



# CITY OF MORENO VALLEY

## INITIAL STUDY FOR Perris at Pentecostal

(PEN20-0211 - IS/MND; PEN21-0215 - Plot Plan; and PEN21-0216 - TTM 38064)



**August 24, 2022**

**Lead Agency**  
**CITY OF MORENO VALLEY**  
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# INITIAL STUDY (IS) FOR Perris at Pentecostal

(PEN20-0211 - IS/MND; PEN21-0215 - Plot Plan; and  
PEN21-0216 - TTM 38064)

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## BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

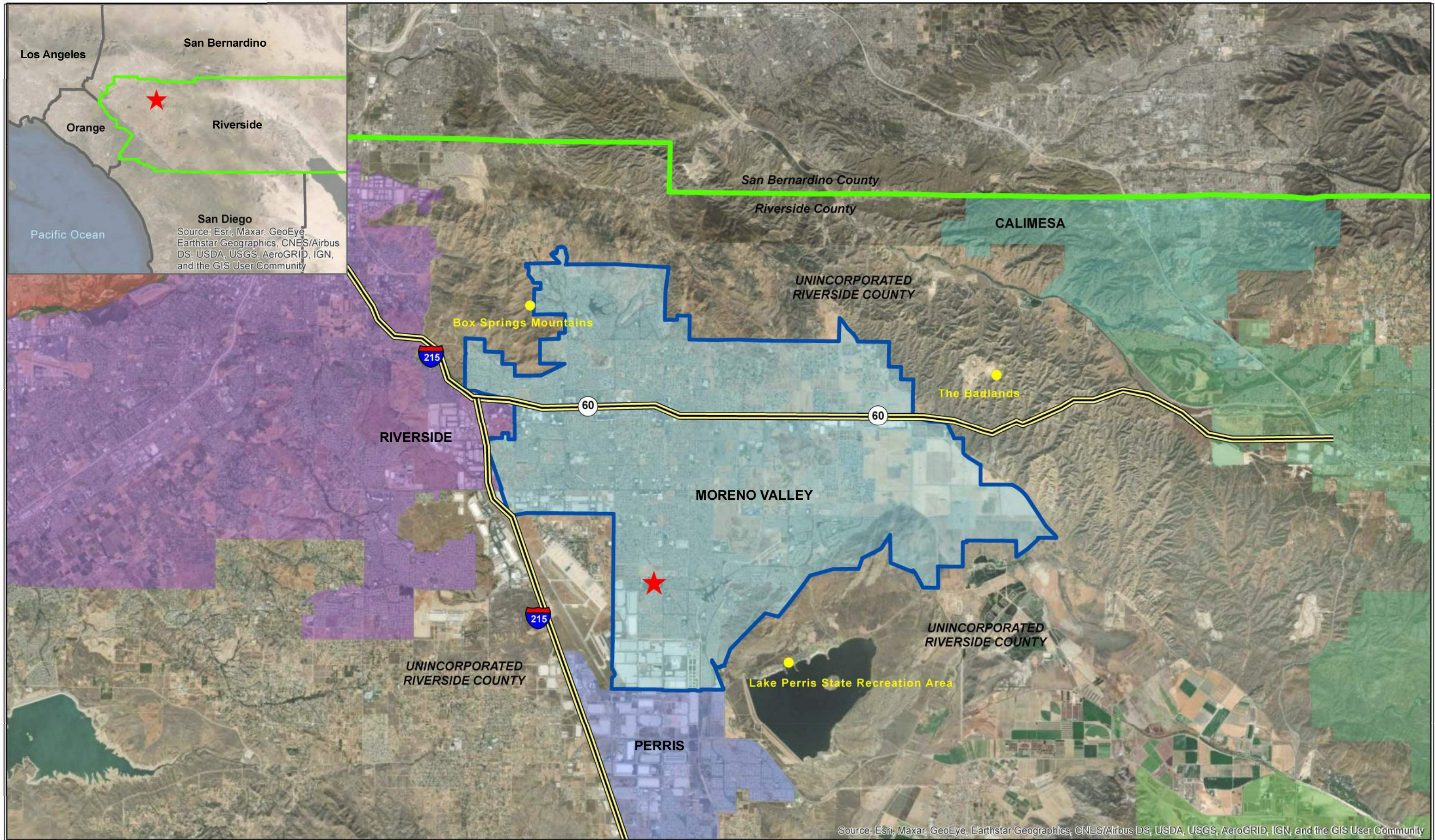
1. **Project Case Number(s):** (PEN20-0211 - IS/MND; PEN21-0215 - Plot Plan; and PEN21-0216 - TTM 38064)
2. **Project Title:** Perris at Pentecostal
3. **Public Comment Period:** Pursuant to Section 15105(b) of the CEQA Guidelines, the City has established a 20-day public review period, beginning on October 13<sup>th</sup>, 2022, and ending November 2<sup>nd</sup>, 2022. Written comments on the Initial Study/ Mitigation Negative Declaration must be received at the City of Moreno Valley Community Development by no later than the conclusion of the 20-day review period, 5:30 p.m. on November 2<sup>nd</sup>, 2022.
4. **Lead Agency:** City of Moreno Valley  
Kirt A. Coury, Planning Department  
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7. **Project Sponsor:**

<b>Applicant/Developer</b> David Patton Perris at Pentecostal LLC 41 Corporate Park Suite 250 Irvine, CA 92606 (949) 852-0266 dpatton545@gmail.com	<b>Property Owner</b> David Patton Perris at Pentecostal LLC 41 Corporate Park Suite 250 Irvine, CA 92606 (949) 852-0266 dpatton545@gmail.com
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8. **Project Location:** The Project is approximately 3 1/3 miles south of State Route 60 (SR-60), 2 1/4 miles east of Interstate 215 (I-215), 3 miles northwest of Lake Perris and 11 miles northwest of State Route 74 (SR-74) (See Figure 1, Regional Location Map and Figure 2 Local Vicinity Map). The Project Site consists of seven parcels totaling 20.4 gross acres at the northeast corner of Iris Avenue and Emma Lane in southwestern City of Moreno Valley, northwestern Riverside County, California. There is a residence at the northwestern corner of the Project Site with an address of 15860 Emma Lane. The Project Site is at approximately 1,510 feet above mean sea level and at Latitude 33.8883N/Longitude -117.2306W.

9. **General Plan Designation:** The Project Site is designated R-30, Residential: Maximum density of 30 dwelling units per acre (30 DU/AC) in connection with the Alessandro Boulevard Implementation Project, implementing Southern California Association of Governments (SCAGs) regional sustainability plans and approved by City Council in April 2013 (Moreno Valley Resolution 2013-08). The Project Site is adjacent to the west of the Corridor Mixed Use Concept Plan Area for Perris Boulevard arterial corridor. (Figure 3, MoVal 2040 General Plan Map).
10. **Specific Plan Name and Designation:** Project is not in a Specific Plan area.
11. **Existing Zoning:** The Project Site is zoned for multi-family residential R-30 land use under City Resolution 2013-08, which is intended to broaden the range of available housing types within urbanized areas of the Moreno Valley supporting the City's Regional Housing Needs Allocation (RHNA). Site zoning is consistent with the City's General Plan designation for the Project Site adopted in 2013. The general plan and zoning for the Project Site are compatible as well as consistent with regional plans approved by the Southern California Association of Governments (SCAG) and the California Department of Housing and Urban Development prior to the General Plan Update (Moreno Valley 2021). Project plans indicate consistency with development standards of the Moreno Valley Municipal Code. (Figure 4, Moreno Valley Zoning).
12. **Surrounding Land Uses and Setting:** Parcels adjacent to the Project are either developed or planned for development. Surrounding existing conditions are summarized in Table 1.

**Table 1: Surrounding Land Uses**

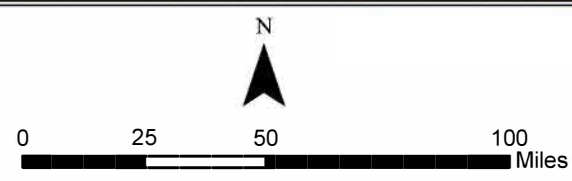
Project Site	Land Use	General Plan	Zoning
	<b>Vacant and single-family residential</b>	<b>R-30</b>	<b>R-30 Residential</b>
North	Vacant/Under Construction	Residential: R-5 (5 DU/AC) and Commercial (C)	R-5 Residential: Single-family and mobile home subdivisions on common sized suburban lots.
Northeast	Juan Bautista Anza Trail and Metropolitan Water District easements	Existing Trail	Open Space
South	Commercial (Home Depot) Single-Family Residential Across Iris Avenue Vacant	Commercial (C)  Residential: R-5 (5 DU/AC)	Community Commercial (CC): General shopping, local services  Residential R-5
East	Commercial (Home Depot)  Vacant land fronting on Perris Boulevard  City Yard and Single-Family Residential (Across Perris Blvd)	Commercial (C)  R-30  Public Facilities	Community Commercial (CC) R-30 and Mixed-use Neighborhood (MUN) Overlay District: Vertically or horizontally integrated mixed-use along arterials, 3-stories, compact development. Public Facilities and Residential
West	March Middle and Rainbow Ridge Elementary Schools	Public Facilities	Public District (P) Public and Institutional Facilities



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

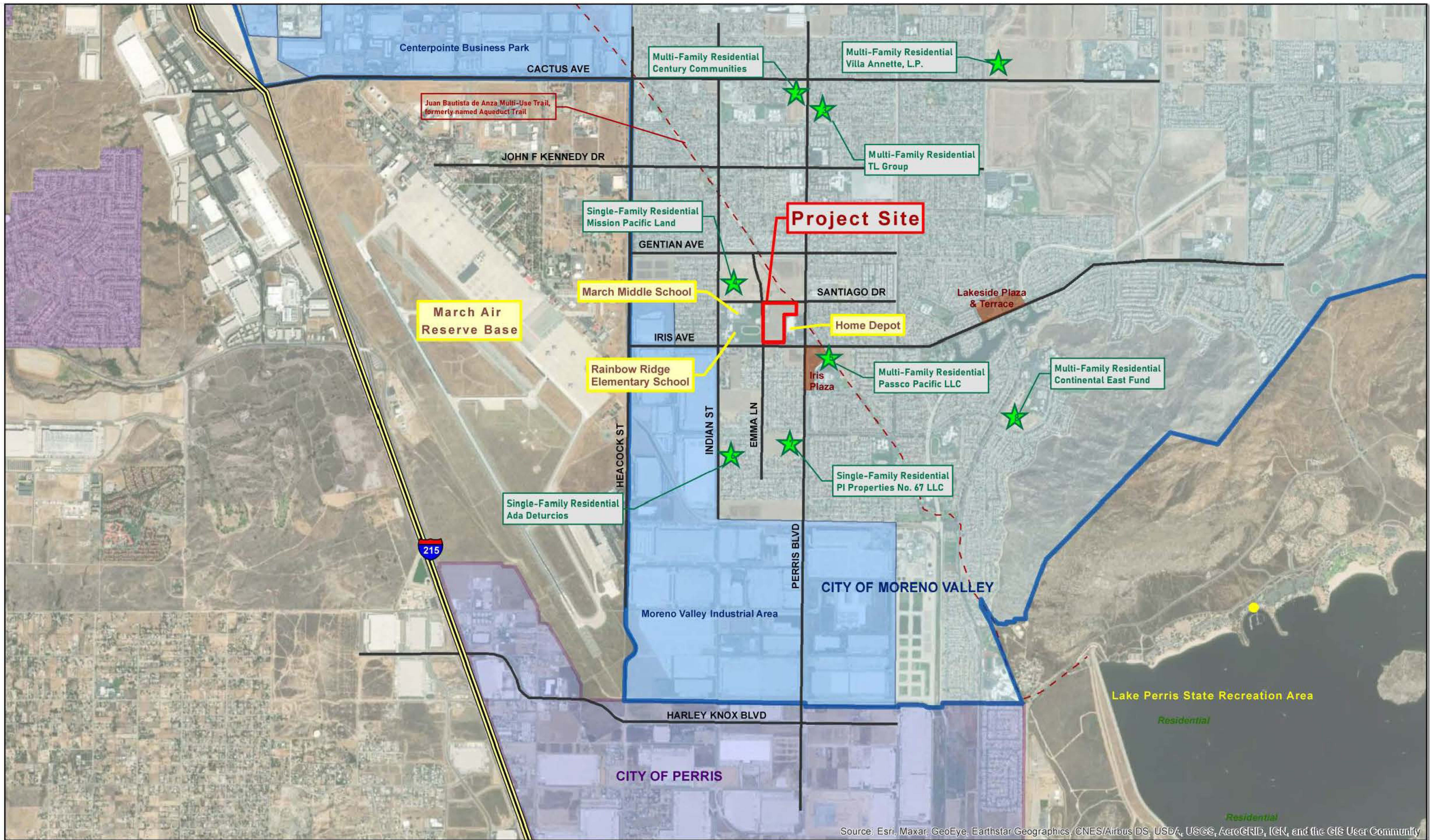
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

