate with distance. Additionally, construction activities would be subject to SCAQMD Rule 402, Nuisance, which prohibits the discharge of air contaminants or materials that could cause injury, nuisance, or annoyance to a considerable number of people or to the public. Overall, construction of the project would not generate other emissions, such as odors, that would affect a substantial number of people. Therefore, construction-related impacts would be less than significant.

With respect to operation, SCAQMD's CEQA Air Quality Handbook (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include land uses that are identified on the list above. The project includes residential uses which is not considered an odor source. Furthermore, the project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts would be less than significant.

Sources:

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10. Southern California Association of Governments (SCAG). 2020. Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Association of Governments. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed April 2025)				

IV. BIOLOGICAL RESOURCES

Would the project:

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

The analysis presented throughout this section is based on the Biological Resources and Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Consistency Report prepared by Rocks Biological Consulting (RBC) for the Rocas Grandes II Project, dated June 12, 2025 (Appendix C.1). The Biological Resources and MSHCP Consistency Report (herein referred to as "Bio Report") consists of a literature review, vegetation mapping, a reconnaissance survey/habitat assessments for special-status plant and wildlife species, including MSHCP Covered Species, and focused surveys for burrowing owl (*Athene cunicularia*) and Crotch's bumble bee (*Bombus crotchii*). The Burrowing Owl Report and the Crotch's Bumble Bee Survey Report are included as Appendix C.2 and C.3, respectively. The Study Area includes the project site and the 100-foot buffer area around the project site. However, the focused biological surveys included survey buffers that varied in size depending on the species being surveyed.

Response:

The following species discussions begin with MSHCP-covered species, followed by other species not covered by the MSHCP and for which there may be other applicable requirements.

Plant Species

The project site is not located within an MSHCP-designated Narrow Endemic Plant Species Survey Area (NEPSSA) nor a Criteria Area Species Survey Area (CASSA) for plants. During the site surveys conducted by RBC in April 2024, no federally or State-listed endangered, threatened, or special-status plant species were observed on the project site, and none have moderate to high potential to occur within the project site (RBC 2024). Thus, impacts related to MSHCP-covered plants and any other special status plant species would be less than significant.

Wildlife Species

Overall Summary

Two California Endangered Species Act (CESA) candidate species, Crotch's bumble bee and burrowing owl have a moderate potential for occurrence on site. Each of these species is discussed in more detail below. One state-listed threatened and MSHCP-covered species, Swainson's hawk (*Buteo swainsoni*), was observed soaring above the project site. No federally listed wildlife species were documented on the site during the various biological surveys. However, Stephens' kangaroo rat (*Dipodomys stephensi*), a federally and State-listed threatened species, has a low-to-moderate potential for occurrence on the site. Due to the presence of suitable habitat on the proposed project site, these species, along with others that are more common and/or are covered by the MSHCP, have the potential to be impacted during project construction and operation.

Crotch's Bumble Bee

Based on the presence of suitable habitat on the project site, RBC conducted focused surveys in accordance with the *Survey Considerations for CESA Candidate Bumble Bee Species* (CDFW 2023) at least two to four weeks apart between April and August when detection of Crotch's bumble bee is greatest Survey results were negative (Appendix C.2). Implementation of **Mitigation Measure BIO-1a** would require pre-construction surveys to be conducted, and in the unlikely event of Crotch's bumble bee

detection during pre-construction surveys, **Mitigation Measure BIO-1b** would be implemented to ensure site-specific avoidance and minimization measures are developed. Adherence to **Mitigation Measure BIO-1a** and **Mitigation Measure BIO-1b** would reduce potential impacts to Crotch's bumble bee to less than significant.

Burrowing Owl

The project site is located within the MSHCP-designated Burrowing Owl Survey Area. RBC conducted focused presence/absence surveys for burrowing owl in 2022 and 2024. Survey results for burrowing owl were negative (Appendix C.3). Although burrowing owls were not observed during the protocol surveys on the project site conducted in 2022 and 2024, due to the presence of suitable burrows, burrowing owls may inhabit the site prior to project activities. Implementation of **Mitigation Measure BIO-2** requires a pre-construction burrowing owl survey pursuant to the MSHCP. Additionally, implementation of **Mitigation Measure BIO-3** (compliance with standard best management practices from MSHCP Volume I, Appendix C.1) would also ensure that potential impacts to burrowing owls would be less than significant.

Other Avian Species

Two Swainson's hawks, a species listed as Threatened under CESA, were observed soaring above the project site during focused burrowing owl surveys. Nesting habitat for Swainson's hawks is not present on the project site; thus, construction of the proposed project would not impact nesting Swainson's hawks. The proposed project would remove approximately 17.56 acres of potentially suitable foraging habitat; however, the removal of disturbed land would not be considered a significant impact given the ample availability of higher quality foraging habitat in the region. Swainson's hawk is an MSHCP Covered Species and is considered adequately covered under the MSHCP.

Two CDFW Watch List species, California horned lark (*Eremophila alpestris actia*), and Cooper's hawk (*Accipiter cooperii*), as well as one U.S. Fish and Wildlife Service (USFWS) bird of conservation concern, Lawrence's goldfinch (*Spinus lawrencei*), were observed during biological surveys. In addition, the following bird species have lot to moderate potential to occur on the site: Bell's sage sparrow (*Artemisiospiza belli belli*),, grasshopper sparrow (*Ammodramus savannarum*), loggerhead shrike (*Lanius ludovicianus*), merlin (*Falco columbarius*), northern harrier (*Circus hudsonius*), prairie falcon (*Falco mexicanus*), and vermilion flycatcher (*Pyrocephalus rubinus*) have moderate or low-to-moderate potential to occur on the site. Bell's sage sparrow, California horned lark Cooper's hawk, loggerhead shrike, merlin, northern harrier, and prairie falcon are considered adequately covered under the MSHCP. With the exception of California horned lark, nesting habitat for avian species is not present on the project site due to the lack of suitable nesting conditions and/or regular vegetation clearing and mowing on the site.

Grasshopper sparrow is an MSHCP Table 9-3 species. Table 9-3 species become Covered Species Adequately Conserved when conservation requirements identified in species-specific conservation objectives have been met. According to the MSHCP Annual Report (RCA 2023), the objective for grasshopper sparrow has only partially been met. Nevertheless, implementation of applicable mitigation measures would protect this species.

Lawrence's goldfinch and vermilion flycatcher are not MSHCP Covered Species. However, these species have similar foraging habitat requirements as the MSHCP Covered Species listed above. Although not specifically addressed in the MSHCP, species with similar habitat requirements benefit overall from the protection afforded to MSHCP Covered Species.

With implementation of **Mitigation Measure BIO-4** (Avoidance of Nesting Birds) and **Mitigation Measure BIO-5** (payment of MSHCP Local Development Mitigation Fee) any potential impacts to nesting birds and the removal of approximately 17.56 acres of potential foraging habitat would result in a less than significant impact to all avian species. Implementation of these measures would also ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513, and the Migratory Bird Treaty Act.

Stephens' Kangaroo Rat

Stephen's kangaroo rat, a federally endangered and MSHCP Covered Species, was not observed on the project site during the site surveys. However, the Stephen's kangaroo rat has a low-to-moderate potential to occur within the project site due to the presence of potential foraging and burrowing habitat. Stephens' kangaroo rat is granted coverage under the MSHCP only where the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) boundaries do not overlap. As designated by Moreno Valley City Ordinance 1049, the project site is located within the SKR HCP which is overseen by the Riverside County Habitat Conservation Agency. With payment of the Stephen's kangaroo rat fees as required by **Mitigation Measure BIO-6**, any impacts to Stephen's kangaroo rat would be less than significant.

Other Mammal Species

The project site has low-to-moderate potential to support northwestern San Diego pocket mouse and American badger, which are CDFW Species of Special Concern. The proposed project may result in the loss of foraging and burrowing/denning habitat for these species. The northwestern San Diego pocket mouse is an MSHCP Covered Species, payment of the MSHCP Local Development Mitigation Fees as required by **Mitigation Measure BIO-5,** would reduce potential impacts to northwestern San Diego pocket mouse to a less than significant level. The American badger was not observed on the project site during surveys, but due to the presence of suitable habitat, American badger may inhabit the project site prior to the initiation of project activities. The American badger is not an MSHCP Covered Species; however, the American badger occurs in similar habitats as northwestern San Diego pocket mouse. Although not specifically addressed in the MSHCP, species with similar habitat requirements benefit overall from the protection afforded to MSHCP Covered Species. Thus, the removal of approximately 17.56 acres of potentially suitable American badger habitat as a result of the project would be a less than significant impact.

Based on the above information, impacts due to habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, would be less than significant with implementation of mitigation as described below.

Mitigation Measures

BIO-1a: Crotch's Bumble Bee Survey

Within one year prior to any ground disturbance or vegetation clearing related to the project, focused surveys (to confirm previously concluded findings of absence) shall be conducted for Crotch's bumble bee. Survey methodology shall follow the California Department of Fish and Wildlife (CDFW) 2026 Considerations for Conserving Crotch's Bumble Bee (*Bombus crotchii*), Franklin's Bumble Bee (*Bombus franklini*), Western Bumble Bee (*Bombus occidentalis*), and Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*). Surveys shall take place when detection of the focal species is greatest; highest detection rates for Crotch's bumble bee occur April through August. Crotch's bumble bee surveys shall be conducted for a minimum of one person-hour of searching (excluding time spent capturing, photographing, identifying, and releasing specimens) per three acres of suitable habitat. Surveillance shall be focused where nectar sources and nesting resources are present. Non-lethal photo vouchers of focal species shall be captured at various angles to confirm accurate identification.

BIO-1b: Crotch's Bumble Bee Avoidance

If Crotch's bumble bee is documented on the project site, CDFW shall be notified within five working days of the observation. If necessary, site-specific avoidance and minimization measures shall be implemented to avoid take of Crotch's bumble bee. If avoidance is not feasible, an incidental take permit (ITP) shall be obtained from CDFW that includes compensatory mitigation, as deemed adequate by CDFW.

BIO-2: Burrowing Owl Survey and Avoidance

A qualified biologist shall conduct a pre-construction survey for burrowing owls no more than 30 days prior to site disturbance. An additional pre-construction survey for burrowing owls shall be conducted within 24 hours prior to site disturbance, including vegetation clearing.

If the pre-construction survey confirms occupied burrowing owl habitat, or if burrowing owls are documented after the project has started, construction activities shall be halted immediately. CDFW and

U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies, shall be notified within 24 hours of observation and any disturbance to active nests shall be avoided.

To avoid take of active nests, a qualified biologist shall develop a Burrowing Owl Protection and Relocation Plan that describes avoidance (preferred), possible relocation, monitoring, minimization, and/or mitigation actions. The Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls. The Plan shall also include information on the adjacent or nearby suitable habitat available to owls for passive relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for actively relocated owls shall also be included in the Plan. The Burrowing Owl Plan shall be reviewed and approved by the Wildlife Agencies prior to resuming construction activities on the site that could impact burrowing owls.

BIO-3: MSHCP Standard Best Management Practices

Per Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Volume I, Appendix C, the following applicable best practices shall be implemented by the project:

- A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to any project-related ground disturbance. The training shall include approved disturbance areas, access routes, a description of any potentially occurring species of concern and their habitats, the general provisions of the MSHCP, the need to adhere to the provisions of the MSHCP, avoidance and minimization measures to avoid sensitive biological resources, and the implications and penalties associated with non-compliance.
- Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board requirements.
- 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.
- A qualified project biologist shall monitor construction activities for the duration of the project to ensure that measures are being implemented to avoid incidental disturbance of habitat and species of concern inside and adjacent to the project footprint.
- Removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
- Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.
- To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
- 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 or other obvious exclusion materials. Exclusion fencing should be maintained until completion of all construction activities. Employees shall be instructed that their activities are restricted to the approved construction areas.
- As the MSHCP Permittee, the City maintains the right to access and inspect any part of the project site, including any restoration/enhancement area, to ensure compliance with project conditions of approval and all measures and best management practices.

BIO-4: Avoidance of Nesting Birds

To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513, and the Migratory Bird Treaty Act, and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31). Regardless of the time of year, a qualified biologist (i.e., ornithologist) will conduct a nesting bird survey within three days prior to any disturbance on the site, including but not limited to vegetation clearing, disking, demolition activities, and grading.

If active nests are identified, the qualified biologist shall establish exclusion buffers around the nests with the buffer width dependent upon the bird species, type of activity near the nest, equipment used,

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

and noise generated compared to ambient noise. The exclusion buffer shall remain in place until the nests are no longer occupied and/or the fledglings can survive independent from the nests, as determined by the qualified biologist.

During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency using their best professional judgment. Exclusion buffers may be adjusted and/or construction activities may be stopped or redirected by the qualified biologist using their best professional judgment to avoid take of nesting birds and active nests.

BIO-5: MSHCP Local Development Mitigation Fee

The project applicant shall pay the MSHCP 'Local Development Mitigation Fee'. The 'Local Development Mitigation Fees' are subject to change following each fiscal year. As such, the applicant shall refer to the updated fee amounts once the schedule for project construction is finalized.

BIO-6: Stephen's Kangaroo Rat Habitat Conservation Plan Fee

The project applicant shall pay a $500/acre impact and mitigation fee for all acreage subject to development, including acreage disturbed for off-site improvement areas pursuant to Moreno Valley City Ordinance 1049 (Ord. 1049 Chapter 8.60, 2026).

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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒

Response:

The entire project site is disturbed with non-native vegetation and no riparian habitats or aquatic resources exist within the project site (RBC 2024). Disturbed habitat is not considered a sensitive natural community. Therefore, no impacts to riparian or other sensitive natural communities would occur.

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

Response:

No potentially jurisdictional aquatic features nor MSHCP riparian/riverine or vernal pool resources occur within the project site or survey area. As a result, no State or federally protected wetlands or other waters that may be considered jurisdictional by the CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) occur on or adjacent to the project site. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. No impacts would occur.

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

Response:

Wildlife corridors are generally defined as connections between habitat areas that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover.

As described under Impacts IV(a) through IV(c), the project site consists entirely of developed or disturbed habitat and is primarily surrounded by existing and planned development. The project site does not contain any natural communities or habitat areas that would be expected to support populations of native wildlife nurseries or facilitate wildlife movement. Additionally, the project site does not serve as part of an MSHCP-designated Linkage or other regional wildlife corridor. Although the project site is highly disturbed, there may be some localized movement across the site. However, no sensitive species were detected that would be using the site for movement or as nursery site. As such, impacts to wildlife movement and nursery sites would be less than significant.

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

Response:

The City of Moreno Valley has adopted City Code 9.17 (Tree and Heritage Tree Policy) which does not apply to the project, as no qualifying trees are located on the site. No impact would occur.

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

Response:

<u>Western Riverside County MSHCP</u>

The project is located within the MSHCP, but is not located within any Criteria Cells, Cell Groups, Cores/Linkages, or Conserved Lands as identified by the MSHCP. As such, the project site is not targeted for conservation by the MSHCP to meet Reserve Assembly goals, and the project is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) processes. However, the City of Moreno Valley is a Permittee to the MSHCP, and entitlements issued by the City are required to be consistent with the MSHCP. The project's consistency with the MSHCP is further discussed below.

MSHCP Section 6.1.2 Riparian/Riverine Areas and Vernal Pools

Section 6.1.2 of the MSHCP defines riparian/riverine areas as those "lands that contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year" (RCA 2003). Areas that were artificially created are not included in this definition unless they are wetlands "created for the purpose of providing wetlands habitat or resulting from human actions to create open waters or from the alteration of natural stream courses" (RCA 2003).

No MSHCP riparian/riverine areas occur on the site. Furthermore, the project site does not contain any suitable habitat for riparian birds or listed fairy shrimp species (e.g., vernal pools, seasonal depressions, stock ponds, etc.). Therefore, the project would be consistent with MSHCP Section 6.1.2.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plants

Section 6.1.3 requires that projects within an MSHCP-designated NEPSSA conduct site-specific focused surveys for narrow endemic plant species where suitable habitat is present. The project site is not located within a NEPSSA. No narrow endemic plant species were documented within the project site, and the project site does not contain suitable habitat for these species. As such, the project would be consistent with MSHCP Section 6.1.3.

MSHCP Section 6.1.4 Guidelines Pertaining to Urban Wildland Interface

According to Section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The project site is not located within, adjacent to, or near an existing or described MSHCP Conservation Area. Therefore, the Urban/Wildland Guidelines do not specifically apply to the project.

MSHCP Section 6.3.2 Additional Survey Needs and Procedures

The project site is not located in any MSHCP-designated survey area, with the exception of burrowing owl. As discussed above, RBC conducted focused presence/absence surveys for burrowing owl in 2022 and 2024, and survey results were negative (Appendix C.3). However, in accordance with Section 6.3.2 of the MSHCP, because suitable habitat was determined to be present on the site, a pre-construction survey for burrowing owl within 30 days prior to initiating any ground disturbance is required (**MM-BIO-2**).

MSHCP Summary

As presented above, implementation of **Mitigation Measure-BIO-2 through Mitigation Measure BIO-5** would ensure there are no conflicts with the MSHCP. Consistency with the requirements in Section 6.0 of the MSHCP and payment of the MSHCP fee is intended to provide full mitigation under CEQA, National Environmental Policy Act (NEPA), the California Endangered Species Act (CESA), and the federal Endangered Species Act for impacts to species and habitats covered by the MSHCP, pursuant to permits issued by USFWS and the CDFW, as set forth in the MSHCP Implementing Agreement. As such, potential impacts to the MSHCP would be less than significant with mitigation.

Stephens' Kangaroo Rat Habitat Conservation Plan

The project site is located within the Stephens' Kangaroo Rat HCP, as defined by Moreno Valley City Ordinance 1049 (Ord. 1049 Chapter 8.60, 2026). Compliance with this ordinance requires the project applicant to pay a $500/acre fee in accordance with County Ordinance 1049 and **Mitigation Measure BIO-6**. With payment of this fee, the project would not conflict with local policies or ordinances designed to protect Stephens' kangaroo rat, and impacts would be less than significant.

Sources:

1. Appendix C.1. RBC. 2025. Rocas Grandes II Project Biological Resources and MSHCP Consistency Report. June 12, 2025
2. Appendix C.2. RBC. 2024. Rocas Grandes II Project Focused Burrowing Owl Survey Report. July 10, 2024
3. Appendix C.3. RBC. 2024. Rocas Grandes II Project Focused Crotch's Bumblebee Survey Report. August 5, 2024
4. California Department of Fish and Wildlife (CDFW). 2026. Considerations for Conserving Crotch's Bumble Bee (*Bombus crotchii*), Franklin's Bumble Bee (*Bombus franklini*), Western Bumble Bee (*Bombus occidentalis*), and Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*). https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=246938&inline, Accessed August 2026
5. Western Riverside County Regional Conservation Authority (RCA). 2024. Western Riverside County Multiple Species Habitat Conservation Plan. Local Development Mitigation Fee Schedule for Fiscal Year 2025. https://www.wrc-rca.org/wp-content/uploads/2024/07/2025-MSHCP-Fee-Schedule.pdf
6. RCA. 2003. Western Riverside County multiple species habitat conservation plan. Information obtained from http://www. rctlma. org/mshcp/volume1/index.html. Accessed throughout 2024 - 2025

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES **Would the project:**				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒

Response:

The analysis presented in this section is based on the Cultural Resources Assessment prepared by Rincon Consultants in July 2024, which included background research, a records search of the California Historical Resources Information System (CHRIS) through the Eastern Information Center (EIC), a Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC), a review of historical topographic map and aerial photography, a geoarchaeological sensitivity assessment, and a field survey for archaeological resources (Appendix D).

Impact V(a) primarily refers to historical resources, specifically built environment resources. This distinction clarifies the separation from archaeological resources. Archaeological resources, which may qualify as historical resources under Section 15064.5 or as unique archaeological resources under Section 21083.2, are evaluated under Impact V(b).

The background research and cultural resources survey conducted for this study did not identify any structures or buildings within or adjacent to the project site, which is undeveloped land vacant of built environment features. The project therefore does not have the potential to impact historical resources as defined by CEQA Section 15064.5(a), and no impact to historical resources would occur.

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

Response:

No archaeological resources were identified as part of the CHRIS records search, SLF search, map and aerial review, and field survey conducted for the Cultural Resources Assessment. Ten previously recorded resources of Native American origin are located within one mile of the project site, including four within 0.25-mile of the project site. Each of these resources is a milling feature on granitic bedrock outcrops. Such granitic outcrops are not present within the project site, which consists of a relatively flat field, and the likelihood of encountering the same kind of Native American milling resources that have been recorded within the vicinity of the project site is considered low. Additionally, a lack of development throughout the historic period also suggests the potential to encounter buried historical archaeological deposits is low. Lastly, the NAHC's SLF search was negative, and a reconnaissance-level survey conducted by CRM TECH in January 2022 and an intensive pedestrian survey of the project site conducted by Rincon in June 2024 were both negative for cultural resources.

The geoarchaeological sensitivity of the project site was determined to be moderate due to intact soils below approximately one foot, proximity to water, and the presence of several Native American resources within the vicinity. The anticipated maximum depth of disturbance during construction is five feet; thus, construction may result in a substantial averse change in the significance of an archaeological resource. Therefore, Rincon recommends a Cultural Resources Sensitivity Training for all on-site construction personnel prior to the start of ground disturbance for the project. Based on the results of the Cultural Resources Assessment, Rincon recommends a finding of less-than-significant impact to archaeological resources with mitigation incorporated under CEQA. A measure for the unanticipated discovery of cultural resources during project development as a best management practice is also provided.

Mitigation Measures

CR-1: Archaeological Monitoring.

Prior to the issuance of a grading permit, the applicant shall retain a professional archaeologist (i.e., herein referred to as "Project Archaeologist") to conduct monitoring of all ground-disturbing activities on the project site. The Project Archaeologist shall attend the pre-grading meeting with the City, the construction manager, and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance.

The Project Archaeologist shall have the authority to halt 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, the Pechanga Band of Indians, including the contractor, and the City, shall ensure compliance with the Cultural Resource Monitoring Plan (CRMP) as described in **Mitigation Measure CR-3**.

CR-2: Native American Monitoring.

Prior to the issuance of a grading permit, the applicant shall secure agreements with the Pechanga Band of Indians, for tribal monitoring. The applicant is also required to provide a minimum of 30 days' advance notice to the tribes regarding all ground-disturbing activities.

The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, the City, the construction manager, and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.

The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth-moving activities in the affected area, in the event that suspected archaeological and/or Tribal Cultural Resources are unearthed.

CR-3: Cultural Resource Monitoring Plan.

The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in Assembly Bill (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 description and location;

b. Project grading and development scheduling;

c. Roles and responsibilities of individuals on the project;

d. The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;

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

f. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items;

g. Contact information of relevant individuals for the project.

CR-4: Cultural Resource Disposition.

If items of Native American cultural patrimony and/or Tribal Cultural Resources are discovered during the course of ground-disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of 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 where 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 CR-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 **Mitigation Measure CR-3**. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

CR-5: Grading Plan.

The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological and cultural resources are discovered during ground–disturbing activities and the Project Archaeologist or Native American Tribal Representatives 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 Representatives to the site to assess the significance of the find."

CR-6: Inadvertent Finds.

If potential historic, prehistoric or Tribal Cultural Resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, all ground-disturbing activities in the affected area within 100 feet of the uncovered resource must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 Code of Federal Regulations 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. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologists and Tribal Monitors, if needed.

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, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in **Mitigation Measure CR-2** before any further work commences in the affected area.

If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

CR-7: Human Remains.

If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations and engage in

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

consultations concerning the treatment of the remains (California Public Resources Code 5097.98). No photographs are to be taken except by the coroner and, with written approval by the consulting Tribe(s).

CR-8: Non-Disclosure of Reburial Locations.

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

CR-9: Archaeology Report - Phase III and IV.

Prior to final inspection, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the South Coastal Information Center (SCIC) at the San Diego State University (SDSU), and one (1) copy shall be submitted to each of the Consulting Tribe(s) Cultural Resources Department(s).

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

Response:

The project site is not part of a formal cemetery and is not known to have been used for the internment of historic or prehistoric human remains. There are no known human remains on the site. As such, human remains are not expected to be encountered during construction of the proposed project. If human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires ground disturbance in the area of the find to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts to human remains, and impacts would be less than significant. Analysis of potential discovery of Native American human remains is contained in Section XVIII, *Tribal Cultural Resources.* Impacts would be less than significant.

Sources:

1. Appendix D. Rincon Consultants. 2024. Rocas Grandes II Project: Confidential Phase I Cultural Resources Assessment

VI. ENERGY

Would the project:

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

Response:

The analysis presented in this section is based on the Air Quality, Greenhouse Gas, and Energy Study prepared by Rincon Consultants in April 2025, which included project-specific impact analysis for energy impacts (Appendix B).

The project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels (diesel and gasoline). The following analysis considers the four factors as outlined in Appendix F of the CEQA Guidelines to determine whether Threshold (a) would be exceeded.

Energy Requirements and Energy Use Efficiencies

As discussed above, the project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption (during operation only), and transportation fuels such as diesel and gasoline. Project construction and operational energy use is discussed below.

Construction

Construction of the project would involve grading, building construction, paving, and architectural coating. In addition, off-site movement, including hauling material to/from the site as well as pavement and asphalt installation would be required. Energy would be consumed during construction through the use of petroleum-based fuels for equipment operation, construction worker trips, and material deliveries to the project site. As shown in Table 6, project construction would require approximately 119,456 gallons of gasoline and approximately 104,621 gallons of diesel fuel. These construction energy estimates present a "worst-case scenario" that assumes all the construction equipment operates for 8 hours per day.

Table 6 Estimated Fuel Consumption during Construction

Source	Gasoline Fuel Consumption (gallons)	Diesel Fuel Consumption (gallons)
Construction Equipment, Hauling Trips, and Vendor Trips	N/A	104,621
Construction Worker Vehicle Trips	119,456	N/A

Notes: N/A = not applicable

See Appendix B for energy calculation sheets.

While most energy consumed during construction would come from gasoline and diesel fuel, some electricity would be used during later phases for interior work, such as for operation of power tools and lighting. However, this electricity use would be minimal and is expected to represent a negligible portion of Moreno Valley Utility's (MVU's) annual electricity demand.

In addition, project construction activities would consume electricity for site watering activities and powering electric construction equipment, construction offices, and lighting. Under the SCE low-demand case for 2024, an annual electricity demand of 100,353 gigawatt-hours (GWh) is anticipated (CEC 2022). Over the course of the approximately 24-month construction period, the project is anticipated to consume a negligible portion of the anticipated annual electricity demand in SCE jurisdiction for 2024.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as 2022 CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of the energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel or electricity in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operation

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, gasoline, and diesel fuels. Electricity and natural gas would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers, employees, and facility operations. Table 7 summarizes estimated operational energy consumption for the project. As shown below, project operation would require approximately 335,775 gallons of gasoline and 73,048 gallons of diesel for transportation fuels, 2.89 GWh of electricity, and 63,095 U.S. therms of natural gas. Vehicle trips associated with future residents and deliveries would represent the greatest operational use of energy.

Table 7 Estimated Annual Operational Energy Consumption

Source	Energy Consumption[1]	Energy Consumption (MMBtu)
Transportation Fuels		
Gasoline	335,775 gallons	41,961
Diesel	73,048 gallons	10,035
Natural Gas	63,095 U.S. therms	6,309
Electricity	2.89 GWh	8,672

MMBtu = million metric British thermal units; GWh = gigawatt-hours

[1] Energy consumption is converted to MMBtu for each source.

See Appendix B for energy calculation sheets and CalEEMod output results for electricity and natural gas usage.

The project would be consistent with the CALGreen (CCR Title 24, Part 11) and the Building Energy Efficiency Standards (CCR Title 24, Part 6), as it implements energy-efficient light fixtures and building materials and, at a minimum, meet the energy performance standards set by the CEC. Furthermore, the project would also involve installation of photovoltaic (PV) system provisions and EV charging consistent with residential requirements.

In addition, the project would reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by MVU continues to increase to comply with State requirements of SB 1020. SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. Requirements of SB 1020 are more stringent than SB 100 and SB 350 for increasing the procurement of electricity from renewable energy sources. As discussed in Section VIII, *Greenhouse Gas Impacts*, the project would be consistent with applicable local and regional GHG reduction measures, such as implementing water and energy-efficient appliances consistent with Title 24 Energy Code. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Response:

As described under Section VI(a) above, the project would be designed and operated to meet the applicable requirements of the current CALGreen and Building Energy Efficiency standards. The project would incorporate PV provisions and electric vehicle charging stations and would involve all-electric buildings. These project design features would ensure the proposed project would not conflict with or obstruct the Green Building Standards Code.

In addition, the project would be a multi-family housing development in an urbanized area and would provide amenities for bicycle parking. It is also within walking and/or biking distance of a bus stop and existing schools, a hospital, and commercial uses. Therefore, it would encourage growth near destinations and promote transit and active transportation. These project features would reduce energy usage from transportation. Thus, the project would not conflict with the goals of Connect SoCal 2024, which incorporates vehicle miles traveled (VMT) reduction targets established by SB 375.

Furthermore, the project would receive power from MVU. While the statewide RPS requirements do not directly apply to individual development projects, these requirements apply to utilities and energy providers, whose compliance would contribute to the state objective of transitioning to renewable energy, supporting California's broader energy conservation and climate goals. As such, the project would comply with all applicable state plans for renewable energy and energy efficiency and would eventually be powered by renewable energy as mandated by SB 1020, more stringent than SB 350 and SB 100. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Sources:

1. Appendix B. Rincon Consultants. 2025. Air Quality, Greenhouse Gas, and Energy Study, April 23, 2025
2. California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings: For the 2022 Building Energy Standards Title 24, Part 6, and Associated Administrative Regulations Part 1 Abstract

VII. GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf	☐	☐	☒	☐

Response:

The project site is located in a seismically active area of southern California; however, according to the California Geological Survey (CGS), the project site is not located in an Alquist-Priolo Fault Zone (CGS 2024). There are no faults present on the project site, and the nearest fault to the project site is the Claremont Fault, located approximately four miles northeast of the site (CGS 2025). Because there are no known faults located on or trending towards the project site, the project would not directly or indirectly expose people or structures to substantial adverse effects related to rupture of a known earthquake fault.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
To reduce geologic and seismic impacts, the City regulates development through the requirements of the California Building Code (CBC). The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) fault rupture. In accordance with California law, project design and construction would be required to comply with provisions of the CBC. The proposed project would comply with Section 8.21.050 of the MVMC, which requires incorporation of the recommendations of the project's geotechnical report as part of the grading permit process. Because the project would comply with the CBC and recommendations of the Geotechnical Update prepared by Geocon West, Inc. in May 2024 (Appendix E), as required by MVMC Section 8.21.050, and because the project would not exacerbate existing ground shaking hazards, impacts related to rupture of a known earthquake fault would be less than significant.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☒	☐

Response:

As discussed under Impact VII(a.1). of this section, the project site is situated in the seismically active Southern California Region and is therefore susceptible to ground shaking during a seismic event. Although the nearest mapped fault (i.e., the Claremont Fault) is located approximately four miles northeast of the site, strong ground shaking at the site may occur in the event of a sufficiently large earthquake on this or other nearby faults, such as the Casa Loma Fault located approximately six miles southeast of the site. Additionally, seismic events associated with the active San Andres Fault located approximately 14 miles northeast, and the active Elsinore Fault is located approximately 19 miles southwest of the project could also generate ground shaking within the project area.

As further discussed under Impact VII (a.1), in accordance with California law, the project would comply with CBC requirements and recommendations of the Geotechnical Update (Appendix E) as required by MVMC Section 8.21.050 to reduce risk of damage related to seismic activity such as ground shaking. Thus, impacts related to seismically induced ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Response:

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. According to the CGS, the project site is not located in a liquefaction zone (CGS 2025). In addition, the City would require the project site be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBC and the Moreno Valley Building Code, to minimize potential liquefaction hazards. Furthermore, the project would be required to comply with the grading and construction recommendations contained within the Geotechnical Update (Appendix E) as required by MVMC Section 8.21.050 to further reduce the risk of seismic-related hazards, including ground failure due to liquefaction. Therefore, implementation of the project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure, including liquefaction hazards. Impacts would be less than significant.

iv) Landslides?	☐	☐	☒	☐

Response:

According to the CGS, the project site is not located in an area subject to landslides caused by earthquakes, nor is it downslope from an area subject to seismically induced landslides (CGS 2025). The project site and surrounding area are relatively flat. Implementation of the project would not exacerbate the existing risk of earthquake-induced landslides in the immediate vicinity because the project would not directly result in a seismic event or destabilize soils prone to landslides. Therefore, the risk of earthquake-induced landslides at the project site is low, and impacts would be less than significant.

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

Response:

The proposed project involves the construction of a multi-family residential gated community on a vacant, undeveloped lot. Construction activities have the potential to result in soil erosion, particularly during grading and excavation activities. Soil erosion caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visible particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
covering soils in haul trucks with secured tarps. In addition, the potential for project construction activities to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section X, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs would be implemented during construction and minimize substantial soil erosion or the loss of topsoil. Upon completion of construction, the project site would be stabilized with landscaping and paving, and operational activities would not result in soil erosion. Therefore, impacts would be less than significant.				
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?	☐	☐	☒	☐
Response: Lateral spreading is the horizontal movement or spreading of soil toward an open face. Lateral spreading may occur when soils liquefy during an earthquake event, and the liquefied soils with overlying soils move laterally to unconfined spaces. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities that include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Collapse potential refers to the potential settlement of a soil under existing stresses upon being wetted. As discussed under impacts VII(a.1) through VII(a.4), although the proposed project is in a seismically active area, the project site is not located on unstable soils or a geologic unit at risk for liquefaction or landslides. The project site consists of compact, relatively flat land that is surrounded by developed land with no significant slopes that would present a landslide hazard. Furthermore, construction and operation of the project would not involve activities known to cause or trigger subsidence and are not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, subsidence, liquefaction, or collapse. The project would comply with CBC requirements and recommendations of the Geotechnical Update as required by MVMC Section 8.21.050. Recommendations of the Geotechnical Update related to soil stability include removal of the upper portion of older alluvium during grading and use of fill compacted in layers. Because the project would not create or exacerbate conditions related to unstable soils, impacts would be less than significant.				
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?	☐	☐	☒	☐
Response: Expansive soils are highly compressible, clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. According to the Geotechnical Update, field explorations performed at the site indicated that on-site soils are generally very low in expansion potential. Therefore, the proposed project would not create a substantial direct or indirect risk to life or property due to expansive soils and impacts would be less than significant.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Response:

The proposed project would be served by the City's existing sewer system, and no septic tanks are proposed for the project. Therefore, there is no potential for adverse effects due to soil incompatibility with septic tanks. No impact would occur.