- Legend**
- ★ Project Location
  - City of Moreno Valley Boundary
  - Riverside County Boundary



Perris at Pentecostal

**Figure 1. Regional Location**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Legend**

- Industrial Development
- Commercial Development
- Project Site
- City of Moreno Valley Boundary
- Residential Development Project

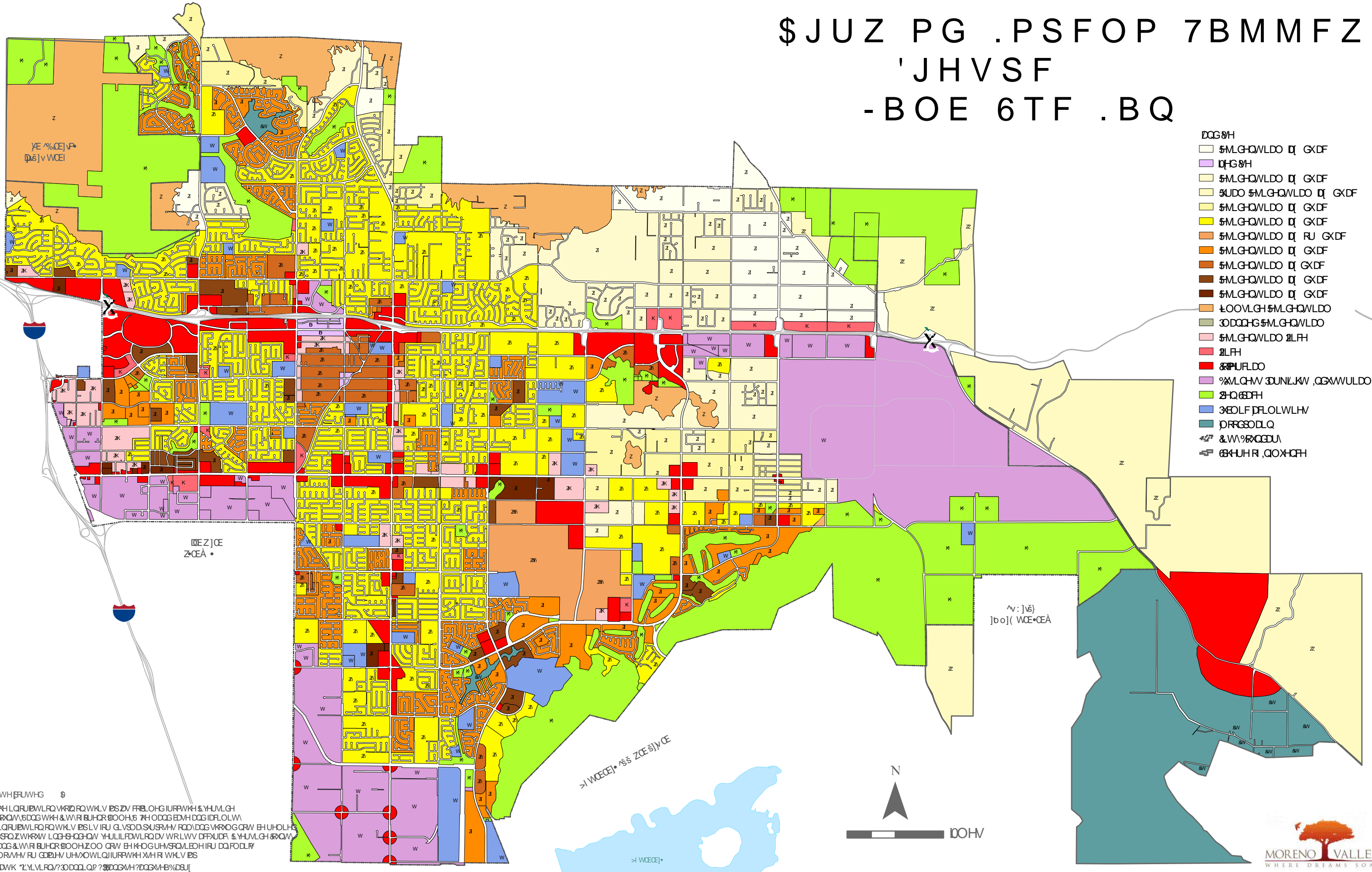
1. Multi-Family, Villa Annette, L.P.
2. Multi-Family, Century Communities
3. Multi-Family, TL Group
4. Single-Family, Mission Pacific Land
5. Multi-Family, Passco Pacific LLC
6. Single-Family, Ada Deturcios
7. Single-Family, PI Properties No. 67 LLC
8. Multi-Family, Continental East Fund



Perris at Peritocostal

Figure 2. Vicinity Map

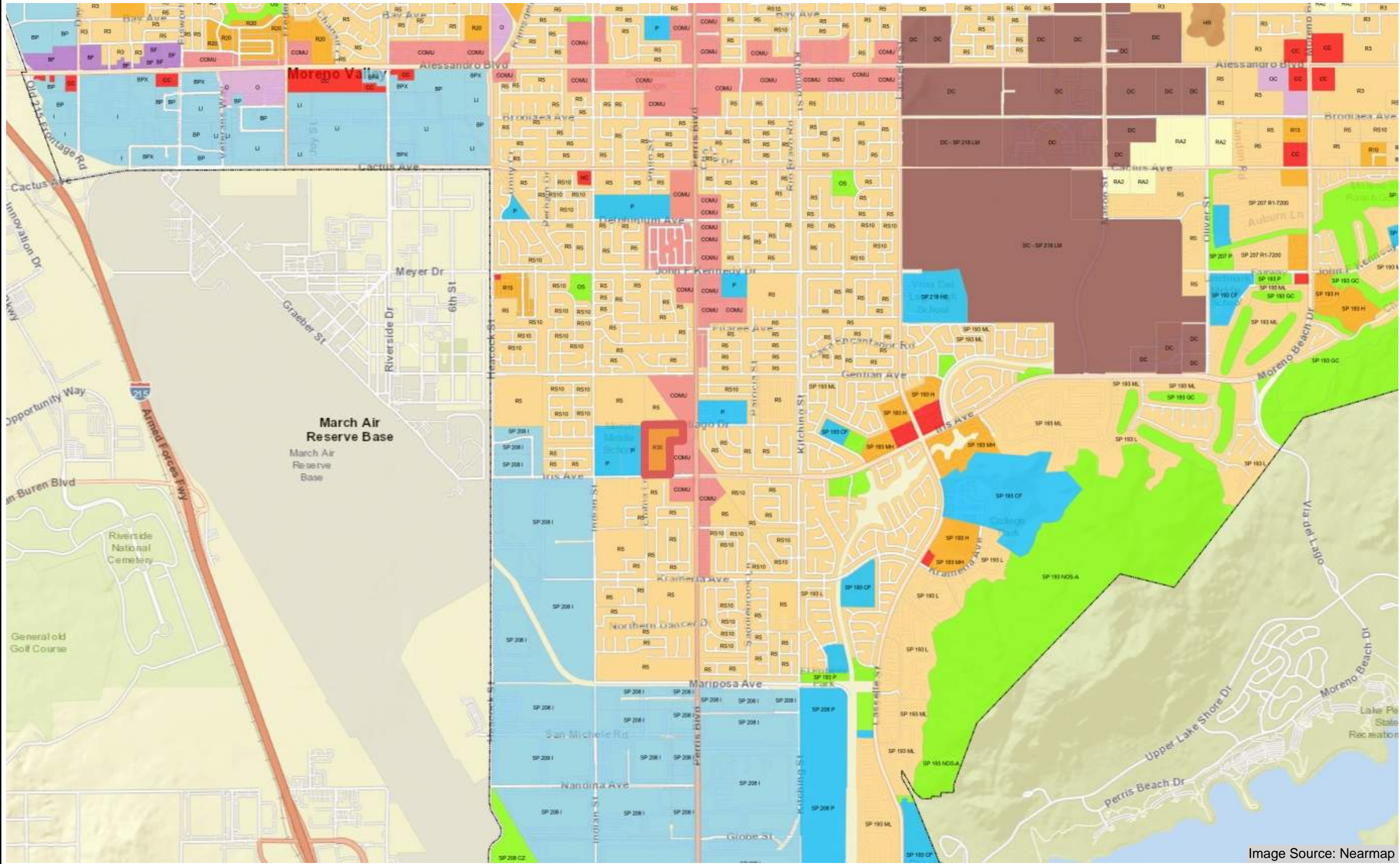
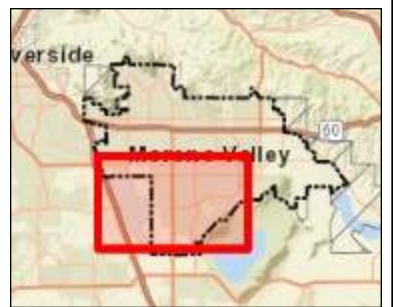
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# Project Zoning

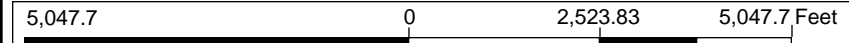


**Legend**

- City Boundary
- Sphere of Influence

**Zoning**

- Commercial
- Center Mixed Use
- Downtown Center
- Corridor Mixed Use
- Industrial/Business Park
- Public Facilities
- Highway Office/Commercial
- Office
- Business Flex
- Large Lot Residential
- Residential Agriculture 2 DU/AC
- Residential 2 DU/AC
- Suburban Residential
- Multi-family
- Open Space/Park



WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Print Date: 3/15/2022

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Notes

Image Source: Nearmap



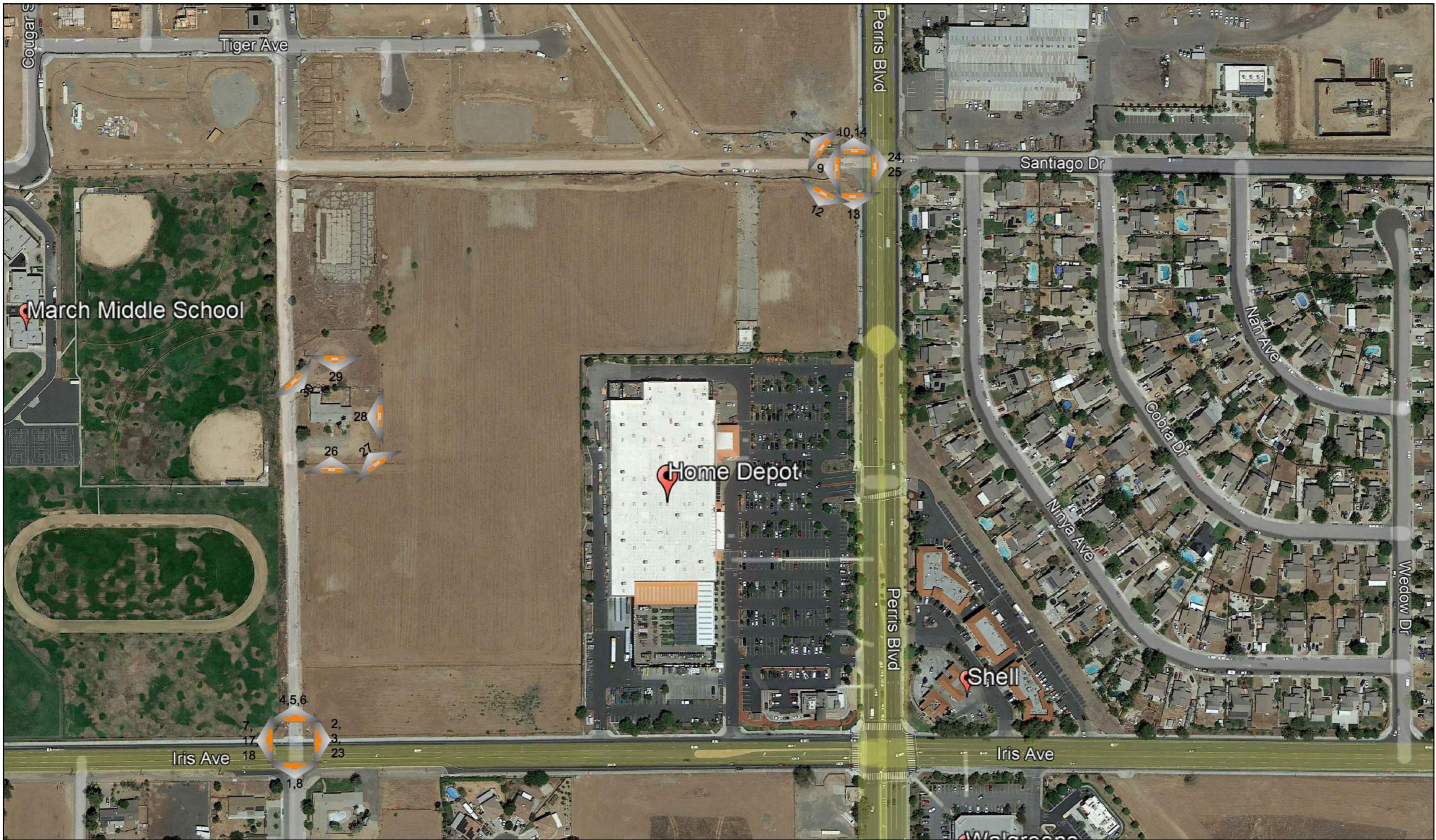
### 13. Description of the Site and Project:

#### **Environmental Setting**

The Project is proposed near the western boundary of the Moreno Valley City Limits on 20.40 gross acres of mostly vacant land. Adjacent parcels are under construction, planned for development, and otherwise urbanized. The Project site is comprised of seven parcels: Assessor's Parcel Numbers (APN) 485220006, 007, 008, 009, 015, 043 and 044. Most of the Project Site is level and void of vegetation. There is an existing residence at the Project Site with a current address of 15860 Emma Lane (at the northwest corner of the Project Site). Three concrete building pads from earlier agricultural structures, which have been removed, are near the northern boundary of the Project Site. Tax records for the remaining residence show an original construction date of 1957. This structure is modified from its original condition and consists of a single-story minimal traditional style house with vinyl window replacements and mostly wood siding. One side of the building is painted brick. Review of historical aerial photos from 1967 document land use on site and in the Local Vicinity as very low density residential and agriculture with open agricultural fields surrounding in all directions. The Project Site and Local Vicinity appear to have been used for agriculture between 1967 and 1978. Aerial Photos document tract development in the Local Vicinity and the existing schools to the west across Emma Lane by 1997. (<https://www.historicaerials.com/viewer>)

Current access is shown on the City's Circulation Element (Moreno Valley, 2021) as follows: Existing vehicular access to the Project Site is from Emma Lane via Iris Avenue. Emma Lane is a partially improved Collector Street bordering the Project Site along the western property line. Santiago Drive, a Collector Street, is under construction and adjacent to the Project Site along the northern property line; and Iris Avenue is a designated Arterial and adjacent to a portion of the southern property line of the Project Site. There is an existing 100-foot-wide easement for the Juan Bautista De Anza Trail and an underground Metropolitan Water District water pipeline near the northeast property corner. This easement traverses the western part of the City of Moreno Valley in a northwest/southeast direction. Portions of the trail are improved for pedestrian and bike use. The trail is not improved adjacent to the Project Site.

The Local Vicinity for environmental analysis is the area surrounding the Project Site where temporary or permanent environmental changes could result from Project implementation. The Local Vicinity of the Project is shown in Figure 2 and is mainly urbanized with pockets of land planned for urbanization and land under construction. This area is characterized by a consistent north-south/east-west street grid comprised of wide arterials and uniform city blocks on mostly level terrain. This area is both developed and under construction with mostly low density, low-profile one and two-story residential and commercial structures. There is a City yard to the east of the Project Site across Perris Boulevard and a utility land use existing across Iris Avenue to the southeast. Above-ground utilities, including telephone poles, are visible within the Local Vicinity near the Project Site along Perris Boulevard and Emma Lane. New development occurring near the Project Site includes a few residential and commercial projects. See Figure 5 Photo Location Map and Site Photos Figures 6 through 8. These residential uses include single-family and multi-family projects that were approved by the City recently. Existing built structures near the Project consists mainly of single-family residences and schools with commercial businesses including Home Depot, Farmer Boys, and Walgreens within walking distance in neighborhood commercial centers. Outlying urbanized areas in the Local Vicinity are primarily single-family residences with other land use such as parks, cemetery, mobile homes, commercial, office and warehouses. March Air Reserve Base is located at the western City Limits approximately 2 miles west of the Project. Lake Perris is approximately 2 1/3 miles southeast of the Project. The Local Vicinity includes partial views of natural hill and mountain terrain of Box Springs Mountains to the north, Badlands Mountain Range to the northeast, Lake Perris State Recreation Area to the southeast. Mountains to the north are visible over the developed skyline of the Local Vicinity due to higher ground elevations at these locations to the north and northeast of the Project Site. Interstate 215 is west of the Project Site.



SCALE: 1"=200'



PHOTO 1  
View looking south from Emma Lane and Iris Avenue



PHOTO 2  
View Looking east from Emma Lane and Iris Avenue



PHOTO 3  
View looking east from Emma Lane and Iris Avenue



PHOTO 4  
View looking NW from Emma Lane



PHOTO 5  
North at Emma Lane



PHOTO 6  
View looking NW from Emma Lane



PHOTO 7  
View looking West from Emma Lane



PHOTO 8  
View looking south from Emma Lane and Iris Avenue



PHOTO 9  
View at Santiago Dr. and Perris Blvd. looking west



PHOTO 10  
View at Santiago Dr. and Perris Blvd. looking north



PHOTO 11  
View looking west near NE property corner



PHOTO 12  
View looking SW near NE property corner



PHOTO 13  
View looking south along Perris Blvd. near NE property corner



PHOTO 14  
View looking north along Perris Blvd. near NE property corner



PHOTO 17  
View looking west from Emma Lane and Iris Avenue



PHOTO 18  
View looking west from Emma Lane and Iris Avenue



PHOTO 23  
View looking SE from Emma Lane and Iris Avenue



PHOTO 24  
View looking SE from Emma Lane and Iris Avenue



PHOTO 25  
View looking east from Santiago Dr. at Perris Blvd.



PHOTO 26  
Interior site view looking east

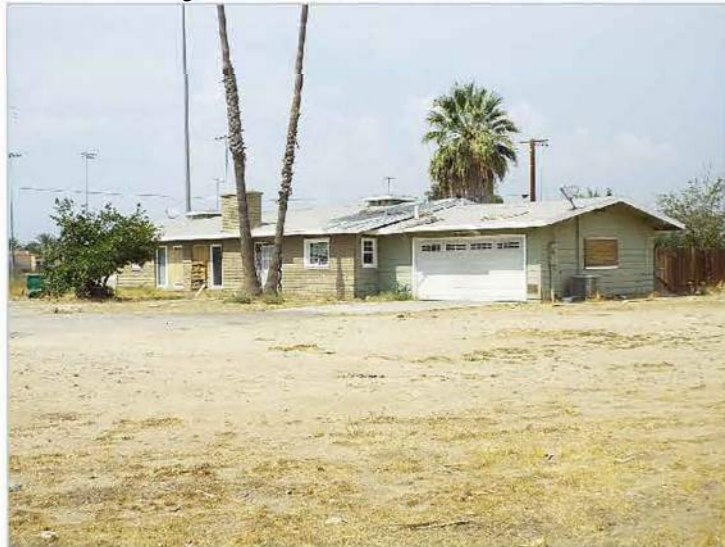


PHOTO 27  
Interior site view looking NW



PHOTO 28  
Interior site view looking west



PHOTO 29  
Site view at north property line looking south



PHOTO 30  
Site view at westerly property line looking east

## **Project Description**

The proposed Project is a gated 426-unit apartment complex on 18.05 net acres of land. A residential density of 23.61 dwelling units per acre (DU/AC) is proposed in compliance with the Moreno Valley Zoning Code and General Plan (See Figures 9 through 13, Site Plan, Floor Plans and Elevations). The Project requires discretionary approvals from the City for PEN20-0211 (IS/MND), a plot plan (PEN21-0215), and Tentative Tract Map (TTR3864). The Project will also require permits for demolition of the existing residence and foundations, grading permit, and building permits. Project plans show right-of-way dedication along adjacent streets and construction of ultimate street improvements for Emma Lane, Santiago Drive, and Iris Avenue. The Project includes construction and dedication of 1.845 acres for public open space/recreation, extension of utilities to the Project Site, and development of two and three-story apartment buildings. A 9-month construction period is anticipated for the Project and will start at the beginning of the last quarter of 2022, with demolition of the existing structures at the northwest property corner and grading (approximately 10,500 cubic yards of cut and 22,280 cubic yards of fill). Grading will be followed by installation of infrastructure including extension of utilities and a water quality basin and access to serve the Project, public street improvements, backbone driveway circulation, then building foundations will be installed. Plans indicate that buildings will be constructed starting from southerly end of the Project Site near Iris Avenue with development progressing toward the north.