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

Response:

Paleontological resources are nonrenewable and are vulnerable to impacts from development-related activities. Construction and grading activities associated with any development that would impact previously undisturbed, paleontologically sensitive geologic deposits have the potential for the destruction of significant paleontological resources.

According to the Paleontological Report prepared by Rincon Consultants in June 2024 (Appendix F), the project site is underlain by very old alluvial fan deposits from the early Pleistocene epoch. These geologic units are considered to be highly paleontologically sensitive. However, the project's geotechnical investigation determined that the sediments within the project site were disturbed down to a depth of one foot. Therefore, sediments within the project site have no paleontological sensitivity from the surface to one foot below the surface and high paleontological sensitivity greater than one foot below the surface. Ground-disturbing construction activities at the project site are anticipated to consist of overall site grading, grading for building pads, and excavations for utilities (e.g., water, sewer, electrical) and drainage systems. The anticipated maximum depth of disturbance during construction is five feet, which is deeper than the one foot below the surface sensitivity threshold. Therefore, undisturbed portions of high-sensitivity Quaternary very old alluvial fan deposits would be impacted during construction, and paleontological resources may be significantly impacted.

Implementation of **Mitigation Measure GEO-1** would require paleontological monitoring and implementation of a Worker Environmental Awareness Program (WEAP), which would ensure that the proposed project would not impact any paleontological resources. Therefore, with implementation of **Mitigation Measure GEO-1**, impacts to unique paleontological resources would be less than significant.

Mitigation Measures

GEO-1 Paleontological Resources Monitoring and Mitigation

Prior to excavation, the applicant shall retain a Qualified Professional Paleontologist as defined by the Society of Vertebrate Paleontology ([SVP] 2010), meaning an individual with:

- A graduate degree in paleontology or geology, and/or a publication record in peer-reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
- At least two full years of professional experience as an assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
- Proficiency in recognizing fossils in the field and determining their significance.
- Expertise in local geology, stratigraphy, and biostratigraphy.
- Experience collecting vertebrate fossils in the field.

The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.

Paleontological Worker Environmental Awareness Program

Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel.

Paleontological Monitoring and Salvage

Full-time paleontological monitoring shall be conducted during ground-disturbing construction activities (i.e., grading, excavating, trenching, boring/drilling of two-foot-diameter or greater) within previously undisturbed sediments greater than one foot below the original (i.e., pre-construction) ground surface. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor, meaning an individual with:

- BS or BA degree in geology or paleontology and one year of experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
- AS or AA in geology, paleontology, or biology and demonstrated two years of experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
- Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
- Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations, such as the presence of disturbed and/or fill sediments or other non-sensitive geologic units beyond what is anticipated. Such decisions shall be subject to review and approval by the City.

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

- **Fossil Salvage.** The paleontological monitor shall salvage (excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.
- **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report

Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results

of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City and, if fossil curation occurred, the designated scientific institution.

Sources:

1. Appendix E. GeoCon. 2024. Geotechnical Update for the Rocas Grandes II Multi-Family Residential Development Southeast of Alesandro Boulevard and Darwin Drive Moreno Valley California, February 15, 2022
2. Appendix F. Western Science Center. 2024. Paleontological Record Search Results Memorandum, May 20, 2024
3. CGS. 2025. Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. (Accessed February 2025)
4. Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf.
5. Section 8.2.050. Grading permit requirements

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Response:

The analysis presented in this section is based on the Air Quality, Greenhouse Gas, and Energy Study prepared by Rincon Consultants in April 2025 which included project-specific impact analysis for greenhouse gas emissions impacts (Appendix B).

Construction Emissions

Construction facilitated by the project would generate temporary GHG emissions primarily from the operation of construction equipment on the site, as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export.

Construction activities for the project would generate an estimated 2,277 MT of CO_2e, as shown in Table 8. Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), construction of the project would generate approximately 76 MT of CO_2e per year.

Table 8 Estimated Construction GHG Emissions

Phase	Annual Emissions (MT of CO_2e/year)
Grading	521
Building Construction	1,725
Paving	18
Architectural Coating 1	10
Architectural Coating 2	3
Total Emissions	**2,277**
Amortized Over 30 Years	76

MT CO_2e = metric tons of carbon dioxide equivalent
Source: Appendix B for CalEEMod outputs

Operational Emissions

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation.

As shown in Table 9, when combined with amortized construction emissions, the project would result in 8,736 MT of CO2e per year. GHG emissions were quantified for informational purposes only as there is no numeric threshold for projects within Riverside County. Therefore, significance is based on plan consistency as discussed under Section VII.b below.

Table 9 Estimated Operational GHG Emissions

Emission Source	Annual Emissions (MT of CO_2e/year)
Construction	
Total amortized over 30 years	**76**
Operational	
Mobile	7,563
Area	8
Energy	933
Water	50
Waste	106
Refrigerant	1
Project Operational Emissions	**8,660**
Combined Construction and Operational Emissions	
Total Project Emissions	**8,736**

MT CO_2e = metric tons of carbon dioxide equivalent

Source: Appendix B for CalEEMod outputs

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

Response:

The project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs to are described below.

2022 Scoping Plan

The principal State plan to monitor and regulate GHGs is AB 32, the California Global Warming Solutions Act of 2006, which was followed by SB 32. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. According to CARB, California achieved its 2020 GHG emission reduction target in 2016. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to SB 32, the Scoping Plan was created to outline goals and measures for the state to achieve the reductions, the latest iteration of which is the 2022 Scoping Plan. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The project would be consistent with these goals through project design, which includes compliance with the latest Title 24 Green Building Code and Building Efficiency Energy Standards, installation of solar panels, and implementation of electric vehicle (EV) charging stations and infrastructure. The project would be served by MVU, which is required to increase its renewable energy procurement in accordance with SB 100 targets. However, the project would increase natural gas usage as currently designed. Therefore, the project could be inconsistent with GHG emission reduction

strategies contained in the 2022 Scoping Plan which seeks to reach Net Zero emissions by 2045. Therefore, the project impacts would be potentially significant. However, with incorporation of **Mitigation Measure GHG-1**, the project would reduce the on-site consumption of electricity and fossil fuels, therefore furthering the reduction of GHG emissions consistent with the goals of the 2022 Scoping Plan. Thus, with implementation of **Mitigation Measure GHG-1**, the project would demonstrate consistency with the 2022 Scoping Plan, and impacts would be reduced to a less than significant level.

Connect SoCal 2024

SCAG's Connect SoCal 2024 is forecasted to help California reach its GHG reduction goals. According to Connect SoCal 2024, the updated target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035, consistent with the 2020-2045 RTP/SCS. Connect SoCal 2024 includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.

According to Connect SoCal 2024, Riverside County will increase housing opportunities by 366,000 households from 783,000 in 2024 to 1,149,000 by 2050. The proposed project increases housing by 460 units or less than 0.2 percent of the total housing growth. Therefore, it would not result in long-term operational housing growth beyond planned growth projections of the RTP/SCS or the 2022 AQMP.

In addition, as detailed in the TIA, project generated VMT under the baseline year and year 2045 with project conditions would not exceed the City's VMT per capita. Thus, the project would not have a significant VMT impact based on the City's thresholds. In addition, the project effect on VMT under the baseline year and year 2045 with project conditions would not increase when compared to the no project conditions. Therefore, the project would not have a significant VMT impact based on the City's thresholds.

Furthermore, the project's consistency with Connect SoCal 2024's individual policies is discussed in Table 10. As detailed above and shown in Table 10, the project would be consistent with the GHG emission reduction strategies contained in Connect SoCal 2024. As the project would demonstrate consistency with the Connect SoCal 2024, impacts would be less than significant.

Table 10 Consistency with Applicable SCAG Connect SoCal 2024 Strategies

Strategy/Action	Project Consistency
Transit and Multimodal Integration ▪ Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	**Consistent.** The project is a residential development with multi-family housing that would replace undeveloped land in an urbanized area near residential and commercial/retail development along Alessandro Boulevard. The project would also be within walking and/or biking distance of existing school, medical and commercial uses and would provide on-site bicycle parking. The project is five miles from the Pigeon Pass Park and Ride location as well as from the Moreno Valley/March Field Metrolink station. In addition, the project is less than 0.5 mile away from the Alessandro Boulevard and Lasselle Street bus stop. Based on its proximity to transit options, the project would encourage residential and employment development near existing transit.
Priority Development Areas ▪ Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities ▪ Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	**Consistent.** The project is a multi-family housing development in an urbanized area near other residential and commercial/retail development. The project would also be within walking and/or biking distance of existing school, medical, and commercial uses and would provide bicycle parking on the site. In addition, the project site is within 0.5 mile of transit options. Therefore, the project would focus growth near destinations, promote transit and active transportation, and prioritize infill development to increase housing closer to employment opportunities.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
▪ Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.				
Housing the Region ▪ 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. ▪ Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	**Consistent.** The project is within an urbanized area near other residential and commercial/retail development, including a hospital, schools, and other commercial uses. In addition, the project site is within 0.5 mile of transit options. Therefore, the project would encourage housing development nearby important resources and amenities as well as transit options.			
15-Minute Communities ▪ 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 result in fewer and shorter trips because of the proximity of complementary land uses. ▪ Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality.	**Consistent.** The project would be within biking distance of existing residential and commercial uses and would provide bicycle parking on the site. Therefore, the project provides resources and amenities within 15-minutes of not only the project but also nearby places of employment.			
Sustainable Development ▪ Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** The project would be designed and operated to meet the applicable requirements of the Title 24 Energy Code and CALGreen. The project's water consumption would be minimized through the use of water-efficient appliances/fixtures and water-efficient irrigation. Furthermore, the project would include renewable energy features as required under Title 24 and would be equipped with energy efficient appliances and lighting. Therefore, the project would support sustainable development and best practices for the reduction of resource consumption.			
Clean Transportation ▪ Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	**Consistent.** The project would include dedicated electric vehicle charging parking spaces and bicycle parking spaces consistent with the CALGreen Code. Therefore, the project would support the use of zero-emission vehicles.			
Source: SCAG 2024				

Moreno Valley General Plan

The City of Moreno Valley adopted the General Plan 2040 and associated Climate Action Plan (CAP) on April 21, 2026. The General Plan 2040 establishes the City's long-range vision for growth and development through 2040, while the CAP provides a framework of goals, policies, and implementation measures to reduce greenhouse gas (GHG) emissions, support climate resilience, and advance California's climate objectives. The CAP is designed to help the City achieve the State's targets of reducing GHG emissions to 40 percent below 1990 levels by 2030 and achieving carbon neutrality by 2045, and it provides CEQA streamlining benefits for projects that demonstrate consistency with the CAP. Accordingly, implementation of the General Plan 2040 and CAP would contribute to reducing communitywide GHG emissions through measures related to transportation, land use, energy efficiency, renewable energy, urban greening, and other sustainability initiatives (City of Moreno Valley 2026a; City of Moreno Valley 2026b).

The project would involve development of multifamily housing in an urbanized area near residential and commercial/retail development. The project would also be within walking and/or biking distance of nearby transit as well as existing schools, a hospital, and commercial uses. These qualities would be consistent with Goals C-2, C-3, C-4, and EJ-1 from the 2040 General Plan, which all aim to reduce pollution and emissions, primarily through reduction of vehicle trips and trip distances. In addition, the project would construct new sidewalks and would include bicycle parking, aligning with Policy HC.1-6 from the 2040 General Plan, which promote zero emission and active transportation or would encourage connectivity. In addition, the project would be required to comply with the latest Title 24 energy and CALGreen requirements, including installation of EV charging and PV systems. Thus, the project would align with Goals S-3 and OSRC-3 and Policies S.3-6 and OSRC.3-1, which outline the City's effort to promote renewable energy use and reduce overall energy consumption. Overall, the project would be consistent with both the 2040 General Plan and would not interfere with the implementation of the plan. Impacts would less than significant.

Mitigation Measure

GHG-1 GHG Emission Reduction

Prior to the issuance of building permits, the applicant shall provide documentation to the City of Moreno Valley Planning Division to verify the inclusion of the following project designs:

- The project shall be built to meet/include the following:
  - Use on-site energy efficiency measures, including renewable energy sources such as solar, to reduce electrical demand per Section A4.2 of the 2022 California Green Building Standards (CALGreen) Code.
  - Incorporate measures to reduce overall use of potable water per Division A4.3 of the 2022 CALGreen Code
  - Meet or exceed the Tier 2 electrical vehicle charging requirements as discussed in Section A4.1 of the 2022 CALGreen Code.
- The project shall be designed to include the following:
  - No wood-burning fireplaces installed in residential units.
  - All buildings shall be 100 percent electric, including cooking and heating.
  - Exterior electric receptacles shall be provided for charging or powering landscape equipment.
  - Light-colored roofing and building materials shall be used to reduce heat island effect and reduce lighting, heating, and cooling needs.
  - Incorporate bicycle parking for residents that do not have individual garages.

Significance After Mitigation

With incorporation of **Mitigation Measure GHG-1**, the project would reduce the on-site consumption of electricity and fossil fuels, therefore furthering the reduction of GHG emissions consistent with the goals of the 2022 Scoping Plan. Thus, with implementation of **Mitigation Measure GHG-1**, the project would

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

demonstrate consistency with the 2022 Scoping Plan, and impacts would be reduced to a less than significant level.

Sources:

1. Appendix B. Rincon Consultants. 2025. Air Quality, Greenhouse Gas, and Energy Study, April 23, 2025
2. City of Moreno Valley. 2026a. Climate Action Plan. Adopted April 21, 2026. Purpose and Vision sections.https://moreno-valley.ca.us/cdd//documents/general-plan2040/MV-Climate-Action-Plan_Final_5126-wAppendices.pdf
3. City of Moreno Valley. 2026b. General Plan 2040 and Revised Program EIR. Adopted April 21, 2026. https://moval.gov/cdd/documents/general-plan-adopted.html

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Response:

Project construction would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction BMPs for the use and handling of such materials, such as the use of secondary containment, would be implemented in accordance with the requirements of the project SWPPP to avoid or reduce the potential for such conditions to occur. Furthermore, any use of potentially hazardous materials during construction of the proposed project would be subject to all local, state, and federal regulations regarding the handling of potentially hazardous materials. The transport, use, and storage of hazardous materials during construction of the project would be subject to all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Therefore, project construction would not create a significant hazard to the public and environment through the routine transport, use, or disposal of hazardous materials.

Operation of the proposed project would likely involve the use of common materials in the regular maintenance of homes and landscaping, such as cleaning and degreasing solvents, fertilizers, and pesticides. Other than small quantities of materials used in maintenance of the residential community, operation of the proposed project would not involve the use or storage of substantial quantities of hazardous materials, nor would the project generate large quantities of hazardous waste. The use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials. The transport, use, and storage of hazardous materials during operation of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Management Act, and the CCR Title 22. Therefore, operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Response:

As described above under Impact IX(a), construction of the project would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, as further discussed in Section X, *Hydrology and Water Quality*, the SWPPP for the proposed project would include standard construction BMPs for the use and handling of such materials to avoid or reduce the potential for such conditions to occur. Typical construction BMPs include secondary containment and special storage for hazardous materials used on the site, the use of drip pans under vehicles and equipment, and provisioning of spill kits and cleanup plans in the event of an accidental spill. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transport Act, Resource Conservation and Recovery Act, California Hazardous Material Management Act, and CCR Title 22. In addition, as discussed under Impact IX(d), the project site does not have a history of contamination, and on-site soil conditions would not pose a risk to the public or construction workers from upset or accident hazardous materials release during ground-disturbing construction activities. Therefore, project construction would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation of the residential community would not involve the use or storage of significant quantities of hazardous materials, and any pool chemicals stored on the site would be kept in a locked protective cabinet or closet. Therefore, project operations would not create a significant hazard to the public or environment through the accidental release of hazardous materials. Impacts would be less than significant.

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

Response:

The nearest schools are Valley Christian Academy located approximately 0.28 mile east of the project site; Moreno Elementary School located approximately 0.58 mile northeast of the project site; and Hendrick Ranch Elementary School located approximately 0.64 mile southwest of the project site. During construction of the proposed project, hazardous and potentially hazardous materials would be utilized for the transport and operation of vehicles and machinery. In addition, as discussed above, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Compliance with these regulations would reduce the potential of accidental spills or hazardous emissions during construction.

Furthermore, operation and maintenance of the proposed project would primarily involve the use of common cleaning and landscape maintenance materials comparable to those materials already in use adjacent to the project site vicinity. As previously stated, there are no schools located within 0.25 mile of the project site, and the project would not regularly store or use significant quantities of hazardous materials, nor would it generate large quantities of hazardous waste. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials that could result in significant impacts to nearby schools. Impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Response:

The following databases and listings compiled pursuant to Government Code Section 65962.5 were checked (February 28, 2025) for known hazardous materials contamination at the project site.

- State Water Resources Control Board
  - GeoTracker search for leaking underground storage tanks and other cleanup sites
- Department of Toxic Substances Control
  - EnviroStor database for hazardous waste facilities or known contamination sites
  - Cortese List of Hazardous Waste and Substances Sites

The project site is not located on any known hazardous or contaminated sites. The project site is not listed with regulatory agencies as being associated with hazardous materials release cases; therefore, the project is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Department of Toxic Substances Control [DTSC] 2025a; DTSC 2025b; SWRCB 2025). Additionally, the Phase I Environmental Site Assessment (ESA) conducted for the project site by HEI Corporation in May 2024 (Appendix G) determined that hazardous material impacts were not identified in connection with the project site. Therefore, no impact would occur.

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

Response:

The project site is not located within two miles of a public airport within an airport land use plan. The nearest airports to the project site are March Air Reserve Base/Inland Port (MARB/IP) Airport located approximately 3.08 miles southwest of the project site, and the Riverside Municipal Airport, located approximately 13.97 miles west of the project site. According to the March Air Reserve Base/Inland Airport Land Use Compatibility Plan, the project site is located within the MARB/IP Influence Area Boundary; however, the project site is not within a compatibility zone (Riverside County Airport Land Use Commission 2014). Furthermore, there are no private airstrips in the vicinity of the project site. Therefore, the proposed project would not result in safety hazards related to airports for people residing or working at the project site and its vicinity. No impact would occur.

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

Response:

The proposed project would involve the construction of a multi-family residential community with 460 dwelling units. During construction, temporary and occasional lane closures on Darwin Drive may be required, but two way-traffic would be maintained on these roadways and at construction entry points. The City, as part of its requirements for obtaining an excavation and traffic control permit, would require the contractor to submit a construction work site traffic control plan for any street/lane closures to the City for review and approval prior to the commencement of construction activities.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Vehicles would be able to access the project site via a gated entry from the proposed extension of Brodiaea Avenue. Furthermore, emergency vehicle access would be provided via gated emergency access on Alessandro Boulevard. As part of the proposed project, half-width improvements to Brodiaea Avenue adjacent to the project site frontage would be constructed. Brodiaea Avenue would be constructed east from Darwin Drive to the eastern project site boundary. Half-width improvements would be constructed on Brodiaea Avenue to allow for right-out-only turning movements from the project site. The project's secondary driveway proposed on Brodiaea Avenue would be restricted to right-out-only resident egress to provide for safe turning movements in and out of the community. Implementation of the proposed project would not create new obstructions to an emergency response plan or evacuation plan. In addition, the project would not restrict emergency access because it would be subject to the Moreno Valley Fire Department review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, would be implemented. Therefore, the proposed project is not expected to impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Impacts would be less than significant.				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Response:

The project site is in an urban area of the City of Moreno Valley. Undeveloped wildlands are not located in proximity to the project site. According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located in a Fire Hazard Severity zone (FHSZ) or a Very High Hazard Severity Zone (VHFHSZ) (CALFIRE 2025). The nearest VHFHSZs are located approximately 1.6 miles southeast of the project site and 1.7 miles northwest of the project site. As such, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Sources:

1. Appendix G. HEI Corporation. 2024. Phase I Environmental Site Assessment for the Rocas Grandes I Project
2. CALFIRE. 2025. Fire Hazard Severity Zones Viewer. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. (Accessed February 2025)
3. California Department of Toxic Substances Control (DTSC). 2025a. Envirostor. https://www.envirostor.dtsc.ca.gov/public/. (Accessed February 2025)
4. DTSC. 2025b. Hazardous Waste and Substances Site List (Cortese). https://dtsc.ca.gov/dtscs-cortese-list/. (Accessed February 2025)
5. California State Water Resources Control Board (SWRCB). Geotracker. https://geotracker.waterboards.ca.gov/. (Accessed February 2025)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY **Would the project:**				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Response:

The project site is within the Santa Ana RWQCB. The Santa Ana RWQCB Basin Plan establishes water quality standards for ground and surface waters on and near the project site. The project site is within the San Jacinto Valley Watershed and San Jacinto Groundwater Basin.

The project site is currently a vacant, undeveloped lot with ruderal vegetation surrounded by roads, residential land uses, and vacant land. The project would result in an increase of approximately 632,498 sf of impervious area on the project site as a result of the residential development. The project would be required to comply with National Pollution Discharge and Elimination System (NPDES) Construction General Permit requirements, which would limit peak post-project runoff levels to pre-project levels. The NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of the United States, including construction activity. In addition, per Chapter 8.10 of the MVMC, all construction projects shall implement appropriate construction and post-construction BMPs to prevent any deterioration of water quality that would impair subsequent or competing uses of water. A project-specific Water Quality Management Plan (WQMP) was prepared for the project by PLSA in February 2025 (Appendix H). The WQMP identified Low Impact Development (LID) BMPs for construction and operation of the proposed project. Implementation of these BMPs in compliance with the MVMC requirements would ensure that the project would not violate any water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Therefore, impacts would be less than significant.

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

Response:

EMWD provides water service to the project site. EMWD's local water supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. As determined in Section 18, *Utilities and Service Systems*, EMWD would have adequate water supplies available for the proposed project, and no new or expanded water facilities would be required to serve the project.

The project site is undeveloped with permeable surfaces. Development of the project would result in a more intense use of the project site, as compared to currently vacant conditions, and would increase impermeable surfaces by approximately 632,498 sf. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, the proposed project was designed to maintain the existing drainage characteristics with two outlet locations at the southwest and southeast edges of the project site (Appendix I). Thus, the proposed project would maintain the existing drainage characteristics and the project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐

Response:

The project site is undeveloped with permeable surfaces and does not contain any streams, rivers, or other drainage features. As required by the MVMC and NPDES Construction General Permit, construction activities on the project site would use a series of BMPs to reduce erosion and sedimentation, and the construction contractor would be required to operate and maintain these controls throughout the duration of construction. Therefore, the project would not substantially alter the existing drainage pattern in a manner that would result in substantial erosion or siltation on or off the site. Impacts would be less than significant.

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

Response:

The project site is currently a vacant, undeveloped lot with ruderal vegetation surrounded by roads, residential land uses, and vacant land. The project would result in an increase of approximately 632,498 sf of impervious area on the project site as a result of construction of the residential development. As detailed under Impact X(a), the project would be required to comply with NPDES Construction General Permit requirements, which would limit peak post-project runoff levels to pre-project levels.

The proposed project was designed to maintain the existing drainage characteristics with two outlet locations at the southwest and southeast edges of the project site (Appendix I). Storm drain infrastructure was designed to adequately convey the post-project flows through the project site. The pre-development flows for the 2-, 5-, 10- and 100-year storm events would be maintained through implementation of the project. Thus, the proposed project would not increase the rate or amount of surface runoff which would result in flooding. Impacts would be less than significant.

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?	☐	☐	☒	☐

Response:

The proposed project was designed to maintain the existing drainage characteristics with two outlet locations at the southwest and southeast edges of the project site (Appendix I). Storm drain infrastructure was designed to adequately convey the post-project flows through the project site. The pre-development flows for the 2-, 5-, 10- and 100-year storm events would be maintained through implementation of the project. Thus, the proposed project would not exceed the capacity of the existing stormwater drainage systems.

During the construction phase of the project, earth-moving activities could temporarily affect on-site drainage patterns by exposing the underlying soils, which could increase site permeability and alter the site's terrain. Moreover, construction activities could contribute to erosion and sediment in stormwater runoff. However, as listed under Impact X(a), the proposed project would comply with the City's urban runoff requirements as stated in the MVMC and the NPDES Construction General Permit, which would reduce the quantity and level of pollutants from runoff leaving the project site.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
During operation of the project, any runoff from the site would be channeled into the existing drainage system. The project site would be entirely occupied by the proposed development, paved areas, and landscaping upon completion, there would be no exposed bare soil vulnerable to erosion. The drainage of the site would generally return to existing conditions with stormwater flows traveling from higher areas of the site to lower areas and would be collected in on-site infiltration features or directed towards the city's existing stormwater infrastructure (Appendix I). Therefore, the operation of the project would not contribute runoff water that would exceed the capacity of existing stormwater drainage system, and the proposed project would not provide substantial additional sources of polluted runoff. Impacts would be less than significant.				
iv) Impede or redirect flood flows?	☐	☐	☒	☐
Response The Flood Insurance Rate Map for the project site and surrounding area was last updated on August 28, 2008. According to the 2008 Flood Insurance Rate Map, Firm Panel 06065C0770G, the project site is not located in a flood hazard area (Federal Emergency Management Agency [FEMA] 2008). The project would include the development of a storm drainage system consistent with City requirements to convey stormwater runoff to a 90-inch RCP in Alessandro Boulevard. Stormwater management practices as required under MVMC Chapter 8.10, *Stormwater/Urban Runoff Management and Discharge Controls*, would further reduce any impacts to a less than significant level. As the project consists of development of a vacant site with connections to the existing storm drain system and it would not substantially alter the drainage pattern or add to flooding risks. Therefore, the project site is not expected to be inundated by flood flows, and the project would not impede flood flows. Impacts would be less than significant.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
Response: As detailed under Impact X(c.iv), the project site is not located within a flood hazard area (FEMA 2008). Furthermore, the nearest large body of water capable of producing a seiche is Lake Perris located 3.4 miles south of the project site. Due to the Bernasconi Hills intervening between the project site and the Lake Perris, the likelihood for a seiche wave to affect the project site is minimal. In addition, the project site is located approximately 44 miles northeast of the Pacific Ocean, and it is not inside the boundaries of any tsunami impact areas defined by the DOC (DOC 2025). Thus, no impact would occur.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
Response: As stated under Impact X(a), the project site is within the Santa Ana RWQCB. The Santa Ana RWQCB Basin Plan establishes water quality standards for ground and surface waters on and near the project site. The project site is within the San Jacinto Valley Watershed and San Jacinto Groundwater Basin. The Basin Plan designates beneficial uses of waters in the region and provides objectives to maintain or improve water quality in the region. The California Department of Water Resources (DWR) has initiated a technical process called Basin Prioritization, which utilizes the best available data and information to classify California's 515 groundwater basins into one of four categories high-, medium-, low-, or very low-priority, based on eight components that are identified in the California Water Code Section 10933(b). Each basin's priority determines which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the Sustainable Groundwater Management Act (SGMA) apply. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. Based on a search of the DWR's online				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

SGMA Basin Prioritization Dashboard, the project site is located in a groundwater basin area (San Jacinto Groundwater Basin) designated as "high priority" (DWR 2025).

While the San Jacinto Groundwater Basin is deemed a high-priority basin, it is not deemed critically overdrafted by DWR, and the Groundwater Sustainability Plan (GSP) was approved in April 2023. The GSP documents basin conditions and basin management based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP.

As discussed under Impact X(a), the proposed project would implement appropriate construction and post-construction LID BMPs to prevent any deterioration of water quality. Further, as identified in Impact X(b), the proposed project would maintain the existing drainage characteristics and would not substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, the project's construction and operation would not conflict with any sustainable management plan. Impacts would be less than significant.

Sources:

1. Appendix H. PLSA. 2025. Water Quality Management Plan for Rocas Grandes II Apartments Project
2. Appendix I. PLSA. 2025. Hydrology and Hydraulics Report for Rocas Grandes II Apartments Project
3. California Department of Conservation (DOC). 2025. Tsunami Hazard Area Map. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/. (Accessed February 2025)
4. California Department of Water Resources (DWR). 2025. GMA Basin Prioritization Dashboard. https://gis.water.ca.gov/app/bp-dashboard/final/. (Accessed April 2025)
5. Federal Emergency Management Agency (FEMA). 2008. National Flood Hazard Layer FIRMette (06065C0765G) https://msc.fema.gov/portal/search?AddressQuery=brodiaea%20blvd%20moreno%20valley. (Accessed February 2025)
6. Chapter 8.10. Stormwater/Urban Runoff Management and Discharge Controls

XI. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

Response:

The project site is vacant and undeveloped, and the surrounding land uses include single-family homes to the north, vacant undeveloped land to the south, vacant undeveloped land, single-family homes, and the Valley Christian Church and Academy to the east, and multi-family residential development under construction to the west. The project would not involve constructing bridges, roadways, or other linear features that would divide an established community. Neither would it result in the removal of existing roadways that could prevent access within an established community. Therefore, development of the site would not physically divide an established community and no impact would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Response:

The project site has a General Plan and zoning designation of DC. The intent of the DC zoning and General Plan land use designation is to allow for development of a downtown that will include commercial, office, vertical and horizontal mixed use, higher density multifamily development, and lower density residential on the periphery. Thus, the proposed 460-unit multi-family development would be consistent with the intended uses of the DC zoning designation and DC General Plan land use designation. The DC General Plan and zoning designation does not have a minimum or maximum density requirement. The proposed project would be consistent with the intent of the General Plan to meet RHNA housing needs of 13,627 units by creating a high-density housing development on a vacant site, thereby adding 460 units to the housing stock within the city. In addition, the project would be consistent with the 2040 MoVal General Plan goals and policies, as illustrated in Table 11.