Plans show two apartment building types: Three-story “E-Urban” Apartment Buildings and two-story “Big House” Apartment Buildings with ancillary facilities consisting of open space/recreation/common area, trash enclosures, carports, bike storage, electronic vehicle EV charging stations, and a water quality basin. Following is a summary of Project components:

### **Summary of Project Entitlements, Dedications, and Improvements**

#### **Tentative Tract Map TTM38064**

Lot consolidation into five legal parcels for development and dedication of open space/common area recreation and public right-of-way for streets.

#### **Dedications and Street Improvements**

Improvements to Public Right-of-Way along adjacent streets consist of two-way: travel lanes, curb, gutter, and sidewalks:

- Santiago Drive (Approximately 964 linear feet of street frontage. East-West Collector with a total improved width of 66 feet),
- Emma Lane (Approximately 1,098 linear feet of street frontage. North-South Collector with a total improved width of 66 feet),
- Iris Avenue (Approximately 588 linear feet of street frontage. East-West Arterial with a total improved width of 100 feet),
- Approximately 1.85 acres of public open space/common area recreation at the northeast property corner, southwest of a 100-foot-wide utility easement for the Juan Bautista Anza Trail and underground aqueduct owned and operated by Metropolitan Water District.

#### **Vehicular Access**

Access is proposed via new curb cuts for two two-way gated driveways:

- Approximate 50-foot-wide two-way driveway on the south side of Eastbound Santiago Drive.
- Approximate 72-foot-wide two-way gated driveway on the east side of Emma Lane.

#### **Proposed Street Setbacks: Three E-Urban Apartments (3-story with an overall footprint of approximately 186 feet by 200 feet)**

- From Santiago Drive – Building setbacks are varied and shown from 20- to 30-feet wide from the ultimate Street ROW.
  - Building facades facing Santiago Drive consist of three buildings with varied setbacks constructed around an interior courtyard with street-level arched entries.
    - The three buildings are separated by two 32-foot-wide common area greenbelts.

- A Common Area Open Space Buffer is at the northeast property corner and provides 200 linear foot building setback from the east property line.
- From Emma Lane – Setbacks vary, 30-41 feet from ultimate street ROW

**Big House Apartments (2-story with an overall footprint of approximately 70 feet by 141 feet)**

- Setbacks are 30 feet adjacent to Emma Lane ultimate street ROW for 6 buildings.
- Twenty-foot-wide street setbacks are proposed adjacent to Iris Avenue for three approximately 70-foot-wide building components facing Iris Avenue.
- The Site plan shows three buildings facing Iris Avenue separated by approximate 30-foot wide landscaped driveways.
- Six Buildings are facing Emma Lane separated by approximate 30- to 100-foot wide landscaped driveways.
- The orientation of these buildings with the adjacent streets alternates to provide variation in the structural massing from street views and gives these units a lower density appearance.

**Dwelling Unit Summary**

A total of 21 different floorplans are proposed. Units and square footages for each E-Urban Apartment Building are summarized in Table 2. Big House apartment buildings are summarized in Table 3.

- Plans show total of 21 individual apartment buildings with private patio/balconies:
  - Three 3-story E-Urban Apartment Buildings adjacent to Santiago Drive will be built around a central courtyard measuring approximately 56 feet by 61 feet.
    - Approximate building heights - 32 feet above ground surface.
    - Overall building dimensions are 200 feet by 186 feet each.
    - 34 Units are one-bedroom, one-bathroom units
    - 33 Units are two-bedroom, two-bathroom units
    - 9 Units are three-bedroom, two bathroom units
  - Eighteen 2-story Big House Apartment Buildings
    - Approximate building heights - 40-feet above ground surface
    - Overall dimensions approximately 74-feet by 141 feet each.
    - 138 Units are one-bedroom, one-bathroom units
    - 198 Units are two-bedroom, two-bathroom units
    - 90 Units are three-bedroom, two ½ bathroom units

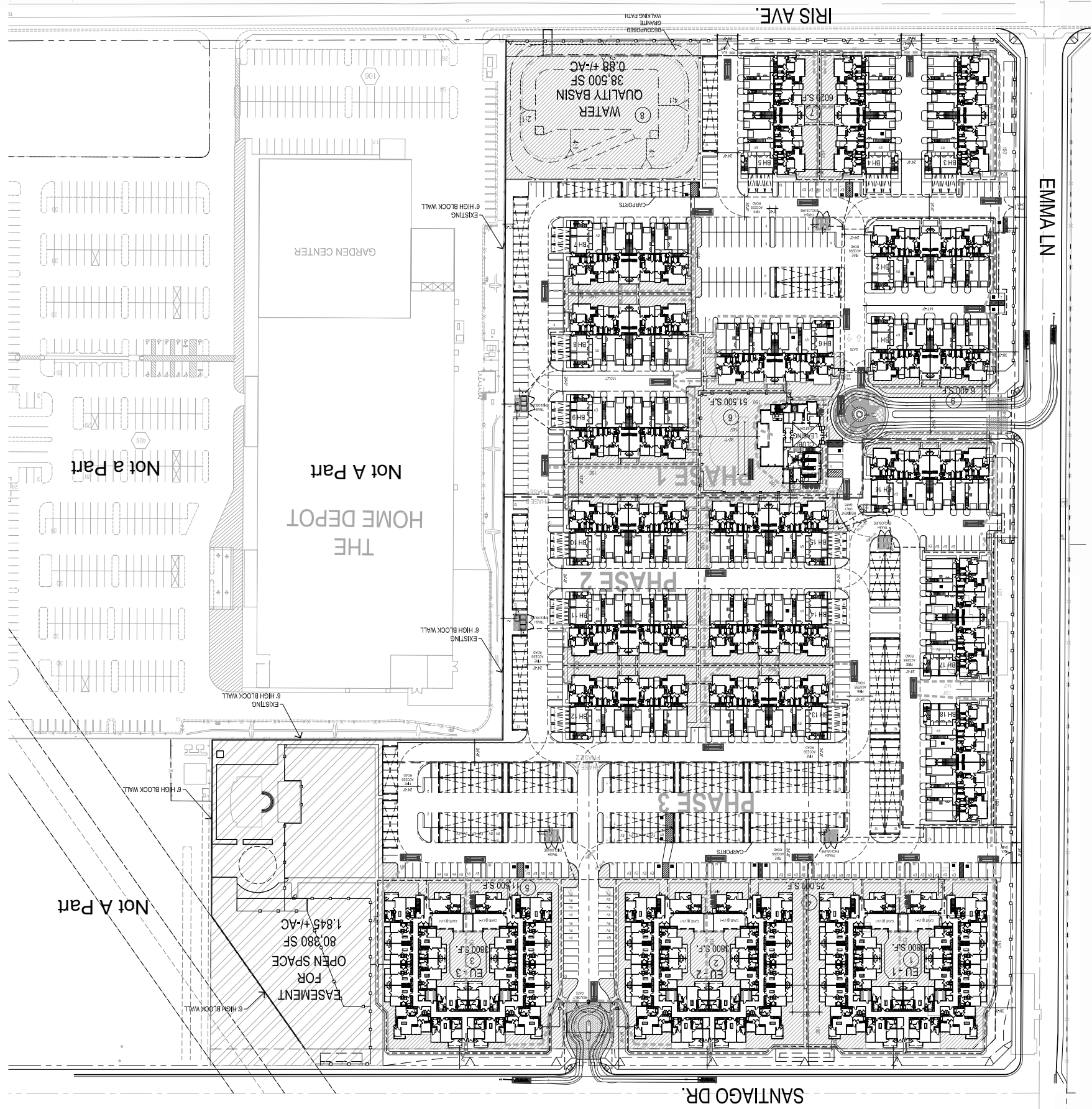
**Open Space and Common Area Summary**

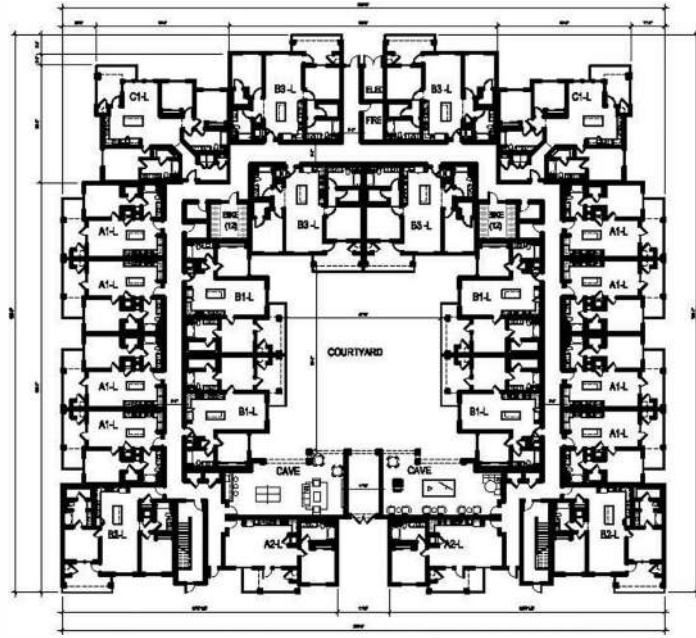
- Private Open Space – 100 square feet per unit (sf/unit) upper balconies and 150 sf/unit ground level patios
- Community Open Space - 80,380 square feet (1.85 acres). Includes landscaped building setbacks and courtyards as well as dedicated community open space:
  - Separate small and large dog parks with connected dog bath area.
  - Pool, shade cover, restrooms
  - Turf areas
- Water Quality Basin - 38,500 square-feet (0.88 acre),
- Clubhouse and Leasing Office - 8,000 square-foot building (2-story),
- Common Area Open Space Surrounding Clubhouse 53,500 square feet of common area open space,
- Ancillary Improvements - trash enclosures, driveways, landscaping including approximately 275 trees.