Table 11 Project Consistency with the 2040 Moreno Valley General Plan

Goal/Policy	Project Consistency
Chapter 2: Land Use & Community Character Element	
Policy LCC.1-6: Promote infill development along Alessandro, Sunnymead, and Perris to create mixed use corridors with a range of housing types at mid to high densities along their lengths and activity nodes at key intersections with retail/commercial uses to serve the daily needs of local residents.	**Consistent.** The project site is currently vacant and undeveloped and located south of Alessandro Boulevard. The proposed project would be considered infill development, providing high density multi-family residential along Alessandro Boulevard.
Policy LCC.1-7: Support the continued buildout of residential areas as needed to meet the community's housing needs.	**Consistent.** The proposed project includes the development of 460 housing units in an area surrounded by existing and planned residential development, which would contribute to the City's housing needs RHNA allocation of 13,627 units.
Policy LCC.1-11: Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan).	**Consistent**. As described in Section IX, *Hazards and Hazardous Materials*, and Section XIII, *Noise*, the proposed project is compatible with the March ALUC Plan.
Policy LCC.2-2: 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.	**Consistent.** Development of the proposed project would be consistent with the development principles included in Table LCC-2, as identified in Table 12. The proposed project would consist of 460 multi-family residential housing units, contributing to the 17,576 medium- to high-density residential units identified in Table LCC-3.
Policy LCC.2-9: Support the vitality of commercial and retail development downtown with significant new housing in and adjacent to the Downtown Center.	**Consistent.** The proposed project includes the development of 460 housing units which would contribute to new housing in the Downtown Center.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Policy LCC.2-20: Encourage site designs that create an active street frontage and screen parking from the frontages of Alessandro, Sunnymead and Perris Boulevards.	**Consistent.** The proposed project would provide parking in a combination of two-car side-by-side and tandem garages, covered carports, and surface parking, all of which would be located within the project site and screened from Alessandro Boulevard. Plantings, such as southern live oak and Drake lacebark elm trees, are proposed at key entry points and along primary drive aisles, while additional landscaping, including California sycamore and fruitless olive trees, would be installed along site frontages (Darwin Drive, Alessandro Boulevard, and Brodiaea Avenue). These trees and landscaped treatments would soften the appearance of fences and walls, create variation in texture and materials, and provide visual screening that supports graffiti deterrence.			
Policy LCC.2-21: Orient residential uses to the street and discourage the use of walls and fences. Employ a variety of techniques to buffer residential uses on the corridors from traffic and noise, including setbacks, landscaping, stoops, and raised entries.	**Consistent.** The 19 three-story buildings would be oriented towards the internal streets. Plantings, such as southern live oak and Drake lacebark elm trees, are proposed at key entry points and along primary drive aisles, while additional landscaping, including California sycamore and fruitless olive trees, would be installed along site frontages (Darwin Drive, Alessandro Boulevard, and Brodiaea Avenue). These trees and landscaped treatments would soften the appearance of fences and walls, create variation in texture and materials, and provide visual screening that supports graffiti deterrence.			
Policy 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.	**Consistent.** The proposed project does not have any adjacent uses to share driveways with. However, the proposed project includes one new driveway on along Alessandro Boulevard, which will would only be used for emergency access.			
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.	**Consistent.** The proposed project would adhere to the City's development standards to ensure that the project is compatible with surrounding development. Additionally, the project would be subject to site plan review prior to approval of the project.			
Policy LCC.3-12: Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.	**Consistent.** The proposed project would convert a vacant, undeveloped dirt lot into a 460-unit multi-family residential development with associated open space, landscaping, roadway and utility improvements. Therefore, the project would eliminate potential deterioration and blight conditions of the project site and encourage new development and reinvestment.			
Policy LCC.3-13: New and retrofitted fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.	**Consistent.** The proposed project would include new fences and walls which would incorporate landscaping to deter graffiti and add visual interest. Additionally, the project would be subject to site plan and landscape plan review prior to approval of the project.			
Policy LCC.3-14: Within individual residential projects, a variety of floor plans and elevations should be offered.	**Consistent.** The proposed project would include a variety of floor plans and elevations, which can be found in *Description of the Site and Project*. Additionally, the project would be subject to site plan review prior to approval of the project.			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	**Consistent.** The proposed project would include 187,557 sf of common space including landscaped pedestrian walkways, a central recreation area, a dog park, game lawn area, and community lounge areas. In total, the 80 townhome units would provide 18,992 sf of private open space and the 380 stacked flats would provide 47,790 sf of private open space for a total of 66,782 sf of private open space. Thus, the project exceeds the MVMC open space requirements.			
Policy 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.	**Consistent.** The proposed project would include new internal roadways throughout the entire project site. Internal roadways would ensure residential and emergency access to all buildings within the project site. Additionally, the project would be subject to circulation plan review prior to approval of the project.			
Policy LCC.4-2: Promote the development of greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.	**Consistent.** The proposed project includes the development of 460 for-rent housing units, consisting of 80 residential townhome units and 380 residential stacked flats. The 80 townhomes would include one-, two-, and three-bedroom units, and the 380 stacked flats would include one- or two-bedroom units. This combination of housing types provides variety to meet the needs of future demographics and changing family sizes.			
Chapter 4: Circulation				
Policy C.2-7: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.	**Consistent.** The proposed project would include new internal roadways and walkways throughout the entire project site. Internal roadways and walkways would ensure vehicle, pedestrian, bicycle, and emergency access to all buildings within the project site. Project site plans indicate the provisioning of on-site streets and drive aisles to accommodate vehicular access and circulation throughout the project site, and internal roadway speed limits, speed bumps, and other traffic calming features would be included to ensure safe circulation within the site. Additionally, the project would be subject to a circulation plan review prior to approval of the project.			
Policy 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.	**Consistent.** As a part of the proposed project, half-width improvements to Darwin Drive would be constructed between Alessandro Boulevard and Brodiaea Avenue adjacent to the project site frontage. Brodiaea Avenue would be constructed east from Darwin Drive to the eastern project site boundary. Half-width improvements would be constructed on Brodiaea Avenue to allow for right-out only turning movements from the project site.			
Policy 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.	**Consistent.** As described in Section IIXX, *Transportation*, the TIA prepared for the proposed project by Translutions in 2024 determined that the proposed project would generate 184 trips during the A.M. peak hour, 235 during the p.m. peak hour, and 3,100 daily trips (Appendix K.2). The TIA concluded that with completion of the on-site and off-site improvements included in the proposed project, the study area intersections and roadway segments would operate at pre-project levels of service.			
Policy 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.	**Consistent.** The proposed project would comply with the requirement of payment of fees to the City's DIF program.			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	**Consistent.** As described in Section VII, *Geology and Soils*, the proposed project would adhere to the requirements of the CBC to ensure structural integrity during seismic activity.			
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 BMPs to reduce stormwater runoff and minimize increases in downstream runoff resulting from new development.	**Consistent.** As shown in Figure 4, water conserving landscaping would be provided throughout the project site. Southern live oak and Drake lacebark elm trees are proposed at the main entrance at Darwin Drive, throughout the main drive aisle, the secondary access road at Brodiaea Avenue. Southern live oak trees would be located along the Alessandro Boulevard project site frontage. California sycamore and fruitless olive trees would be located along the Darwin Drive frontage.			
Policy S.1-25: Consistent 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.	**Consistent.** As described in Section IX, *Hazards and Hazardous Materials*, the proposed project would involve minimal use of hazardous materials given the nature of the proposed project as a residential development. The proposed project would also adhere to federal and State regulations regarding the proper storage and disposal of hazardous materials to ensure proper storage and disposal of hazardous materials.			
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.	**Consistent.** The proposed project would include landscaping throughout the entire project site, including shading trees, as shown in Figure 4. Additionally, the project would be subject to site and landscape plan review prior to approval of the project.			
Policy S. 4-2: Review all projects within the March Air Reserve Base/Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan.	**Consistent**. As described in Section IX, *Hazards and Hazardous Materials*, and Section XIII, *Noise*, the proposed project is not located within the compatibility zones of the March ALUC Plan and is compatible with the March ALUC Plan.			
Chapter 7: Noise				
Policy N. 1-3: Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port ALUCP in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUCP.	As described in Section IX, *Hazards and Hazardous Materials*, and Section XIII, *Noise*, the proposed project is not located within the compatibility zones of the March Air Reserve Base ALUCP. According to the Noise Report prepared for the proposed project (Appendix J), the existing noise level at the northern project site boundary along Alessandro Boulevard is 62.0 dBA Leq, which is within the range of normally acceptable noise level compatibility for multi-family residential development identified in Table N-1.			
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.	**Consistent.** As detailed in Section XIII, *Noise,* the proposed project would not exceed applicable construction or operation noise thresholds without implementation of mitigation.			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Policy N. 2-3: Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.	**Consistent.** Construction of the proposed project would occur within the MVMC allowed construction days and hours; Monday through Friday, 7:00 a.m. to 6:00 p.m. As detailed in Section XIII, *Noise,* the proposed project would not exceed applicable construction or operation noise thresholds without implementation of mitigation.			
Chapter 8: Environmental Justice				
Policy EJ. 1-3: Require new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to be designed to minimize any potential health risks, consistent with State law.	**Consistent.** As described in Section III, Air Quality, construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions (identified by CARB as a TAC) from off-road, heavy-duty diesel equipment for demolition, site preparation, trenching, infrastructure installation, paving, and other construction activities. The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these requirements would minimize emissions of TACs during construction. However, given the construction area's proximity to nearby sensitive receptors, impacts from TACs would be potentially significant. With incorporation of **Mitigation Measure AQ-1**, the project would be required to use off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards, or alternatively fueled equipment which would substantially reduce DPM emissions. Construction impacts related to TACs would be reduced to less than significant with mitigation incorporated.			
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.	As described above under Policy EJ. 1-3, construction impacts related to TACs would be reduced to less than significant with incorporation of **Mitigation Measure AQ-1**.			
Chapter 9: Open Space and Resource Conservation				
Policy OSCR. 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.	**Consistent.** If the proposed project and other planned residential projects in nearby neighborhoods are constructed during the various species' nesting season, these projects could result in cumulative impacts to Crotch's bumble bee, Stephen's kangaroo rat, and special status bird species and nesting birds within the vicinity of project site. **Mitigation Measures BIO-1a and BIO-1b** would require a survey and avoidance measures for Crotch's bumblebee. **Mitigation Measure BIO-2** would require payment of MSHCP impact mitigation fees. **Mitigation Measure BIO-3** would require payment of the Stephen's kangaroo rat impact fee**. Mitigation Measure BIO-4** would require a burrowing owl survey and avoidance measures. **Mitigation Measure BIO-5** would require a nesting bird survey and avoidance and protective measures to ensure the proposed project would not impact nesting birds. With implementation of **Mitigation Measures BIO-1a through BIO-5,** potential adverse impacts to sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands would be reduced to less-than-significant levels. In addition, all projects would be required to comply with the			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	biological resources policies and standards of the MVMC, which would minimize the potential for these projects to result in cumulative impacts to special status species, wetlands, wildlife movement, and biological resources protected by local policies and ordinances.			
Policy OSCR. 1-20: Facilitate groundwater recharge in Moreno Valley by encouraging development projects to use LID practices such as bioretention, porous paving, and rainwater harvesting systems, and by encouraging private property owners to design or retrofit landscaped or impervious area to better capture stormwater runoff.	**Consistent.** Development of the project would result in a more intense use of the project site, as compared to currently vacant conditions, and would increase impermeable surfaces by approximately 632,498 sf. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, the proposed project was designed to maintain the existing drainage characteristics with two outlet locations at the southwest and southeast edges of the project site (Appendix I). Thus, the proposed project would maintain the existing drainage characteristics and the project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Additionally, as discussed under Impact X(a), the proposed project would implement appropriate construction and post-construction LID BMPs to prevent any deterioration of water quality.			
Policy OSCR. 2-8: Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.	**Consistent.** A Cultural Resources Assessment prepared by Rincon Consultants in July 2024 which included background research, a records search of the CHRIS through the EIC, a SLF search conducted by the NAHC, a review of historical topographic map and aerial photography, a geoarchaeological sensitivity assessment, and a field survey for archaeological resources (Appendix D).			
Policy OSCR. 3-6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction. **Policy OSCR. 3-7:** Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and greywater usage to support public parks and landscaped areas. **Policy OSCR. 3-8:** Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community greening' projects utilize water-efficient landscape.	**Consistent.** As shown in Figure 4, water conserving landscaping would be provided throughout the project site. Southern live oak and Drake lacebark elm trees are proposed at the main entrance at Darwin Drive, throughout the main drive aisle, the secondary access road at Brodiaea Avenue. Southern live oak trees would be located along the Alessandro Boulevard project site frontage. California sycamore and fruitless olive trees would be located along the Darwin Drive frontage. All plants, shrubs, and trees would involve low to moderate water demand, would be compliant with CALGreen requirements for water conservation, and are non-invasive as defined by the Invasive Plant Council.			
Parks and Public Services Element				
Policy PPS.1-2 Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land and construction of facilities, or the payment of in-lieu fees.	**Consistent.** As described in Section XV, *Public Services*, the project would contribute to the acquisition and development of parks and recreation facilities through the payment of in-lieu fees based on the fair market value of the amount of parkland which would otherwise be required to be dedicated as a result of the project.			

Policy PPS.3-6 Continue to require that new development make a fair share funding contribution to ensure the provision of adequate police and fire services.	**Consistent.** As described in Section XV, *Public Services*, the project would be subject to the City's development impact fees which would contribute to the financing of fire protection and police services through impact fees and property taxes.
Policy PPS.3-8 Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.	**Consistent.** As shown in Figure 5, *Conceptual Lighting Plan*, security and safety lighting would be provided throughout the site. The proposed project would include new internal roadways throughout the entire project site. Internal roadways would ensure residential and emergency access to all buildings within the project site. The 19 three-story buildings would be oriented towards the internal streets. The proposed project would include new fences and walls which would incorporate landscaping to deter graffiti and enhance public safety.
Policy PPS.4-3 Prior to the approval of any new development application, continue to require "will serve" letters from utility providers demonstrating that adequate water and septic or sewer service capacity exists or will be available to serve the proposed development in a timely manner.	**Consistent.** The project would provide will serve letters prior to the approval of the project's development application. The project's will serve letter from EMWD can be found in Appendix N.
Policy PPS.4-4 Whenever possible, project proponents should ensure that public water, sewer, drainage and other backbone facilities needed for a project phase are constructed prior to or concurrent with initial development within that phase. 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.	**Consistent.** The project would connect to existing utilities during construction of the proposed project. The project would provide will serve letters prior to the approval of the project's development application.
Source: City of Moreno Valley 2026	

Table 12 below describes the proposed project's consistency with the relevant development principles of Table LCC-2 in the 2040 MoVal General Plan.

Table 12 Project Consistency with the Table LCC-2

Development Principle	Project Consistency
Land Use and Urban Design	
Build the visual presence of the Downtown Center with taller building heights, landmarks, trees, and distinctive branding and signage.	**Consistent.** As shown in Figure 4, water conserving landscaping would be provided throughout the project site. Plantings, such as southern live oak and Drake lacebark elm trees, are proposed at key entry points and along primary drive aisles, while additional landscaping, including California sycamore and fruitless olive trees, would be installed along site frontages (Darwin Drive, Alessandro Boulevard, and Brodiaea Avenue). These trees and landscaped treatments would soften the appearance of fences and walls, create variation in texture and materials, and provide visual screening that supports graffiti deterrence. The proposed project would include two monument signs facing Darwin Drive and would involve adequate signage on each building.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Orient new buildings to the street, minimize setbacks along street frontage, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.	**Consistent.** The 19 three-story buildings would be oriented towards the internal streets.			
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.	**Consistent.** As proposed, the project would provide 187,557 sf of common space in landscaped pedestrian walkways, a central recreation area, a dog park, game lawn area, and community lounge areas. The central recreation area would have multiple ground-floor amenities including a community room for events, a clubhouse with an attached co-working room, and a fitness center. The swimming pool and spa area would have daybeds, cabanas, umbrellas, and lounge chairs. The clubroom would have an outside deck with firepit and lounge seating, dining tables, and views overlooking the pool deck. Similarly, the community room would open up to a shaded patio area with lounge seating and a backyard area with turf lawn, outdoor kitchens, and dining tables. In addition, a children's play area with playground and lounge seating would also be provided near the community room. A second community park area and dog park are proposed west of the leasing office near the primary vehicular entrance on Darwin Drive. The community park would be a passive recreational area with turf and shade trees. Additionally, a game lawn area would be located at the southeastern corner of the project site, and would include lawn games, a barbeque area, dining table, and lounge seating. The area would be landscaped with turf, shrubs, and trees.			
Locate higher density residential uses along major arterials (Alessandro Boulevard, Cactus Avenue, and Nason Street) and transition to lower intensity residential and employment-oriented uses in other parts of the Downtown Center.	**Consistent.** The proposed project would introduce higher density residential uses along a major arterial, Alessandro Boulevard.			
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.	**Consistent.** Views of the hills to the southeast are distantly visible from the project site, although the views are obstructed by intervening development between the project site and the hills. The proposed project would change the appearance of the project site by constructing 19 three-story residential buildings and associated landscaping and circulation improvements on an undeveloped lot. However, views of the project site are not readily available from public scenic vistas due to the distance and intervening development between the project site and the hills.			
Use a variety of architectural styles throughout the area, varying rooflines, building materials, colors, and façade articulation to heighten visual interest.	**Consistent.** As detailed in the *Project Description*, the proposed project would utilize a variety of colors and building materials within the contemporary farmhouse design style for the residential buildings. The proposed architecture, paint palette, and materials are intended to complement the residences. The building heights would also vary from 40'1" feet to 43'6" feet and the buildings would also have offsets and articulated roof styles to vary building massing.			
Circulation				
Extend Brodiaea Avenue through the Cactus Avenue/Alessandro Boulevard superblock to serve as the "Main Street" with two central traffic circles and a	**Consistent.** As part of the proposed project, half-width improvements to Darwin Drive would be constructed between Alessandro Boulevard and Brodiaea Avenue adjacent to the project site frontage. Brodiaea Avenue would be constructed east from Darwin Drive to the eastern project site boundary. As a part			

walkable, pedestrian-oriented streetscape.	of the proposed project, an additional six feet of pavement on the south side of Brodiaea Avenue would be constructed east from Darwin Drive to the eastern project site boundary. This additional pavement width would extend the pavement to the future lip of gutter of the future curb. Potential impacts associated with these off-site improvements are assumed as a part of the project.

Source: City of Moreno Valley 2026

In addition, as described in Section I, *Aesthetics*, Section III, *Air Quality*, Section IV, *Biological Resources*, Section VI, *Energy*, Section VIII, *Greenhouse Gas Emissions*, Section XIII, *Noise*, and Section XVII, *Transportation*, the proposed project would be consistent with the goals and policies of the AQMP, Western Riverside MSHCP, the City's General Plan, SCAG's 2024-2050 RTP/SCS, and the City's Noise Ordinance as they relate to those individual environmental issue areas. The proposed development would comply with all applicable policies contained in the General Plan and the development standards for the R30 zone. Accordingly, the proposed project would not conflict with the City's General Plan or zoning standards, nor would it conflict with other applicable agency plans such as the AQMP and 2024-2050 RTP/SCS. Therefore, the proposed project would not conflict with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Sources:

1. City of Moreno Valley. 2026. General Plan 2040, https://moval.gov/cdd/documents/general-plan2040/MV-GeneralPlan-complete.pdf

XII. MINERAL RESOURCES

Would the project:

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

Response:

The California Surface Mining and Reclamation Act of 1975 was enacted to promote conservation and protection of significant mineral deposits. The General Plan identified the Jack Rabbit Canyon Quarry, located approximately 7.6 miles southeast of the project site, as the only active sand and gravel quarry within Moreno Valley; however, this facility is now permanently closed since adoption of the General Plan. The project site is not designated as a mineral resource land use by the Moreno Valley General Plan, and there are no active mining operations on or in the direct vicinity of the project site (City of Moreno Valley 2026). Furthermore, resource extraction would be constrained by surrounding land uses and public roadways. 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 or the residents of the state. No impact would occur.

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?	☐	☐	☐	☒

Response:

The General Plan identified the Jack Rabbit Canyon Quarry, located approximately 7.6 miles southeast of the project site, as the only active sand and gravel quarry within Moreno Valley; however, this facility is now permanently closed since adoption of the General Plan. There are no plans applicable to the project site that designate the project site as a mineral resource recovery site. As such, the project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the Moreno Valley General Plan, any specific plan, or other land use plan. No impact would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Sources:

1. City of Moreno Valley. 2026. General Plan 2040, https://moval.gov/cdd/documents/general-plan2040/MV-GeneralPlan-complete.pdf

XIII. NOISE

Would the project result in:

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

Response:

The analysis presented in this section is based on the Noise Technical Report prepared by Rincon Consultants in April 2025, which included project-specific impact analysis for noise and vibration impacts (Appendix J).

Construction:

The Noise Report prepared for the project (Appendix J) estimated construction noise at nearby sensitive receptors during each phase of construction. Table 13 presents the expected noise levels at the closest sensitive receptors during each phase of construction.

Table 13 Estimated Construction Noise Levels at Sensitive Receptors by Phase

	dBA L_{eq} (8-hour)				
Construction Phase	**RCNM Reference Noise Level**	**Residences Under Construction to the West**	**Existing Residences to the North**	**Existing Residences to the Southwest**	**Riverside University Health System Medical Center to the Southeast**
Distance (feet)	**50**	**200**	**250**	**1,120**	**2,100**
Grading	87[1]	75	73	60	55
Building Construction	85[2]	73	71	58	53
Architectural Coating	87[3]	74	73	59	54
Paving	79[4]	67	65	52	47

dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level; RCNM = Roadway Construction Noise Model

Numbers in bold would exceed the FTA construction noise threshold.

[1] Grading phase reference noise level was calculated based on simultaneous operation of an excavator, grader, dozer, scraper, and backhoe.

[2] Building Construction phase reference noise level was calculated based on simultaneous operation of a crane, forklift, generator, backhoe, tractor, and welder.

[3] Architectural Coating phase reference noise level was calculated based on simultaneous operation of two pavers and two rollers.

[4] Paving phase reference noise level was calculated based on simultaneous operation of two air compressors.

See Appendix B of the Noise Report (Appendix J) for construction noise modeling outputs.

As shown in Table 13, construction noise levels generated during all phases of construction would not exceed the FTA's threshold of 80 dBA L_{eq} (8-hour) at sensitive receptors nearest to the project site. Therefore, temporary noise impacts associated with construction of the project would be less than significant.

Operation

On-site Stationary Noise Sources

Heating, Ventilation and Air Conditioning Equipment

The Noise Report (Appendix J) estimated noise levels associated with the project's rooftop *Heating, Ventilation and Air Conditioning* (HVAC) equipment based on the horizontal and vertical distances from the equipment to the nearest project property line. Assuming that noise generated by rooftop HVAC units would collectively emit from the center of the rooftop, noise levels at the western property line generated by 38 HVAC units would be approximately 50 dBA. Noise levels would continue to decrease with distance from the HVAC units and would be even lower at sensitive receptors located even farther away. Note that this is a conservative analysis because it does not account for acoustical shielding provided by the rooftop parapet walls or from the rooftop edge blocking the line of sight between the HVAC equipment and nearby sensitive receptors. Therefore, noise generated by HVAC equipment would not exceed the City's daytime or nighttime noise limits of 60 or 55 dBA, respectively, at the nearest sensitive receptors, and noise impacts associated with the proposed project's HVAC equipment would be less than significant.

Dog Park

The dog park would be situated approximately 130 feet from the western property line and just south of Building 15. The Noise Report (Appendix J) identified that dog parks generate noise levels up to approximately 58 dBA L_{eq} at a distance of 25 feet. At a distance of 130 feet, noise levels associated with the proposed dog park would attenuate to approximately 44 dBA L_{eq}. This noise level would continue to decrease with distance and would be further reduced at other off-site sensitive receptors. Therefore, noise associated with the proposed project's dog park would not exceed the City's daytime or nighttime noise limits of 60 or 55 dBA, respectively, at nearby sensitive receptors, and noise impacts associated with the proposed project's dog park would be less than significant.

Combined On-site Stationary Noise Impacts

The project's on-site stationary noise sources may operate simultaneously and combine to increase operational noise levels at nearby sensitive receptors. To account for this, the combined noise levels from operation of HVAC equipment and use of the dog park were calculated at the nearest project property line. It is assumed that the dog park would be used only during daytime hours, while HVAC units may operate during both daytime and nighttime hours; therefore, combined operation of the project's on-site stationary noise sources would occur only during daytime hours. When accounting for the simultaneous operation of all rooftop HVAC units atop one stacked flats building and use of the dog park, the combined noise level at the nearest project property line to the west would be approximately 51 dBA, which would not exceed the City's daytime noise limit of 60 dBA. Combined operational noise impacts associated with the project's on-site stationary noise sources would be less than significant.

Off-site Mobile Noise Sources

Vehicle Traffic Noise

The project is not expected to substantially change the vehicle classification mix on surrounding roadways; therefore, the primary factor affecting off-site noise levels would be increased traffic volumes, assumed to occur primarily on Alessandro Boulevard. The project is anticipated to generate 3,100 new daily vehicle trips according to the TIA prepared for the project (Appendix K.2). As shown below in Table 14, the daily traffic volume on Alessandro Boulevard would increase from 10,151 vehicles to 13,251 vehicles due to project-generated traffic.

Table 14 Existing, Project, and Combined Roadway ADT Volumes

Roadway	Segment	Existing Daily Volume	Project Daily Trip Generation	Existing Daily Volume + Project Daily Trip Distribution
Alessandro Boulevard	Between Darwin Drive and Morrison Street	10,151	3,100	13,251

Source: Appendix K.2

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
This increase in traffic on Alessandro Boulevard would result in a noise increase of approximately 1.2 dBA CNEL, which would not exceed the significance threshold of 1.5 dBA CNEL. Therefore, traffic noise impacts associated with the proposed project would be less than significant.				
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Response:

Construction

The greatest anticipated sources of vibration during project construction would be large offroad equipment (such as an excavator, dozer, grader, and backhoe) for earthmoving activities and a vibratory roller used during paving activities. Based on the site plan, earthmoving activities may occur as close as 75 feet from the nearest off-site structures (i.e., multifamily residences under construction to the west), while paving activities may occur as close as 115 feet from the nearest off-site structure (i.e., multifamily residences under construction to the west). Large offroad equipment typically generates vibration levels up to 0.089 in/sec PPV at a reference distance of 25 feet, while a vibratory roller generates a vibration level of approximately 0.21 in/sec PPV at a distance of 25 feet (FTA 2018).

At a distance of 75 feet, large earthmoving equipment would generate a vibration level of 0.017 in/sec PPV, which would not exceed the FTA's recommended threshold of 0.2 in/sec PPV. At a distance of 115 feet, a vibratory roller would generate a vibration level of 0.021 in/sec PPV, which would also not exceed the FTA's threshold of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with construction of the proposed project would not exceed applicable thresholds and would be less than significant.

Operation

Operation of the proposed project would not include any substantial vibration sources (e.g., rail operations, heavy truck movements, industrial operations, etc.). Therefore, operational vibration impacts would be less than significant.

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?	☐	☐	☐	☒

Response:

The project site is not located within an airport land use plan, or within two miles of a public or private airport. The closest airport is the March Air Reserve Base/Inland Port Airport (RIV), which is located approximately three and a half miles southwest of the project site. The project site is not located within the noise contours of this airport (Mead & Hunt 2014); therefore, the project would result in no impacts related to exposure of future residents and employees to excessive aircraft noise.

Sources:

1. Appendix J. Rincon Consultants. 2025. Noise Report
2. Appendix K.2. Translutions. 2024. Transportation Impact Analysis for the Rocas Grandes II Apartments Project
3. Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment. November. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (Accessed July 2024)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Mead & Hunt. 2014. March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. November				
XIV. POPULATION AND HOUSING **Would the project:**				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
Response: According to the DOF, the City of Moreno Valley has an estimated population of 207,146 with an average household size of 3.61 persons (DOF 2024b). The 460 residential units would generate approximately 1,661 residents (460 x 3.61), which would increase Moreno Valley's total population from 207,146 to 208,807 persons (a less than one percent increase). SCAG's demographic forecasts contained in the 2024-2050 RTP/SCS do not include population forecasts at the city level. However, the DOF projects that Moreno Valley's population will increase by 5,454 persons between 2024 and 2050, reaching a total of 212,600 residents by 2050 (DOF 2024a). The population growth associated with the proposed project would account for approximately 30 percent of this projected increase. As such, the project's growth would be within the DOF's forecasted population levels. Therefore, impacts related to population growth would be less than significant.				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Response: The project site is currently vacant; therefore, the project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.				
Sources: 1. California Department of Finance (DOF). 2024a. E-1 City/County Population Estimates with Annual Percent Change. https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2024_InternetVersion.xlsx. (Accessed February 2025) 2. DOF. 2024b. E-5 City/County Population and Housing Estimates, 1/1/2024. https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-5_2024_InternetVersion.xlsx (Accessed June 2024)				
XV. PUBLIC SERVICES **Would the project:**				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

The project site is in an urbanized area already served by the Moreno Valley Fire Department (MVFD), under contract with Riverside County Fire Department (RCFD). The MVFD provides full fire protection services to the City of Moreno Valley, including the project site, through their seven fire stations. The closest fire station to the project site is Station No. 99: Morrison Park, which is located 0.5-mile to the northeast at 13400 Morrison Street and would provide emergency and evacuation services in the event of a fire. The MVFD has not adopted service ratios for personnel or equipment, but monitors and adjusts staffing and equipment levels based on an ongoing assessment of the MVFD activity through the MVFD Strategic Plan.

As discussed in Section XIV, *Population and Housing*, the proposed project could potentially increase the City's population by up to 1,661 residents, which would be an increase of approximately 0.80 percent of the 2024 Moreno Valley population. Increased population generated by the proposed project would incrementally increase demand for fire services. However, the project applicant is required to comply with the provisions of MVMC Section 3.38.060, which requires a fee payment that the City applies to the funding of fire protection facilities. The project's payment of DIF, as well as increased tax revenues that would result from development of the project, would be used by the City to help pay for fire protection services and offset the incremental increase in demand for fire services. Therefore, the proposed project would not result in the need for new or physically altered fire protection facilities that could have an environmental impact. Impacts would be less than significant.

ii) Police protection?	☐	☐	☒	☐

Response:

The Moreno Valley Police Department (MVPD) provides law enforcement services to Moreno Valley, including the project site. The City contracts with the County of Riverside for police protection services. MVPD operates out of the Moreno Valley Station located at 22850 Calle San Juan De Los Lagos, approximately three miles west of the project site. The General Plan 2040 does not establish a specific police officer-to-population ratio or emergency response-time standard. Currently, MVPD employs 158 sworn officers and 51 non-sworn officers, totaling 209 officers, which results in a police officer per resident service standard approximately 1.01 officers per resident, which exceeds the established service standard (City of Moreno Valley 2023).

As discussed in Section XIV, *Population and Housing*, the proposed project could potentially increase the City's population by up to 1,661 residents, which would incrementally increase demand for police services. However, the increase in demand would be proportional to planned growth anticipated under the General Plan 2040. In addition, the proposed project would be subject to Moreno Valley development impact fees (MVMC Section 3.38.070) and other applicable taxes and fees that contribute toward the funding of public facilities and services. Consistent with the City's planning framework for public services, police service needs generated by future development are addressed through ongoing coordination with the Riverside County Sheriff's Department and planning for adequate public safety facilities and services. Accordingly, the proposed project would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

iii) Schools?	☐	☐	☒	☐

Response:

The project site would be served by the Moreno Valley Unified School District (MVUSD) which includes 40 transitional kindergarten through 12th grade schools. The project site would be served by Hendrick Ranch Elementary, La Jolla Elementary, Landmark Middle, and Vista Del Lago High School. The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The project involves the construction of a 460-unit multi-family residential development. Households in Moreno Valley, on average, generate

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

0.5946 schoolchildren (MVUSD 2021). Therefore, the proposed project would be anticipated to result in approximately 274 new students in the MVUSD, which would account for less than one percent of MVUSD's enrollment and 5.9 percent of the existing remaining capacity of MVUSD.

The project would result in a relatively minor increase in students in the City. Nonetheless, the project applicant would be required to pay State-mandated school impact fees that would contribute to the funds available for development of new school facilities. Pursuant to Section 65995 (3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, with the payment of the required school impact fees, the project would not substantially increase student enrollment at serving school districts or lead to the need for new or physically altered school facilities. Impacts would be less than significant.

iv) Parks?	☐	☐	☒	☐

Response:

The City of Moreno Valley owns and operates 40 parks, trails, and facilities, totaling approximately 541 acres of parkland (Moreno Valley 2025a). The closest public park to the project site is Woodland Park located approximately 0.5 mile southwest of the project site. The approximately 9.1-acre neighborhood park offers four basketball courts, a pickleball court, picnic tables, a playground, and four tennis courts.

The proposed project would include 187,557 sf of common space in landscaped pedestrian walkways, a central recreation area, a dog park, game lawn area, and community lounge areas. The project's conceptual recreation plans are shown in Figure 2 and Figure 3. These facilities would be expected to supplement the local recreational facilities available to the new residents on the project site. As discussed in Section XIV, *Population and Housing*, the project would facilitate population growth of 1,661 persons which is within the population growth anticipated by DOF. Therefore, the population growth associated with the project would not require new or physically altered parks. Additionally, Chapter 3.40 of the MVMC requires new residential developments to pay in-lieu fees for the purpose of maintaining existing parks and developing new parks to serve increased demand for recreational land, though it is not anticipated that new recreational facilities or parks would be required to satisfy increased demand from new residents. Therefore, the project would have a less-than-significant impact on the physical deterioration of existing recreational facilities.

v) Other public facilities?	☐	☐	☒	☐

Response:

The project site in an urban area that is already served by public services and facilities, such as utilities, hospitals, and public libraries. Development of the project would result in incremental impacts to the City's public services and facilities such as storm drain usage, solid-waste disposal, water usage, and wastewater disposal. These impacts are analyzed in Section X, *Hydrology and Water Quality*, and Section XVIIII, *Utilities and Service Systems*. The project's contribution would be offset through project-specific features described in the individual resource section analyses indicated above.

The City of Moreno Valley Libraries Services Department provides library services and programs to the project site. The department operates three branches, with the main branch serving the project site. The main library branch is located at 25480 Alessandro Boulevard, approximately 0.85-mile west of the project site. As discussed in Section XIV, *Population and Housing*, the proposed project could potentially increase the City's population by up to 1,661 residents, which would be an increase of approximately 0.80 percent. Increased population generated by the proposed project would incrementally increase demand on local public libraries in the vicinity. However, the project would be subject to Moreno Valley's DIFs (MVMC Section 3.38.100) for library facilities and as a result, the proposed project would contribute to the financing of library services through impact fees and property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Furthermore, the project would

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

be consistent with the existing land use designation for the site, and the anticipated population growth and would be consistent with planning projections for future facilities within the City. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, and impacts would be less than significant.

Sources:

1. City of Moreno Valley. 2023. Police Department Budget Presentation. https://moval.gov/departments/financial-mgmt-svcs/fin-pdf/budget-23-25/PoliceDepartmentPresentation.pdf. (Accessed February 2025)
2. MVUSD. 2021. 2022 Statutory Fee Justification Report. https://drive.google.com/file/d/11UKTfzB25pg6KzJ5R91BwKXXNTMrXV5r/view (Accessed June 2024)
3. Section 3.38.60. Fire facilities residential development impact fees
4. Section 3.38.70. Police facilities residential development impact fees
5. Section 3.38.100. Library facilities and materials residential development impact fees

XVI. RECREATION

Would the project:

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

Response:

The City of Moreno Valley owns and operates 40 parks, trails, and facilities, totaling approximately 541 acres of parkland (Moreno Valley 2025a). The closest public park to the project site is Woodland Park located approximately 0.5-mile southwest of the project site. The approximately 9.1-acre neighborhood park offers four basketball courts, a pickleball court, picnic tables, a playground, and four tennis courts. The City's estimated current population is 207,146 (DOF 2024b) and the City's established park service standard is three acres of parkland per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community. Currently, the City has 541 acres of existing acres of parkland, which results in approximately 2.33 acres per resident, which is below the established parkland acre service standard. As discussed above in the *Project Description*, the proposed project would allow for the development of a 460-unit for-rent multi-family residential community. Project amenities would include a recreational area with a clubhouse and a co-work area, swimming pool and spa, fitness center and family room, a dog park as well as additional common open spaces. The recreational project amenities would increase the amount of recreational facilities available to the proposed project's residents. As discussed in Section XIV, *Population and Housing*, the proposed project could potentially increase the City's population by up to 1,661 which would incrementally increase demand for existing parks, trails, and recreational facilities. However, the proposed project would provide on-site recreational amenities for residents, including a clubhouse and co-work area, swimming pool and spa, fitness center, family room, dog park, and additional common open space areas. These amenities would help meet a portion of the recreational needs generated by future project residents and would reduce demand on existing public recreational facilities.

The proposed project would also be subject to the requirements of Moreno Valley Municipal Code Title 3, Chapter 3.40, *Dedication of Land for Park Facilities and Payment of In-Lieu Fees*, which implements the Quimby Act (California Government Code Section 66477). Pursuant to these requirements, residential development projects may be required to dedicate land, pay in-lieu fees, or provide a combination thereof for the acquisition, development, or rehabilitation of park and recreational facilities needed to serve future residents. These fees contribute toward the City's ability to maintain and expand recreational facilities commensurate with future growth.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Although the proposed project would incrementally increase use of existing parks and recreational facilities, compliance with applicable Quimby Act requirements and provision of substantial on-site recreational amenities would ensure that the project would not cause substantial physical deterioration of existing recreational facilities or necessitate the construction of new or expanded recreational facilities that could result in significant environmental impacts. Therefore, impacts related to recreation would be less than significant.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

Response:

The proposed project includes recreational amenities such as a recreational area with a clubhouse and a co-work area, swimming pool and spa, fitness center and family room, a dog park as well as additional common open spaces. The recreational project amenities would be located entirely within the project footprint and therefore, the potential impacts associated with the proposed on-site recreational facilities have been considered herein, As stated above in Impact XVI(a), the City is park deficient, and there is a potential for the project to increase the use of existing neighborhood and regional parks, such as Woodland Park, which is approximately 0.5-mile southwest of the project site. Because the proposed project is a multi-family residential community with 460 multi-family residential units, the project applicant would be required to comply with MVMC Title 3, Chapter 3.40, *Dedication of Land for Park Facilities and Payment of In Lieu Fees.* As such, the proposed project would be subject to in-lieu fees based on the fair market value of the amount of parkland which would otherwise be required to be dedicated as a result of the project. Furthermore, project development would not require the development or expansion of additional recreational facilities. Impacts would be less than significant.