**Parking**

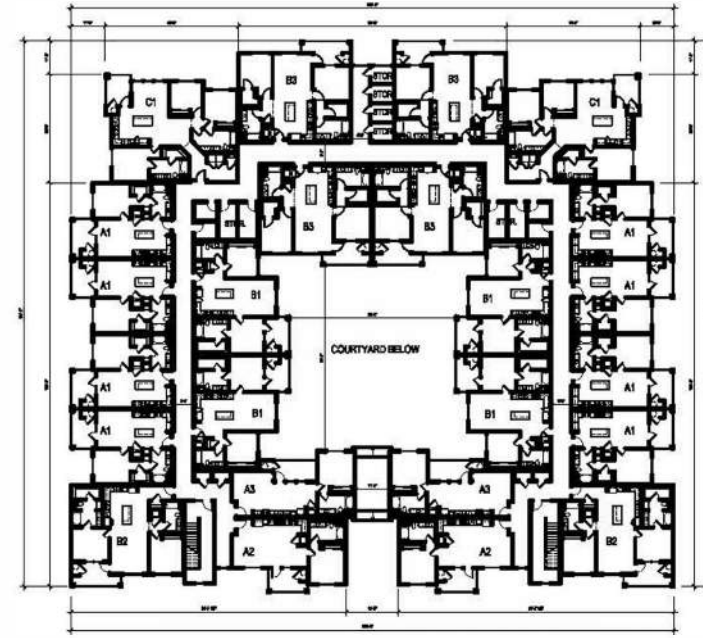
- Vehicular Parking – 828 Total spaces
  - (107 guest, 84 Electronic Vehicle (EV), 4 Handicap EV)
    - 275 surface parking spaces
    - 319 carport parking spaces
    - 198 Big House garage spaces
    - 36 tandem spaces (in front of garages)
- Bike Storage – 301 Total Spaces
  - 252 bicycle long-term storage/parking spaces
  - 57 bicycle short-term parking spaces



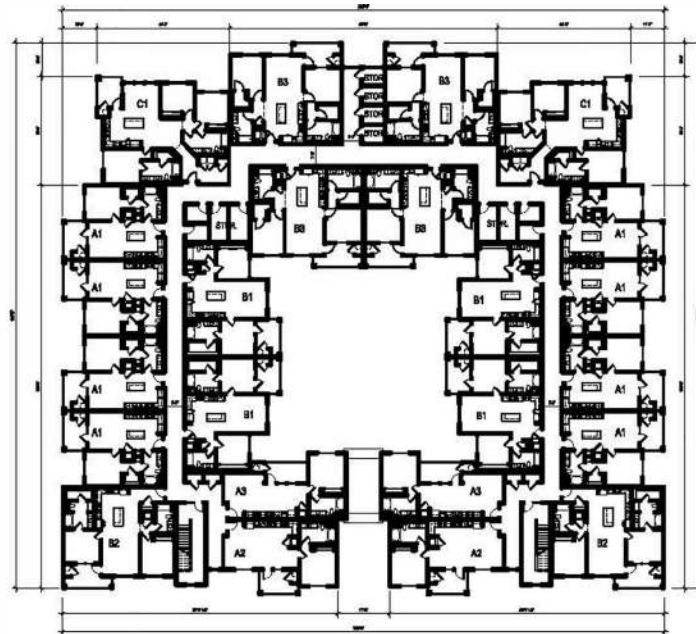




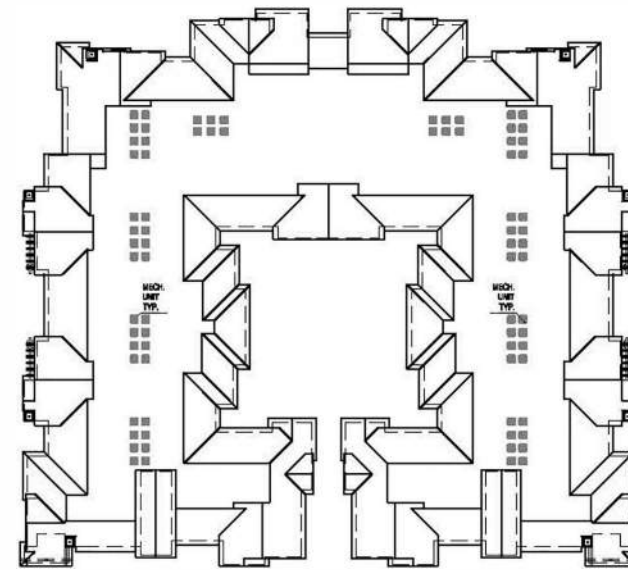
E- URBAN BLDG. LEVEL-1 PLAN



E- URBAN BLDG. LEVEL-2 PLAN



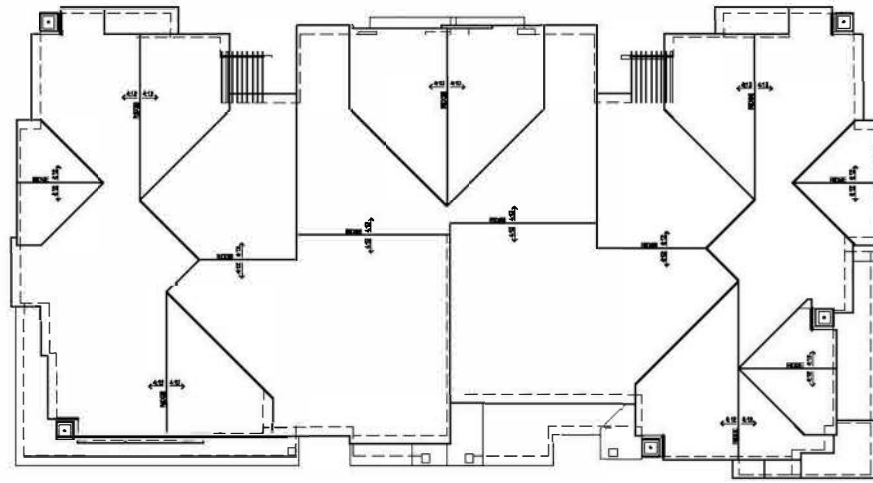
E- URBAN BLDG. LEVEL-3 PLAN



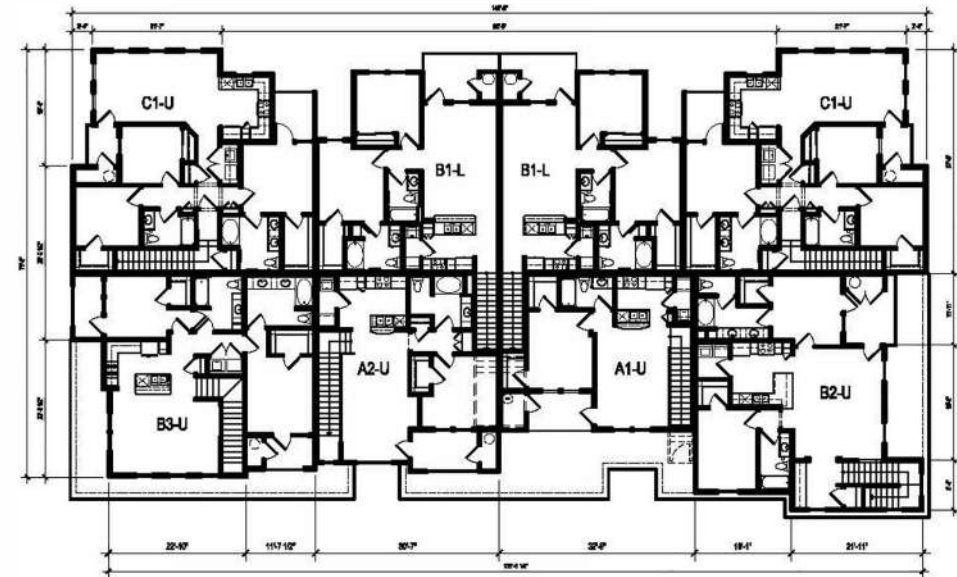
E- URBAN BLDG. ROOF PLAN



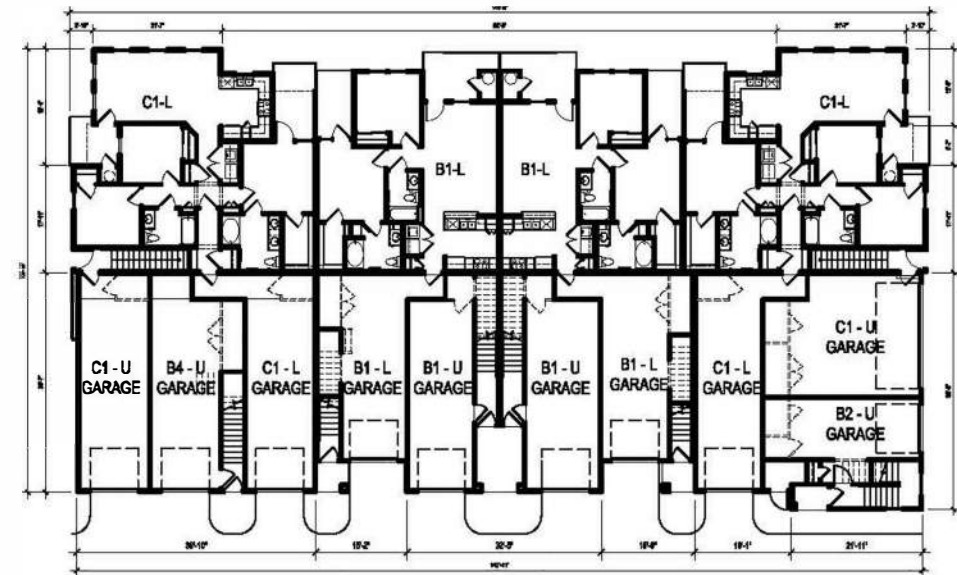
SCALE: 1/64" = 1'



ROOF PLAN



UPPER LEVEL PLAN



GROUND LEVEL PLAN



SCALE: 1/32" = 1'



**RIGHT ELEVATION**



**FRONT ELEVATION**

Scale: 1'-0" = 1/16"





**RIGHT ELEVATION**



**FRONT ELEVATION**

Scale: 1'-0" = 1/16"



**Table 2: 3-Story E-Urban Building**

<b>Overall Dimensions per Building: Approximately 39-feet high, 186 feet by 200 feet</b>				
<b>Units/ Building</b>	<b>Unit Type</b>	<b>Interior Square Feet (sf) per Unit</b>	<b>Private Recreation Square Footage (sf) Per Unit</b>	<b>Required Spaces Per Unit</b>
24	1 bed/1bath	667 sf	16 @ 105 sf, 8@153 sf	1.5/unit
6	1 bed/1bath	708 sf	4@107 sf, 2@150 sf	1.5/unit
4	1 bed/1bath	678 sf	117 sf	1.5/unit
12	2 bed/2 bath	950 sf	8@151 sf, 4@116 sf	2.0/unit
9	2 bed/2 bath	1,060 sf	4@116 sf, 2@150 sf	2.0/unit
12	2 bed/2 bath	1072 sf	8@116 sf, 4@101 sf	2.0/unit
9	3 bed/2 bath	1,345 sf	4@101 sf, 2@153 sf	2.5/unit

**Table 3: 2-Story Big House Style Buildings (Eighteen Buildings)**

<b>Overall dimensions per Building: Approximately 32 feet high, 74-feet by 141 feet.</b>				
<b>Units/ Building</b>	<b>Unit Type</b>	<b>Interior Square Feet (sf) per Unit</b>	<b>Private Recreation Square Footage (sf) Per Unit</b>	<b>Required Spaces Per Unit</b>
18	1 bed/1bath	622 sf	100 sf	1.5/unit
18	1 bed/1bath	739 sf	100 sf	1.5/unit
36	2 bed/2 bath	896 sf	169 sf	2.0/unit
36	2 bed/2 bath	896 sf	102 sf	2.0/unit
18	2 bed/2 bath	1,085 sf	102 sf	2.0/unit
18	2 bed/2 bath	1,030 sf	120 sf	2.0/unit
36	3 bed/2 bath	1,190 sf	156 sf	2.5/unit
36	3 bed/2 bath	1,166 sf	114 sf	2.5/unit

**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.?**

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

State law and County of Riverside Guidelines identify Native American consultation and participation as an important aspect of the cultural resource evaluation for CEQA compliance. To identify potential Native American resources, a Sacred Lands Search was conducted at the California Native American Heritage Commission (NAHC). A current Sacred Lands Search response from the NAHC was received on October 20, 2021 (See Appendix C). The results of the Sacred Lands Search were negative in that no resources have been previously identified in the immediate area of the Project Site. Letters submitted to the Native American contacts provided by the NAHC (see Appendix C) have resulted in replies indicating that the Project is outside of their territory. A representative from the Cahuilla Band of Mission Indians in Anza, California, expressed concerns that the Project may disturb sensitive cultural resources buried within alluvial soils (See Appendix C). This concern is that undiscovered resources may be identified during grading in native alluvial soils and Native American monitoring during earthwork is recommended by the tribe. This is discussed in further detail in Section XVIII. Tribal Cultural Resources. The City initiated Tribal Consultation pursuant to AB 52 with the Pechanga Tribe on June 16<sup>th</sup>, 2022, and a comment letter dated June 17, 2022, was issued by the Pechanga Tribe, Temecula Band of Luiseño Mission Indians. Comments from this letter addressed traditional tribal knowledge and territory including a request to revise ISMND discussion with regard to traditional Ancestral territorial geographic boundaries, tribal cultural resources, and tribal teachings. These comments have been incorporated into this ISMND and the Cultural Resources Report for the Project (Appendix C) pursuant to the Tribe's comment letter, which is included as an attachment to this ISMND (See Appendix H). In addition, the Site Plan for the Project has been modified to include an 8-foot by 8-foot dedicated space for on site repatriation and a burial marker should a Native American burial be discovered during construction.