Sources:

1. City of Moreno Valley. 2026. General Plan 2040, https://moval.gov/cdd/documents/general-plan2040/MV-GeneralPlan-complete.pdf
2. City of Moreno Valley. 2025a. “Parks and Community Services”. [webpage] [nd] https://www.moreno-valley.ca.us/city_hall/departments/pcs/index-parks.shtml. (Accessed February 2025)
3. Title 3, Chapter 3.40, Dedication of Land for Park Facilities and Payment of In Lieu Fees

XVII. TRANSPORTATION

Would the project:

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

Response:

The analysis presented in this section is based on the TIA prepared by Translutions, Inc. in April 2026 which included project-specific transportation impact analysis and level of service (LOS) analysis in conformance with the 2040 MoVal General Plan LOS requirements (Appendix K.1). The analysis is also based on the VMT Memorandum prepared by Translutions, Inc. in January 2025 (Appendix K.2).

Regional access to the project site would be provided Interstate 215, which is approximately 4.8 miles east of the project site, and SR 60 located approximately 1.71 miles north of the project site. Local access to the project site would be provided Darwin Drive and Brodiaea Avenue. In addition, regional mass transit service is provided by Riverside Transit Agency.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Vehicles would be able to access the project site via a gated entry from the proposed extension of Brodiaea Avenue, Darwin Drive, and Alessandro Boulevard. Emergency vehicle access would be provided via gated emergency access on Alessandro Boulevard. As part of the proposed project, half-width improvements to Darwin Drive would be constructed between Alessandro Boulevard and Brodiaea Avenue along the project site frontage. Brodiaea Avenue would be constructed with half width improvements along the project frontage from Darwin Drive to the easterly limits of the project site boundary. These half width improvements on Brodiaea Avenue would construct an additional 20 feet of pavement along the southern edge of Brodiaea Avenue. In addition, a seven foot vacation on Brodiaea Avenue would be required along the project site frontage from Darwin Drive to the eastern boundary of the project site. A 15 foot dedication along Darwin Drive would be required along the project site frontage between Alessandro Boulevard and Brodiaea Avenue. A seven foot dedication along Alessandro Boulevard would also be required along the project site frontage from Darwin Drive to the eastern boundary of the project site. Potential impacts associated with these off-site improvements are assumed as a part of the project and thus, such potential impacts are included therein.

The project's secondary driveway proposed on Brodiaea Avenue would be restricted to right-out-only resident egress at this time to provide for safe turning movements in and out of the community and would not alter Brodiaea Avenue (e.g., no roadway widening required). Following completion of the project, Brodiaea Avenue would dead-end east of the project site, until future improvements undertaken by other proponents are completed as part of separate, future projects. Following completion of future improvements to Brodiaea Avenue, the project's driveway would remain residential egress only but allowing for left and right turn-out movements. Two driveways would also be provided on Alessandro Boulevard, one of which would be restricted to right-out only residential egress and the other would be fire access only.

Internal roadways and sidewalks would be provided for motor vehicles and pedestrians. The proposed project would also include public sidewalks along the exterior of the project site, fronting Alessandro Boulevard, Darwin Drive, and Brodiaea Avenue. The proposed project does not include modification, alternation, or creation of any bike lanes. The proposed project would continue to be served by and would not interfere with existing and planned roadways, pedestrian and public transit facilities. As detailed in Section XI, *Land Use and Planning*, the proposed project would be consistent with the City of Moreno Valley 2040 General Plan policies, including transportation-related policies. Therefore, the project would not conflict with the transportation and circulation goals, objectives, and policies contained in the City of Moreno Valley General Plan, the land use and zoning for the project site would be consistent with the planned project site use and circulation network of the site, and is not anticipated to conflict with a program, plan, ordinance, or policy from the Moreno Valley General Plan and the MVMC that address the circulation system.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Response:

In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines. The amended CEQA Guidelines, specifically Section 15064.3, generally require the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region.

The updated CEQA Guidelines allow for the lead agency's discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, CEQA Guidelines Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR's; now titled the Office of Land Use and Climate Innovation) *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The City guidelines have established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

1. A project would have a significant VMT impact if, in the NOP baseline plus project scenario, its net VMT per capita exceeds the per capita VMT for Moreno Valley.

    a. If a project is consistent with regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If is not consistent with the RTP/SCS, then it would have a significant VMT impact if it's net VMT per capita exceeds the average VMT per capita for Moreno Valley for residential projects.

Construction worker and hauling traffic may result in increased traffic in the vicinity of the project site, however these impacts would be temporary and minimal. Operation of the project would generate vehicle trips from residents accessing the site. According to the VMT Memorandum prepared for the project by Translutions (Appendix K.2), the project would generate approximately 12.04 homebound VMT per capita, while the City average is 13.39 homebound VMT per capita in 2024, the NOP baseline year. Additionally, the project would generate 10.13 VMT per service population, while the City average is 10.15 VMT per service population in 2024, the NOP baseline year. In each of these metrics, the proposed project results in a reduction in VMT compared to the baseline scenario. In addition, as described in Section III, *Air Quality*, and Section VIII, *Greenhouse Gas Emissions*, the proposed project would be consistent with the goals and policies of SCAG's 2024-2050 RTP/SCS and thus the proposed project would not result in a cumulative VMT impact. Therefore, impacts would be less than significant, in accordance with the City's VMT Guidelines.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Response:

The project would be primarily accessed through gated access on Darwin Drive. The driveway is a 64-foot-wide gated entry, and would accommodate two travel lanes in each direction, separated by two raised landscaped islands. The primary driveway would be set back approximately 106 feet from Darwin Drive. Furthermore, a secondary driveway is proposed on Brodiaea Avenue, which would also be gated. Access to this driveway would be restricted to right-out-only resident egress at this time. Following completion of the project, Brodiaea Avenue would dead-end east of the project site, until future improvements undertaken by other proponents are completed as part of separate, future projects. Following completion of future improvements to Brodiaea Avenue, the project's driveway would remain residential egress only but allowing for left and right turn-out movements. Two driveways would also be provided on Alessandro Boulevard, one of which would be restricted to right-out only residential egress and the other would be fire access only.

Project site plans indicate the provisioning of on-site streets and drive aisles to accommodate vehicular access and circulation throughout the project site, and internal roadway speed limits, speed bumps, and other traffic calming features would be included to ensure safe circulation within the site. Furthermore, roadway improvements would be constructed consistent with all applicable City requirements. Additionally, the proposed residential development would not result in uses that would be incompatible with the existing land uses surrounding the project site, which also consist of residential uses. Therefore, implementation of the project would not result in substantial hazards due to geometric design features or incompatible uses, and impacts would be less than significant.

d) Result in inadequate emergency access?	☐	☐	☒	☐

Response:

During construction, temporary and occasional lane closures may be required on Darwin Drive and Brodiaea Avenue; however, two-way traffic would still be maintained at construction entry points and along Darwin Drive and Brodiaea Avenue as required by the City of Moreno Valley's Excavation and Traffic Control Permit. Therefore, project construction would not result in inadequate emergency access to the project site or surroundings.

During project operation, emergency response vehicles would be able to access the project site via the main entrance on Darwin Drive, or the emergency access only driveway on Alessandro Boulevard. The Brodiaea Avenue driveway would be gated and restricted to right-out-only resident egress at this time. Following completion of the project, Brodiaea Avenue would dead-end east of the project site, until future improvements undertaken by other proponents are completed as part of separate, future projects. Following completion of future improvements to Brodiaea Avenue, the project's driveway would remain residential egress only but allowing for left and right turn-out movements.

Site circulation plans would be reviewed by the fire department during the project application process to ensure adequate on-site lane widths and configurations for emergency vehicle ingress and egress. Furthermore, the proposed project would not modify existing roadways in the vicinity, other than by adding new site access points, and would therefore not affect emergency vehicle use of area roadways. The project would be subject to MVFD review of site plans prior to occupancy to ensure that required fire protection safety features, including emergency access, are implemented. Therefore, project impacts related to emergency access would be less than significant.

Sources:

1. Appendix K.1. Translutions. 2026. Transportation Impact Analysis for the Rocas Grandes II Apartments Project

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Appendix K.2. Translutions. 2025. Rocas Grandes II Residential VMT Memorandum.				
XVIII. TRIBAL CULTURAL RESOURCES **Would the project:**				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
Response: The City of Moreno Valley sent a Local Government Tribal Consultation List Request to the Native American Heritage Commission (NAHC) to obtain a list of Native American tribes with jurisdiction in the project area. The NAHC responded to the City's request with a consultation list of locally affiliated tribes to contact for their traditional and cultural affiliation with the geographic area in which the project is located. Based on this list, and per Public Resources Code Section 21080.3.1, the City sent out consultation letters to the listed tribes in April of 2025 and subsequently received a response from the Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, and Pechanga Band of Indians. The Rincon Band of Luiseño Indians and Agua Caliente Band of Cahuilla Indians deferred consultation to the Pechanga Band of Indians. During consultation with the Pechanga Band of Indians, the City and Tribal representatives agreed upon **Mitigation Measures CR-1 through CR-9**. Collectively, these measures require archaeological and Native American monitoring during ground-disturbing activities, implementation of a Cultural Resources Monitoring Plan, worker sensitivity training, procedures for evaluating and treating inadvertent discoveries of Tribal Cultural Resources, protocols for the treatment of human remains and culturally affiliated materials, and documentation of monitoring and mitigation activities. Therefore, with implementation of **Mitigation Measures CR-1 through CR-9**, impacts would be less than significant with mitigation.				
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.	☐	☒	☐	☐
Response: As discussed above, implementation of the proposed project would involve ground-disturbing activities that could potentially encounter previously unidentified Tribal Cultural Resources. Through AB 52 consultation, the City and Pechanga Band of Indians agreed upon **Mitigation Measures CR-1 through CR-9**, which require archaeological and Native American monitoring, implementation of a Cultural Resources Monitoring Plan, worker sensitivity training, and procedures for the identification, evaluation, treatment, and disposition of any Tribal Cultural Resources discovered during construction. These measures provide for avoidance, preservation, or appropriate treatment of Tribal Cultural Resources in consultation with Tribal representatives. Therefore, with implementation of Mitigation Measures CR-1 through CR-9, impacts would be less than significant with mitigation.				
Sources:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Appendix D. Rincon Consultants. 2024. Rocas Grandes II Project: Confidential Phase I Cultural Resources Assessment				

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Response:

Water

EMWD provides water service to the project site. EMWD imports water from Metropolitan Water District (MWD) that it uses to provide water supply to the City. As discussed further below under Impact XIX(b), EMWD would have adequate water supplies available for the proposed project and no new or expanded water facilities would be required to serve the project. Because the project site is currently vacant and undeveloped, new water and sewer infrastructure and points of connection would be required. The project would connect to the existing 12-inch water main in Alessandro Boulevard and Darwin Drive. Connections to the existing water conveyance system as part of the proposed project would be adequate to provide water service to the project site. Therefore, impacts related to water facilities would be less than significant.

Wastewater

The project site is served by EMWD's local wastewater collection system. The EMWD system includes 1,534 miles of gravity sewer, 53 lift stations, and four operational regional water reclamation facilities (RWRFs), with interconnections between local collection systems serving each treatment plant. The four RWRFs have a combined capacity of 86,300 AFY (or 77.04 million gallons per day).

As described in response to Impact XIX(a), above, the project's estimated wastewater generation would be approximately 18.6 million gallons per year (assuming water use equivalent to the indoor water use predicted in the CalEEMod Output [Appendix B] is approximately 100 percent of wastewater generation), or approximately 51,049 gallons per day. This would represent approximately less than one percent of the EMWD wastewater treatment plants' remaining capacity. Therefore, the EMWD has adequate capacity to meet the wastewater treatment demands that would be generated from the project. Impacts associated with the project's incremental wastewater generation would be less than significant.

Stormwater

The Riverside County Flood Control and Water Conservation District is responsible for maintenance of Moreno Valley's stormwater drainage system. The proposed project would involve construction of a storm drain on the south side of Brodiaea Avenue would be constructed east from Darwin Drive to 10 inches east of the Brodiaea Avenue. The 24-inch storm drain would remain dry with bulkheads at each end. The proposed project includes the installation of on-site drainage systems to mimic existing drainage characteristics with two site basins and incorporation of treatment areas in landscape features. On-site runoff would be conveyed to biofiltration systems for treatment and eventually flow into a detention tank system before being discharged off the site. Flows would continue south to Cactus Avenue and eventually enter a storm drain managed by Riverside County Flood Control District. As described in detail under Impact X(c), the proposed project would not exceed the capacity of the existing stormwater drainage system. Therefore, the project would not necessitate the construction of new City stormwater drainage facilities or expansion of existing facilities, and impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Electricity, Natural Gas, and Telecommunications

As discussed in Section VI, *Energy*, the project would not result in the wasteful, inefficient or unnecessary consumption of energy. The project's electricity demand would be served by Moreno Valley Electric Utility which supplied 214 GWh of electricity to its service area in 2022 (California Energy Commission [CEC] 2024a). Project operation would consume approximately 2.89 GWh of electricity per year (Appendix B). The project-related net increase in annual electricity consumption of 2.89 GWh/year would represent 0.01 percent of the 206 GWh MVU projected forecast for 2030 and would be consistent with MVU anticipated regional demand from population and economic growth (MVU 2018). During high-end peak conditions, the project would represent less than 0.01 percent of the MVU estimated peak load of 390 GWh. Therefore, it is anticipated that MVU existing and planned electricity capacity and electricity supplies would be sufficient to serve the project's electricity demand.

The project's worst-case scenario estimated annual net increase in demand for natural gas would be 6,309 MMBtu per year, or approximately 6.2 MMcf per year. Based on the 2024 CGEU estimates, natural gas capacity per day within SoCalGas' planning area would be 3,775 MMcf at project buildout year of 2028 (CGEU 2024). This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation, and wholesale exports) and presents the best estimates, as well as scenarios for hot and cold years. The project's annual consumption would be less than one percent (0.14 percent) of the 2027 forecasted daily capacity in SoCalGas' planning area. SoCalGas expects overall natural gas demand to decline through 2035, even accounting for population and economic growth, with efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2023 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 1.1 percent per year from 2022 to 2035. The decline in throughput demand is due to modest growth in the natural gas vehicle market and across-the-board declines in other market segments." As such, SoCalGas' existing and planned natural gas capacity, supplies, and infrastructure would be sufficient to serve the project's demand. Likewise, the project site is an infill project served by existing telecommunications facilities within the City and would not require the expansion or construction of new telecommunications infrastructure.

As described in the above analysis, the project would not result in significant environmental impacts due to the construction of new utility facilities. Impacts would be less than significant.

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

Response:

EMWD provides water service to the project site. The applicant received a Will Serve letter for the proposed project from EMWD (see Appendix L). In normal year, single dry year, and multiple dry year scenarios presented by the 2020 EMWD Urban Water Management Plan, supply would meet demand under the normal year, single dry year, and multiple dry year scenarios (EMWD 2021). EMWD is able to respond to supply shortages through implementation of its Water Shortage Contingency Plan (WSCP). Based on the CalEEMod assumptions, the proposed project's estimated water demand is approximately 18.6 million gallons per year, or 57 acre-feet per year (AFY) (Appendix B). According to the UWMP projections, 2045 water demand in the City is anticipated to be 251,500 AFY and 2045 supply is 251,500 AFY under normal year conditions. Therefore, the proposed project's water demand would represent 0.02 percent of the City's anticipated water demand in 2045. Impacts related to water supply would be less than significant.

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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

The project site is served by EMWD's local wastewater collection system. EMWD system includes 1,534 miles of gravity sewer, 53 lift stations, and 4 operational RWRFs, with interconnections between local collection systems serving each treatment plant (EMWD 2021). The four RWRFs have a combined capacity of 86,300 AFY (or 77.04 million gallons per day).

As described in response to Impact XIX(a) above, the project's estimated wastewater generation would be approximately 18.6 million gallons per year (assuming water use equivalent to the indoor water use predicted in the CalEEMod Output [Appendix B] is approximately 100 percent of wastewater generation), or approximately 51,049 gallons per day. This would represent approximately less than one percent of the EMWD wastewater treatment plants' remaining capacity. Therefore, the EMWD has adequate capacity to meet the wastewater treatment demands that would be generated from the project. Impacts associated with the project's incremental wastewater generation would be less than significant.

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

Response:

The City provides trash, recycling, and special waste handling services to the project site through a contract with Waste Management. The majority of solid waste generated within the City is disposed of at Badlands Sanitary Landfill, located north of SR 60 and west of Interstate 10 off Ironwood Avenue. Two other landfills within the county, El Sobrante Landfill and Lamb Canyon Landfill, have the capacity to serve the City, including the project site. The current landfill facility specifics are provided in Table 15.

Table 15 Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons/day)
Badlands Sanitary Landfill	5,000
El Sobrante Landfill	16,054
Lamb Canyon Landfill	5,000
Total	**26,054**

Source: CalRecycle 2024.

Construction of the proposed project would generate solid waste, including construction debris. This construction debris would include materials such as scrap wood, concrete, and plaster materials. Construction debris would be removed and disposed of in a timely manner and in accordance with all applicable laws and regulations. The removal of construction debris would only occur during the construction period and construction of the proposed project would not contribute to an exceedance of the permitted capacity of any local landfill.

According to the CalEEMod results (see Appendix B), operation of the proposed project would generate approximately 340.1 tons of solid waste per year or 0.93 tons per day. The project's solid waste generation would not exceed the current estimated remaining daily capacity of 26,054 tons at the three landfills serving the project site. Therefore, the project's impacts related to solid waste would be less than significant.

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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

Assembly Bill 341 (AB 341) set a statewide goal for a 75 percent reduction in waste disposal by the year 2020 and established mandatory recycling for commercial businesses. The City is required to comply with this law and report their progress towards achieving the 75 percent reduction goal to the Department of Resources Recycling and Recovery (CalRecycle). In addition, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939 and the City's recycling programs for residences. Therefore, the project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

Sources:

1. Appendix B. Rincon Consultants. 2025. Air Quality, Greenhouse Gas, and Energy Study
2. Appendix L. EMWD Will Serve Letter
3. CalRecycle. 2024. SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search (Accessed June 2024)
4. California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings: For the 2022 Building Energy Standards Title 24, Part 6, and Associated Administrative Regulations Part 1 Abstract
5. CEC. 2024a. Energy Consumption by Entity. http://ecdms.energy.ca.gov/elecbyutil.aspx (Accessed June 2024)
6. CEC. 2024b. Gas Consumption by Entity. http://ecdms.energy.ca.gov/gasbyutil.aspx(Accessed June 2024)
7. California Gas and Electric Utilities (CGEU). 2024. 2024 California Gas Report. https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf (accessed April 2025)
8. Eastern Municipal Water District. 2021. Urban Water Management Plan. https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721 (Accessed June 2024)
9. Moreno Valley Utility (MVU). 2018. Moreno Valley Electric Utility 2018 Integrated Resource Plan. https://www.moval.org/mvu/pdfs/IntegratedResourcePlan.pdf. (accessed April 2025)
10. United States Energy Information Administration (USEIA). 2024. California State Energy Profile. Last Updated: May 16, 2024. https://www.eia.gov/state/print.php?sid=CA (accessed February 2025)

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

Response:

The project site is in an urban area of Moreno Valley surrounded by roads, residential land uses, and vacant land. Undeveloped wildland areas are not located near the project site. According to the California Fire Hazard Severity Zone Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2025). The nearest VHFHSZ is located approximately 2.4 miles southeast of the project site. Therefore, the project site would not be subject to substantial risk of wildfire.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The project involves the construction of a 460-unit multi-family residential community which would incrementally increase demand for fire protection services. As discussed in Section XV, *Public Services*, the project site is in an urbanized area already served by the MVFD and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity. The closest fire station to the project site is Station No. 99: Morrison Park, which is located 0.5 mile to the northeast at 13400 Morrison Street and would provide emergency and evacuation services in the event of a fire to the project site. Furthermore, all buildings would be constructed to meet the current building code fire safety requirements. During construction and operation of the proposed project, emergency access to the site and on adjacent roadways would be maintained, and the project would not include any components such as roadway closures that would interfere with an emergency response plan or evacuation route. Impacts would be less than significant.				
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?	☐	☐	☒	☐
Response: The project site is in an urban area of Moreno Valley surrounded by roads, residential land uses, and vacant land. Undeveloped wildland areas are not located near the project site. According to the California Fire Hazard Severity Zone Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2025). The nearest VHFHSZ is located approximately 2.4 miles southeast of the project site. Therefore, the project site would not be subject to substantial risk of wildfire. Furthermore, the project site is generally flat, and not at high risk of downslope or downstream flooding or landslides. The project does not propose uses that would exacerbate wildfire risks nor result in risks to project occupants, and would be addressed through conformance with the 2022 California Fire Code, CBC, and California Health and Safety Code. These codes establish provisions for fire safety related to construction, maintenance and design of buildings, and land uses. Therefore, the project would not exacerbate wildfire risks or expose people or structures to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.				
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?	☐	☐	☒	☐
Response: The project site is in an urban area of Moreno Valley surrounded by roads, residential land uses, and vacant land. Undeveloped wildland areas are not located near the project site. According to the California Fire Hazard Severity Zone Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2025). The nearest VHFHSZ is located approximately 2.4 miles southeast of the project site. Therefore, the project site would not be subject to substantial risk of wildfire. Project implementation would require construction of new on-site utility infrastructure to serve the residences and associated project amenities. The project would connect these proposed utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check. Final plan check of the proposed utility infrastructure would ensure that such infrastructure would not exacerbate wildfire risk. Impacts would be less than significant.				
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?	☐	☐	☒	☐

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

The project site is in an urban area of Moreno Valley surrounded by roads, residential land uses, and vacant land. Undeveloped wildland areas are not located near the project site. According to the California Fire Hazard Severity Zone Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2025). The nearest VHFHSZ is located approximately 2.4 miles southeast of the project site. Therefore, the project site would not be subject to substantial risk of wildfire. There are no streams or rivers located on or adjacent to the project site, and the project site and surrounding areas are relatively flat and not at high risk of downslope or downstream flooding or landslides. The project does not propose uses that could exacerbate wildfire risks and risks to project occupants would be mitigated through conformance with the 2022 California Fire Code, 2022 CBC, and California Health and Safety Code, which establish provisions for fire safety related to construction, maintenance and design of buildings, and land uses. Therefore, the project would not 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. Impacts would be less than significant.

Sources:

1. CALFIRE. 2025. Fire Hazard Severity Zones Viewer. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. (Accessed February 2025)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Response:

As discussed under Section IV, *Biological Resources*, the project site does not include any mapped essential habitat connectivity areas in the immediate vicinity of the project site. Regional wildlife movement is restricted due to the urbanized nature of the project site. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. If the proposed project and other planned residential projects in nearby neighborhoods are constructed during the various species' nesting season, these projects could result in cumulative impacts to Crotch's bumble bee, Stephen's kangaroo rat, and special status bird species and nesting birds within the vicinity of the project site. **Mitigation Measures BIO-1a** and **BIO-1b** would require a survey and avoidance measures for Crotch's bumblebee. **Mitigation Measure BIO-2** would require payment of MSHCP impact mitigation fees. **Mitigation Measure BIO-3** would require payment of the Stephen's kangaroo rat impact fee. **Mitigation Measure BIO-4** would require a burrowing owl survey and avoidance measures. **Mitigation Measure BIO-5** would require a nesting bird survey and avoidance and protective measures to ensure the proposed project would not impact nesting birds. With implementation of **Mitigation Measures BIO-1a** through **BIO-5**, potential cumulative impacts to biological resources would be reduced to less-than-significant levels. In addition, all projects would be required to comply with the biological resources policies and standards of the MVMC, which would minimize the potential for these projects to result in cumulative impacts to special status species, wetlands, wildlife movement, and biological resources protected by local policies and ordinances. As noted under Section V, *Cultural Resources*, no archaeological resources were identified. Additionally, none of the properties are eligible for listing under NRHP and/or CRHR significance criteria. Therefore, there would be no impact related to the elimination of important examples of California history. Nonetheless, with implementation of **Mitigation Measures CR-1 through CR-9** would mitigate potential impacts to cultural and archaeological resources to a less-than-significant level. As noted under Section XVIII, *Tribal Cultural Resources*, implementation of the proposed project would involve ground-disturbing activities that could potentially encounter previously unidentified Tribal Cultural Resources. Through AB 52 consultation, the City and Pechanga Band of Indians agreed upon **Mitigation Measures CR-1 through CR-9**, which require archaeological and Native American monitoring, implementation of a Cultural Resources Monitoring Plan, worker sensitivity training, and procedures for the identification, evaluation, treatment, and disposition of any Tribal Cultural Resources discovered during construction. These measures provide for avoidance, preservation, or appropriate treatment of Tribal Cultural Resources in consultation with Tribal representatives. Implementation of **Mitigation Measures CR-1 through CR-9** would reduce impacts related to the elimination of important examples of California history.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?	☐	☒	☐	☐

Response:

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects which, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the proposed project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the proposed project. For example, if the construction of other projects in the area occurs at the same time as construction of the proposed project, potential impacts associated with biological resources, cultural resources, geology and soils, and hazards and hazardous materials in the project area may be more substantial.

As discussed under environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues.

Aesthetics

The project would not cause any substantial changes from the views at and around the project site and therefore would not cause a substantial adverse effect on existing scenic vista, viewshed, state-scenic highway, or designated scenic resource. Accordingly, the project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The project would have no impact on agricultural resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold is also considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in Section III, *Air Quality*, the project would not exceed SCAQMD's regional threshold for criteria pollutants during construction or operation of the project. Therefore, project-related construction and operation emissions would not be cumulatively considerable.

Biological Resources

If the proposed project and other planned residential projects in nearby neighborhoods are constructed during the various species' nesting season, these projects could result in cumulative impacts to Crotch's bumble bee, Stephen's kangaroo rat, and special status bird species and nesting birds within the vicinity of the project site. **Mitigation Measures BIO-1a and BIO-1b** would require a survey and avoidance measures for Crotch's bumblebee. **Mitigation Measure BIO-2** would require payment of MSHCP impact mitigation fees. **Mitigation Measure BIO-3** would require payment of the Stephen's kangaroo rat impact fee**. Mitigation Measure BIO-4** would require a burrowing owl survey and avoidance measures. **Mitigation Measure BIO-5** would require a nesting bird survey and avoidance and protective measures to ensure the proposed project would not impact nesting birds. With implementation of **Mitigation Measures BIO-1a through BIO-5,** potential cumulative impacts to biological resources would be reduced to less-than-significant levels. In addition, all projects would be required to comply with the biological resources policies and standards of the MVMC which would minimize the potential for these

projects to result in cumulative impacts to special status species, wetlands, wildlife movement, and biological resources protected by local policies and ordinances. Furthermore, the proposed project would have less than significant impacts related to sensitive natural communities, riparian habitat, and adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would not combine with other projects to result in cumulative impacts to biological resources.

Cultural Resources

Cumulative development in the region would continue to disturb areas with the potential to contain cultural resources. Cumulative development projects have undergone or would be required to undergo CEQA review, which would determine the extent of potential cultural resources impacts and mitigate those impacts appropriately. If cumulative projects would result in impacts to known or unknown cultural resources, impacts to such resources would be addressed on a case-by-case basis. Implementation of the project has the potential to impact unknown archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on the site during construction. Implementation of **Mitigation Measures CR-1 and CR-2** would mitigate potential impacts to cultural and archaeological resources to a less-than-significant level.

As noted under Section V, *Cultural Resources*, no archaeological resources were identified. Additionally, none of the properties are eligible for listing under NRHP and/or CRHR significance criteria. Therefore, there would be no impact related to the elimination of important examples of California history. Nonetheless, with implementation of **Mitigation Measures CR-1 and CR-2** would mitigate potential impacts to cultural and archaeological resources to a less-than-significant level.

Energy

Cumulative development in the region would use energy resources during both construction and operation. Similar to the proposed project, construction of cumulative development projects would be subject to existing regulations that would minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, in the interest of cost-efficiency, contractors for construction of cumulative development projects would not be anticipated to utilize fuel in a manner that is wasteful or unnecessary. Operation of cumulative projects would generally consist of a continuation of existing uses and would not substantially increase energy usage.

The project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a State or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would be required to comply with Title 24, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the project would not result in a cumulatively considerable impact on energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. In addition, the project would be designed to reduce the risk for seismic-related ground failure. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

There is remote potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Implementation of **Mitigation Measure GEO-1** would require the paleontological monitoring and implementation of a WEAP which would reduce the project's cumulative impacts to a less-than-significant level.

Greenhouse Gas Emissions

Global climate change (GCC) occurs as the result of global emissions of GHGs. 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. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (see CEQA Guidelines Section 15130[f]). Accordingly, the analysis in Section VIII, *Greenhouse Gas Emissions*, reflects a cumulative impact analysis of the GHG emissions related to the project. As concluded under Impact VIII(a) and VIII(b), the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, the project would not contribute to a cumulatively considerable impact under this topic. It is anticipated that future growth in the cumulative project area would result in an incremental increase in the quantity of hazardous materials used, treated, transported, and disposed area wide. Cumulative projects would be required to comply with safety procedures mandated by applicable federal, State, and local laws and regulations related the transport, use, and disposal of hazardous materials. Future development in the cumulative area could potentially expose residents and construction workers to contaminated soil or groundwater, including on or near sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Cumulative projects would be required to comply with handling procedures mandated by applicable federal, State, and local laws and regulations related the exposure of contaminated soil or groundwater related to hazardous materials sites. Therefore, a cumulatively considerable impact would not occur.

Hydrology and Water Quality

Construction and operation of the project and other projects in the San Jacinto Basin would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., NPDES) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The project and other projects in the San Jacinto Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on-site and off-site. Compliance with regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, the project would not contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The project would have no impact on mineral resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Noise

As detailed in Section XIII, *Noise*, the proposed project would not generate substantial temporary or permanent increase in ambient noise levels beyond local, State, or federal thresholds, nor would the project generate excessive groundborne vibration or noise. Therefore, the project would not contribute to any cumulatively considerable noise or vibration impacts.

Population and Housing

The proposed project could potentially increase the City's population by up to 1,661 residents, which would be an increase of approximately 0.80 percent of the 2024 Moreno Valley population and would not exceed population or housing forecasts. Therefore, the project would not implement a land use that would generate unplanned new residents and would not require the construction of replacement housing.

Accordingly, the project would not contribute to an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in Moreno Valley, including the proposed project, would require compliance with applicable policies and ordinances for fire prevention, protection, and safety. The project would also incrementally increase demand for police protection services and would be required to pay the state-mandated school impact fees to offset the incremental increase in demand for new school facilities. Based on the foregoing, the project would not contribute to cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The project would not substantially increase the usage of or demand for neighborhood and regional parks or other recreational facilities. Therefore, the project would not contribute to a cumulatively considerable impact.

Transportation

As detailed in Section XVII, *Transportation*, the proposed project would not conflict with a plan, policy, or ordinance addressing circulation nor would the project conflict with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, the project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Implementation of the proposed project, in combination with other cumulative development projects in the region, could result in the disturbance of previously unidentified Tribal Cultural Resources during ground-disturbing activities. Similar to cultural and archaeological resources, cumulative development projects would be subject to CEQA review and, where applicable, tribal consultation pursuant to AB 52 to identify and address potential impacts to Tribal Cultural Resources.

As discussed in Section XVIII, *Tribal Cultural Resources*, no known Tribal Cultural Resources have been identified on the project site. However, because previously unidentified Tribal Cultural Resources could be encountered during construction, implementation of **Mitigation Measures CR-1 through CR-9** would require archaeological and Native American monitoring, implementation of a Cultural Resources Monitoring Plan, worker sensitivity training, procedures for evaluating and treating inadvertent discoveries, and protocols for the treatment and disposition of Tribal Cultural Resources and human remains. These measures were developed through the AB 52 consultation process and provide for the avoidance, preservation, or appropriate treatment of Tribal Cultural Resources in consultation with Tribal representatives. Therefore, implementation of **Mitigation Measures CR-1 through CR-9** would reduce the proposed project's contribution to cumulative impacts on Tribal Cultural Resources to a less-than-significant level. As a result, the proposed project would not result in a cumulatively considerable impact to Tribal Cultural Resources.

Utilities and Service Systems

Cumulative development and redevelopment in the City would incrementally contribute to increased demand on water supplies and would increase throughput at local landfills. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, the project would not contribute to cumulatively considerable impacts to utilities and service systems.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wildfire The project site is not within an SRA or VHFHSZ according to CALFIRE. In accordance with applicable State and local regulations, all development projects would be required to be constructed to meet the current building code fire safety requirements, including the 2022 CBC and the California Fire Code to minimize adverse effects to wildfire risk, which would avoid a cumulatively considerable impact. Therefore, the project would not contribute to an adverse cumulative impact associated with wildfire.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
Response: The proposed project does not have the potential to cause substantial adverse effects to humans, either directly or indirectly, once mitigation measures are implemented. In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section III, *Air Quality*, the project would not result, either directly or indirectly, in adverse hazards related to air quality. As discussed in Section IX, *Hazards and Hazardous Materials*, the proposed project would have less than significant impacts related to project construction and operational activities. As discussed in Section XIII, *Noise*, the proposed project would have less than significant impacts related to project construction and operational activities. Compliance with applicable rules and regulations and recommended mitigation measures would reduce potential impacts on human beings to a less-than-significant level.				

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