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

Utilities Service Agreement, SCAQMD Fugitive Dust Emissions Control, Water Quality Certification.

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

- Lighting Study – Not Applicable
- Health Risk assessment – Not Applicable
- Noise Impact Study – Not Applicable
- a. Air Quality and Greenhouse Gas Impact Study – Appendix A
- b. Biological – Appendix B
- c. Cultural/Archaeological – Appendix C
- d. Energy Report – Appendix A
- e. Soils and Geotechnical – Appendix D
- f. Appendix E - Paleontological Resources – Appendix E
- g. Drainage or Hydrology – Appendix F
- h. Traffic Impact Analysis – Appendix G
- i. Project Specific Water Quality Management – Appendix H
- Phase 1 Environmental Site Assessment – Not Applicable

## 17. Acronyms:

ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Home Owners' Association
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LOS -	Level of Service
LST -	Localized Significance Threshold
MARB -	March Air Reserve Base
MARB/IPA-	March Air Reserve Base/Inland Port Airport
MSHCP -	Multiple Species Habitat Conservation Plan
MVFP -	Moreno Valley Fire Department
MVPD -	Moreno Valley Police Department
MVUSD -	Moreno Valley Unified School District
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RCWMD -	Riverside County Waste Management District
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SAWPA -	Santa Ana Watershed Project Authority
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
VVUSD -	Valley Verde Unified School District
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Government



**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.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology & Soils             | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology & Water Quality   | <input type="checkbox"/> Land Use & Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population & Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                   | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> 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.

Signature   
Kirt A. Coury, Contract Planner  
Printed Name

Date 10/12/22  
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.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in <a href="#">Public Resources Code §21099</a> – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less than Significant with Mitigation Incorporated.</b> Public Resources Code §21099 pertains to very high-density transit-oriented infill development and is not applicable to the Project. The Project is a medium density residential Project that is not integrated with transit. The nearest transit station is the Moreno Valley/March Metro Station located at 14160 Meridian Parkway, Riverside CA 92508, approximately 2 miles northwest of the Project.</p> <p>Scenic Vista is defined in the Moreno Valley General Plan as “Views of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.” The City’s General Plan Update and the 2006 General Plan state that “a project’s consistency with the development requirements of the City’s Municipal Code will result in less than significant impacts on Scenic Vistas.” Therefore, Project consistency Development Standards for the R-30 Zone as well as consistency with design standards from the City’s Municipal Code are sufficient for supporting a conclusion of less than significant impacts on a scenic vista. The City of Moreno Valley enforces Project consistency through the standard application of the City’s discretionary permit process and the plan check and inspection processes. The Project is consistent with the City’s Municipal Code, as discussed in this section. This section is based on review of the Site Plan, Floor Plans, and Elevations for the Project (Figures 9 through 13).</p> <p>Background views that are considered notable Scenic Vistas in the Project Vicinity include natural open space and elevated terrain outside City Limits to the north, east, and southeast including the Box Springs Mountains to the north at elevation 3,081 feet above mean sea level (AMSL), Badlands to the northeast and east at elevation 3,180 AMSL, and Lake Perris State Recreation Area at elevation 1,560 AMSL to the southeast. These are visual resources that contribute aesthetic views of undisturbed natural lands, with most being at significantly higher elevations, over 1,500 feet higher, than the Project Site and Local Vicinity, which are at approximately 1,510 AMSL. This significant elevation difference makes the mountains visually pronounced above the developed skyline from most urbanized locations within the Local Vicinity. The surrounding mountains can also be seen from nearby highways, primarily I-215, SR-60 (a Local Scenic Byway) and SR-74 (a State Scenic Byway). Views of peaks, ridgelines and the Moreno Valley “M” provide distinct visual backdrops for the uniform aesthetics of existing urban development within Local Vicinity. Even at distances of over two to three miles, these hills can be seen and are visually prominent backdrop above the low-profile development and flat terrain comprising local street-level views from the Project Site and Local Vicinity. Partial existing views of these hills from the Project Site looking north and east are shown on Site Photos, Figures 5 through 8.</p> <p>The Local Vicinity and the backdrop hills can be seen from some vantage points along I-215, west of the Project and from SR-60, a local scenic highway, north of the Project. However, the Project Site itself is not highly discernable from these roadways or other outlying areas. Considerable urbanization surrounding the Project Site in all directions as well as distance, level terrain and uniform development patterns throughout the Local Vicinity result in the Project Site blending in visually from these outlying vantage points. The site is not highly discernable in views from regional transportation routes or from distant locations. Instead, views of the Local Vicinity from these regional transportation routes are dominated by the closest structures - Moreno Valley Mall, The District, Moreno Valley Auto Mall, and World Logistics Center, immediately south of SR-60. Likewise, from March Air Reserve Base the Industrial Area Specific Plan immediately east of I-215 is the most visible land use from I-215. Since, the proposed scale of the Project, is generally consistent with the existing low-profile 1- and 2-story development in the Local Vicinity, and the Project will have a lower profile than proposed 3- story structures expected to the north, west and south of the Project Site under the zoning and general plan buildout associated with the Alessandro Boulevard Implementation Plan, aesthetic impacts of the Project on scenic resources from vantage points</p>				

in outlying areas are considered less than significant. Due to proposed scale and existing development patterns. The Project is consistent with existing and proposed surrounding development and no significant project-related impacts on scenic vistas are anticipated.

Project plans indicate consistency with the goals and policies of the General Plan and General Plan Update by promoting high quality development and enhancement of local street-level views at the Project Site. Project architecture will implement several General Plan Objectives supporting high-quality visual resources such as, varied setbacks, use of multi-colored stucco with varied building setbacks to enhance articulation in building facades, landscaped common area corridors, improved recreation areas, varied roof lines, relocated utilities to underground; approximately 127,800 square feet of landscaped open space including approximately 275 new trees; pedestrian entrances facing public sidewalks with access to nearby public trails and off-site recreation/open space, as well as structural height and street setbacks in conformance with development standards of the Municipal Code. Spanish Colonial style architecture with tile roofs is proposed. Architectural details shown on plans indicate diverse roof lines, varied building setbacks and exterior finishes which are intended to visually enhance this location and make the proposed buildings aesthetically interesting. Big House apartment structures appear similar with lower density single-family development within the local vicinity. Likewise, the building orientation of the Big House apartments are varied to reduce the appearance of building mass from street vantage points. Color Elevations, Figures 12 and 13 indicate exterior finishes consisting of colored stucco siding in multiple complimentary earth tones, with different colors applied to exterior building components to visually emphasize articulation in building setbacks along street views. Arched windows, awnings, tile-trimmed entrances, decorative wrought iron railing and matching wrought iron light fixtures, are proposed consistent with the overall Spanish Colonial architectural theme and provide upgraded architectural finishes for visual interest. For the reasons above, the Project is anticipated to implement General Plan goals and policies for aesthetics and will have less than significant impacts. Plans for the Project demonstrate consistency with the following General Plan Update goals and policies related to scenic resources:

**Project Consistency with General Plan Goals and Policies:**

- *Goal LCC-3: Build a distinctive sense of place and pride in Moreno Valley.*

The Project provides interesting architecture with upgraded finishes and a variety of building types and scales, to create a distinct identity at the Project Site.

The Project includes structures with landscape setbacks, varied roof lines, articulated street setbacks, common areas, and aesthetic finishes contributing to sense of place at the Project Site.

The Project will provide architectural scale that is compatible with existing and proposed surrounding land use – the Corridor Mixed Use designations, will allow residential development of mid to high density housing within the Alessandro Boulevard Implementation Project, between 15 and 25 dwelling units per acre, along street corridors, such as Perris Avenue. Plans show 2- and 3- story Spanish Colonial style structures at a scale that will blend with the existing 1- and 2- story structures and proposed three-story structures which are approved along Perris Avenue under the Alessandro Boulevard Implementation Project.

- *OSRC.2-4 Reduce or avoid visual intrusion from energy and telecommunications infrastructure. Encourage the undergrounding of utility lines wherever feasible and promote the use of "stealth" designs that locate wireless infrastructure on existing poles, buildings and other structures.*

Plans indicate underground utilities serving the Project.

- *LCC.2-30: Establish parks and plazas to serve as meeting areas in new neighborhoods and ensure a safe and secure environment through the development review and approval process.*
- *Provide Building entrances facilitating pedestrian circulation.*

Plans indicate a pedestrian circulation path on site and separate pedestrian entrances for neighborhood access. The Project will complete street, sidewalk, curb, and gutter adjacent to the Project Site to facilitate multi-modal circulation.

- *Provide Bike storage integrated into development near the Perris Boulevard corridor to facilitate use of bicycle lanes and landscaped buffers along the sidewalk.*

Plans indicate a total of 301 spaces for bike storage will be constructed with the Project.

- *Comply with the development requirements of the Zoning Code and landscaping requirements specified in Municipal Code Chapter 9.17.*

Plans indicate compliance with landscape setback and recreation requirements.

- *LCC.3-14: Within individual residential projects, a variety of floor plans and elevations should be offered.*

Plans indicate 21 different floor plans.

- *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.*

The Project will be bound by a perimeter fence. A 6-foot-high block wall is proposed along the Juan Bautista De Anza Trail at the northeast corner of the Project Site. There is a pool, splash pad and restroom planned within an open space buffer/recreation area, between the proposed apartments and the trail, at the northeast property corner. This open space buffer results in a structural setback of 84 feet southwest of the trail for the two-story portions of the Project and reduces the visibility of the top story of the proposed apartments from the trail. This Perimeter fencing/wall and restroom building at this location should blend with the other aesthetic features of the Project as well as be designed to discourage graffiti. Implementation of aesthetic surface treatments in character with the architectural style of the Project and for graffiti prevention at the Juan Bautista De Anza Trail location are recommended pursuant to Mitigation Measure **MM AES-01**.

Proposed building heights are comparable with existing and planned one-, two- and three-story structures on adjacent parcels. Two-story Big House Apartment buildings will be constructed near the southwestern corner of the Project Site (north and east of the intersection of Emma Lane and Iris Avenue) with building mass and setbacks resembling lower density residences in the Local Vicinity. The higher density E-Urban Apartment buildings will front along Santiago Drive and will not be highly visible from nearby arterial streets, Iris Avenue and Perris Boulevard. The City's General Plan and Zoning indicates higher-density and mixed-use urbanization up to three-stories high are expected along Perris Boulevard east from the Project, within the Corridor Mixed Use Land Use Designation there. Likewise, higher density mixed-use development can be expected with the implementation of the Alessandro Boulevard Corridor Implementation Project, which is north of the Perris at Pentecostal Project. Therefore, the scale of the Project is considered compatible with adjacent established and approved land use patterns and would not result in significant impacts on scenic vistas.

Plans for the Project show proposed building heights, structural street setbacks, and common open space and recreation areas in compliance with development standards of the City of Moreno Valley Zoning Code. Proposed two-story buildings (Big House Apartments) will be 32-feet high with overall dimensions of 74-feet by 141 feet and three-story buildings (E-Urban Apartments) at 39-feet high with overall dimensions of 186 feet by 200 feet. Plans show building height, mass, placement, and surrounding landscaped common area open space following a north/south and east/west pattern which mirrors the existing development and street grid in the Local Vicinity and is anticipated to allow views of distant backdrop Scenic Vistas from vantage points both on site and adjacent to the site. Compliance with development requirements for the R-30 Zone listed in Table 4 indicate less than significant impacts from the Project on scenic resources.

**Table 4: Zoning Requirements for R-30**

Requirement	R30	Proposed Project
1. Maximum density (DUs*/net acre)	30	23.61
2. Minimum lot size (net area in sq. ft.)	1 acre	18.05 acres
3. Minimum lot width in ft.	200	1,184 feet
4. Minimum lot depth in ft.	175	533 feet
5. Minimum front yard setback, in ft.	30	30
6. Minimum side yard setback, in ft.		
Interior side yard	10 ft. plus 2 ft. for every 5 ft. in height over 30 ft.	53 feet
Street side yard	20	20 feet
7. Minimum rear yard setback, in ft.	10 ft. plus 2 ft. for every 5 ft. in height over 30 ft.	20 feet
8. Maximum lot coverage	50%	38.10%
9. Maximum building and structure height, in ft.	50	32 to 39 feet
10. Minimum dwelling size (sq. ft.)	1 Bedroom 450 sf 2 Bedroom 800 sf 3 Bedroom 1000 sf	See Project Description Tables 2 and 3
11. Minimum distance between buildings, in ft. (including main DUs and accessory structures)	20	23 feet
12. Floor area ratio	1.0	NA

For the reasons above, the project would not result in significant impacts on visual character, detract from quality public views of the Project Site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality. The Project is not proposed at a scale that would change views of scenic vistas resulting in significant impacts. Analysis of Project plans indicates implementation of General Plan goals and policies to enhance localized scenic resources. Plans show Project consistency with the development standards of the Municipal Code and R-30 Zoning. The standard application of Title 9, Moreno Valley Municipal Code, would provide adequate protection of scenic vistas visible from nearby regional highways as well as visual continuity with surrounding land use patterns in regard to lighting, landscaping, street improvements, and open space. Implementation of **MM AES-01**, pertaining to the perimeter wall will result in less than significant Project impacts on scenic resources.

**MM AES-01:** Prior to issuance of building permits for the Project, the City’s Building Official shall verify that plans show proposed perimeter walls and the restroom structure near the northeast property corner with surface treatments in character with the architectural style of the Project and incorporate appropriate graffiti prevention features.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** See Response I, a) above. Views of the Project Site are limited, and the site is mainly visible from immediately adjacent streets and properties. The Project will implement Mitigation Measure **MM AES-01** to protect the aesthetics of street level views. The Project is not proposed at a scale that would substantially affect views from the Project Site or adjacent areas of mountain ranges that are considered significant visual resources in Moreno Valley. There are no trees, rock outcroppings or historic buildings on or adjacent to the Project Site that are considered as important scenic resources. Site photos show approximately four mature trees and no other scenic resources such as rock outcroppings or historic buildings at this location. Views of the Project Site from Iris Avenue, Emma Lane, Santiago Drive, and from adjacent properties consist of the existing single-family residence, ancillary structures, ornamental landscaping, vacant land, and debris. Implementation of the Project pursuant to the conceptual plans and new landscaping including 275 trees will make the Project Site consistent with the City’s Municipal Code and will result in less than significant impacts on localized scenic resources.

The Project is not highly visible from vantage points outside of the adjacent parcels and is also not highly discernable in views from outlying areas such as from SR-60 or I-215 and SR-74. Due to flat terrain of the Project Site and vicinity, and distance, the Project Site is not visible from SR-60 or SR-74 or any other important scenic resources identified in the General Plan or General Plan Update. Views along CALTRANS Designated State Scenic Highways are designated as Scenic Vistas. SR-74 is the closest designated State Scenic Byway; it is approximately 11 miles south and southeast of the Project and the Project is not visible from this facility; The General Plan Update EIR (MoVal 2021) indicates numerous historic structures and bedrock milling features have been found within the City Limits; however, none of these are located at or adjacent to the Project Site. According to the cultural resources records search for the Project (See Appendix C), a historic resource identified as the Barron/Lantz ranch complex (CA-RIV-11757) was recorded in 2014 (McKenna 2014) on the north side of Santiago Drive, immediately north of the Project; however, this resource was not found during field investigations for the Project and the location is under construction with single-family tract development and direct impacts from the Project would not occur.

For the reasons above, significant impacts on scenic resources related to SR-74, SR-60 or historic structures, trees, and rock outcroppings are not anticipated. The Project Site is surrounded by development consisting of one and two-story residential and commercial buildings, which are not historically significant. There are three-story structures planned east and north of the Project Site in the Local Vicinity between the Project and the closest historic buildings and scenic resources to the north and east. For the reasons above, less than significant Project-related impacts are expected on scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway.



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response I, a) and b) above. The Project is in an urbanized area and plans indicate exterior architectural finishes, building setbacks, heights and mass and landscaping which are consistent with City of Moreno Valley Municipal Code. The standard application of the City's discretionary permit, plan check and permit processes will result in less than significant impacts and code compliance. Approximately 275 trees will be planted on site with the Project pursuant to city regulations related to trees:

- Section 14.40.020:** Tree species
- Section 14.40.080:** Removal of dead, diseased and damaged trees
- Section 9.17.030:** Landscape and irrigation design standards
- Section 9.17.090:** Water efficiency standards for landscaping

Due to proposed scale and compliance with the Moreno Valley Municipal Code, which includes requirements for replacing mature trees, the Project is not expected to have significant impacts on other urbanized areas within the Local Vicinity from public views at vantage points that are either adjacent to the Project Site or in outlying areas. For these reasons impacts on visual character or quality public views are less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response I, a) through c) above. Conceptual project plans indicate non-reflective exterior building treatments and landscape buffers surrounding each building. Interior and exterior lighting is proposed and will be implemented pursuant to the City's Municipal Code. The standard application of the City's plan check and inspection processes for Project implementation will result in less than significant impacts and compliance with proper down lighting and light intensity and maintenance of landscape buffers that is prescribed in the following Municipal Code Sections below resulting in less than significant light and glare impacts from the Project:

- Chapter 9.08.100 Lighting:** contains general provisions for new construction on lighting wattage, security and parking requirements, and proper shielding so that light from the Project will not spill over the property lines.
- Chapter 9.10.110 Light and Glare:** Project-relate direct and indirect lighting may not exceed 0.5 footcandles on adjacent property. All Project-related lighting shall be focused downward.

**Chapter 9.10.120 Maintenance of open areas:** Open areas are required to be maintained with landscaping and to be free of weeds.

**Chapter 9.08.230 Landscaping requirements:** Landscaping will be implemented to buffer land use proposed with the Project.

**Chapter 9.17.080 Landscaping and Water Efficiency for Multifamily residential development:** Landscape buffers to be maintained.

**Sources:**

1. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.11 – Aesthetics
2. Caltrans Scenic Highways Website – <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>
3. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 2 – Land Use and Community Character
  - Chapter 10 – Open Space and Resource Conservation Element – Section 7.8 – Scenic Resources
    - Map OSRC-1: Regional Open Space and Trails
    - Map OSRC-3: Scenic Resources and Ridgelines
4. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021
5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Chapter 9.08.100 Lighting.
  - Chapter 9.10.110 – Light and Glare of the Moreno Valley Municipal Code.
  - Chapter 9.10.120 Maintenance of open areas.
  - Chapter 9.08.230 Landscaping requirements.
  - Chapter 9.17.080 Landscaping and Water Efficiency for Multifamily residential development.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant Impact.** There is no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the Project Site and Local Vicinity. There is no farming occurring on or adjacent to the Project Site. A portion of the Project Site along the eastern site

boundary is designated as Farmland of Local Importance according to the California Resources Agency, Farmland Mapping and Monitoring Program's California Important Farmland Finder Website. (See <https://maps.conservation.ca.gov/DLRP/CIFF/>). City plans indicate Farmland as an interim land use within City Limits that is allowable in all zones. The City's Municipal Codes and Ordinances do not make provisions for agricultural preservation. Except for isolated pockets of land designated as "Vacant" or "Disturbed", or "Locally Important Farmland", the Local Vicinity and western Moreno Valley are currently designated as "Urban and Built-up Land" according to the California Resources Agency, Farmland Mapping and Monitoring Program's California Important Farmland Finder Website. (See <https://maps.conservation.ca.gov/DLRP/CIFF/>).

The conversion of the Project Site to residential land use at 23.61 DU/AC is consistent with the City's zoning and general plan designations under approved Resolution 2013-26, dated April 23, 2006, for the Alessandro Corridor Implementation Project, which codified SCAG's Compass Blueprint - Sustainable Communities Program for development into city planning documents with amendments to the General Plan Land Use Map, Zoning Code and Zoning Map on a total of 315 acres, including the Project Site. Resolution 2013-26 resulted in an allowable residential density up to 30 DU/AC under the General Plan and Zoning Code at the Project Site. Therefore, the proposed land use and density of the Project is consistent with applicable regional plans and would not result in unplanned conversion of farmland to urban use either directly or indirectly beyond what is already approved in SCAG's regional plans. The proposed use of the Project Site for multi-family housing up to 23.61 DU/AC is consistent with approved regional land use plans for growth.

The Project will implement goals and policies of the General Plan for multi-family housing in Moreno Valley over the long-term in response to regional population needs evaluated in the SCAG Transportation Plan/Sustainable Communities Strategy Growth Forecast (SCAG, April 2016) and the State of California Regional Housing Needs Allocation determined by California Department of Housing and Community Development, which was evaluated in the City of Moreno Valley Housing Elements for 2008-2014 and 2021-2029. The Project will implement a land use which fulfills the intent of the City's General Plan Amendment under Resolution 2013-26, SCAG's adopted regional plans, and the City's General Plan Update and current Housing Element by providing broader variety of housing opportunities, specifically multi-family housing, within the City of Moreno Valley. The Project is consistent with the City's General Plan, Zoning Code, and City of Moreno Valley Municipal Code. For these reasons, Project impacts on Farmland are considered less than significant and Project implementation will not result in conversion of agricultural land to other uses beyond what has already been considered and approved in the City's General Plan pertaining to the Project Site and regional land use plans.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** Refer to Response II, a). Agriculture is a permitted land use in all zones in the City of Moreno Valley. The Project Site is zoned as R-30 allowing development of multi-family residences up to 30 DU/AC as a primary permitted use. The entire Project Site and the Local Vicinity are approved for urbanization under residential, commercial, or institutional zoning. The City's General Plan and Zoning Code indicate that there are no Williamson Act Contracts, land planned for agricultural preservation, or land designated for permanent agricultural use, within City Limits. Therefore, Project implementation will result in the planned conversion of agricultural land to urbanized land use at this location; however, the Project will have no direct or indirect impacts on agricultural land use beyond what has already been considered and approved in regional plans and approved City plans. Project implementation will not result in indirect conversion of additional farmland or conversion of land under a Williamson Act contract in a manner exceeding what has already been considered and accepted for this area since the adoption of the 2008-2014 Housing Element and the 2013 General Plan Amendment.

For the reasons stated above, less than significant impacts on agriculturally zoned land as well as land under Williamson Act Contracts are anticipated from Project implementation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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 <a href="#">Public Resources Code section 12220(g)</a> ), timberland (as defined by <a href="#">Public Resources Code section 4526</a> ), or timberland zoned Timberland Production (as defined by <a href="#">Government Code section 51104(g)</a> )?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** Refer to Responses II, a) through b). Project implementation is consistent with existing zoning will not result in additional rezoning for non-forest land use, or the conversion of forest land, timberland or timberland zoned for Timberland Production to non-forest land use. The Project Site has been approved for multi-family residences at a density up to 30 DU/AC under the City’s General Plan and Zoning Code since 2013. The proposed residential land use and density of the Project does not exceed what is already approved under both the City Municipal Code and in approved regional planning programs applicable to the City of Moreno Valley, Riverside County, and the state. The construction of 426 multi-family dwelling units proposed with the Project is less than the 542 units allowed under the approved density of 30 DU/AC under General Plan that was anticipated under buildout of SCAG’s Sustainable Community’s Program. Therefore, Project implementation of residential land use at 23.61 DU/AC with the Project would not exceed the utilization or demand for timberland products that is already expected and approved from development anticipated at this location and the Project will not conflict with existing zoning for forest land or cause rezoning of forest land including timberland zoned for Timberland Production. For the reasons stated above, Project implementation will not result in significant changes in demand for or the use of forests or timberland resources beyond what has been considered and approved for the region and impacts from the Project are considered less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** Refer to Responses II, a) through c). The Project will result in the implementation of the approved general plan and zoning as well as a residential density that is consistent with regional plans approved by SCAG and the State Department of Housing and Urban Development. There are no forest lands within City Limits and the Project will not result in direct impacts on forests. Since the Project is consistent with the regional plans for the area and the City’s General Plan, the Project will not result in additional indirect conversion of land to non-forest use beyond what has already been considered and approved. Due to Project consistency with approved city and regional plans addressing population projections and need for multi-family housing, Project implementation will not result in increased use of Timberland products or the conversion of additional forest to non-forest use. For these reasons, Project impacts are less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** Refer to Responses II, a) through d). Other changes in the environment resulting in conversion of Farmland to non-agricultural use or conversion of forest to non-forest use from Project implementation are not anticipated. The proposed land use and density of the Project is consistent with approved plans and will not result in impacts beyond what has already been evaluated and approved under regional plans. Implementing multi-family residential development at 23.61 DU/AC at the Project Site is consistent with the approved city plans and regional programs for sustainability, indicating the rate or extent of conversion of Farmland to non-agricultural use or conversion of forest land to non-forest from Project implementation has already been evaluated, and is not considered significant in light of housing needs. Impacts from Project implementation are therefore considered less than significant.

**Sources:**

1. City of Moreno Valley Resolution 2013-26.
2. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 4.5 Agricultural Resources
3. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 2 – Land Use and Community Character
  - Chapter 10 – Open Space and Resource Conservation Element – Section 7.8 – Scenic Resources
    - Map OSRC-1: Regional Open Space and Trails
4. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021
5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
6. The SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
7. Growth Forecast, adopted by the SCAG Regional Council on April 7, 2016
8. City of Moreno Valley Housing Element 2021-2029

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant with Mitigation Incorporated.** The information in Section III is based on Perris at Pentecostal Air Quality, Global Climate Change, and Energy Impact Analysis, City of Moreno Valley, dated January 9, 2022, and prepared by Ganddini Associates. This report can be found in Appendix A.

**Summary of Air Quality Plans and Regulatory Authority**

**Less than Significant Impact with Mitigation Incorporated.** The Project is located within the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

SCAQMD is the agency primarily responsible for preparing and implementing air quality measures for Basin compliance with national and state air quality standards. SCAQMD enforces significance thresholds based on volume of pollution emissions and not on actual ambient air quality measurements. Air quality impacts associated with the Project Site are generally from auto emissions and not regionally quantifiable because pollutants from emissions are experienced hours later and miles from the source. The SCAQMD CEQA Handbook states that projects in the South Coast Air Basin with daily emissions exceeding identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. A regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds for criteria pollutants. Tables 5 through 9 in this section highlight existing air quality conditions, state and federal pollution standards, and applicable thresholds of significance for criteria pollutants that are applicable to the Project and Project Site for CEQA Compliance. These standards are established by international, federal, state, regional, and local government agencies listed as follows:

- United States Environmental Protection Agency (USEPA) - National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants.
- California Air Resources Board (CARB), California Environmental Protection Agency (CalEPA), coordinates and administers federal and state air pollution control programs within California. Sets California Ambient Air Quality Standards (CAAQS), provides emission inventories, control measures, and local program oversight. Prepares the State Implementation Plan (SIP). Regulates Toxic Air Contaminants.
- SCAQMD responsible for comprehensive air pollution control in the South Coast Air Basin (Basin). Works directly with SCAG, county transportation commissions, local governments, and all federal and state agencies. Responsible for preparing and implementing the Air Quality Management Plan (AQMP) within the Basin in compliance with the SIP, CAAQS and NAAQS.
- City of Moreno Valley has local authority/responsibility for regulating air pollution. City responsibilities include mitigating significant air emissions from discretionary land use decisions and implementing transportation control measures from the 2016 AQMP such as bus turnouts, energy-efficient streetlights, and synchronized traffic signals. Provides air quality impact assessment of new development projects and requires mitigation of potentially significant impacts as conditions of approval on a case-by-case basis. The City monitors and enforces implementation of mitigation through the standard application of the grading/building permit plan check and inspection processes.

Air Quality compliance measures established and regulated by the above listed agencies target criteria pollutants in the Basin including ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), lead (Pb), and particulate matter less than 10 microns and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>). Volatile Organic Compounds (VOC) are regulated because they convert to O<sub>3</sub> upon exposure to sunlight and mixing with other pollutants within the atmosphere. Toxic Air Contaminants (TAC) are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse health effects. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust. Criteria pollutants are known to harm health and the environment and can cause property damage. The EPA monitors and regulates these pollutants as “criteria” air pollutant emissions because this agency has developed human health-based and/or environmentally based criteria for setting permissible levels. Following are air quality plans and programs applicable to the Project that are used to enforce air quality regulations:

**Air Quality Management Plan:** The 2016 AQMP prepared by the SCAQMD includes both stationary and mobile source strategies regulating air quality and is a regional blueprint for achieving the federal air quality standards and healthful air within the Basin. The SCAQMD’s AQMP is the regional air quality plan applicable to the Local Vicinity and Project consistency the assumptions and objectives of the AQMP indicate whether the Project has the potential to interfere with the region’s ability to comply with Federal and State air quality standards. The Project should be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. Two key indicators of consistency are:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Following are policies of the AQMP typically applied to development projects to reduce emissions:

**SCAQMD Rule 402:** Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**SCAQMD Rule 403:** Regulations for emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs), such as applying water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below and can reduce fugitive dust generation, Particulate Matter 10 microns or greater in diameter (PM10). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

**SCAQMD Rule 445:** Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

**SCAQMD Rule 481:** Applies to all spray painting and spray coating operations and equipment, requiring that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

(1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.

(2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.

(3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

**SCAQMD Rule 1108:** Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin and regulates the VOC content of asphalt during construction. All asphalt used during Project construction must comply with SCAQMD Rule 1108.

**SCAQMD Rule 1113:** Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. Regulates VOC content of paints during construction. All paints and solvents used during Project construction and operation must comply with SCAQMD Rule 1113.

**SCAQMD Rule 1143:** Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

**SCAQMD Rule 1186:** Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for contract street sweepers to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

**SCAQMD Rule 1303:** Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants.

**SCAQMD Rule 1401:** New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

**SCAQMD Rule 1403:** Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

**SCAQMD Rule 2202:** On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

**SCAQMD Rule 2305:** The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce nitrogen oxide and diesel emissions associated with warehouses, help meet federal standards and improve public health. The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Owners and operators of warehouses that have 100,000 square feet or more of indoor floor space in a single building must comply with the WAIRE Program. WAIRE is a menu-based point system in which warehouse operators are required to earn a specific number of points every year. The yearly number of points required is based on the number of trucks trips made to and from the warehouse each year, with larger trucks such as tractors or tractor-trailers multiplied by 2.5. Warehouse operators may be exempt from parts of the rule if they operate less than 50,000 square feet of warehousing activities, if the number of points required is less than 10, or if the WAIRE menu action chosen under performs due to circumstances beyond the operator's control, such as a manufacturer defect. SCAQMD Rule 316 establishes fees to fund Rule 2305 compliance activities.

**CEQA Air Quality Handbook (SCAQMD CEQA Handbook):** This is a CEQA guidance document prepared by the SCAQMD (1993) with current updates found at <http://www.aqmd.gov/ceqa/hdbk.html>. This document was developed in accordance with the projections and programs of the AQMP and is used as a guidance document for preparing air quality impact analysis and project mitigation. The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD.

**SCAG Regional Transportation Plan and Regional Transportation Improvement Plan:** SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP),



which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized for air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

**City of Moreno Valley General Plan:** The City has incorporated the following goals and policies into the 2021 General Plan Update for air quality:

**Goal EJ-1:** Reduce pollution exposure and improve community health.

- Policy EJ.1-1: Coordinate air quality planning efforts with other local, regional, and State agencies.
- 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.
- 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.
- Policy EJ.1-7: Require new large commercial or light industrial projects to develop and implement a plan to minimize truck idling in order to reduce diesel particulate emissions.
- Policy EJ.1-8: Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.
- Policy EJ.1-9: Designate truck routes that avoid sensitive land uses, where feasible.

**City of Moreno Valley CEQA Guidance Documents:** The City’s Community Development Department has developed guidance documents for implementing CEQA and preparing CEQA Initial Studies and EIRs including:

- City of Moreno Valley Rules and Procedures for the Implementation of the California Environmental Quality Act (Moreno Valley, 2019)
- City of Moreno Valley Initial Study Preparation Guide (Moreno Valley, 2019)

Regional air quality impacts from the Project are considered significant if Project emissions exceed the significance thresholds identified in Table 5 through 7 below or contribute pollution to areas that are in non-attainment status.

**Table 5: Federal and State Pollutant Standards**

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O3)	0.09 ppm/1-hour  0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function. Localized lung edema in humans & animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation effects
Carbon Monoxide (CO)	20.0 ppm/1-hour  9.0	35.0 ppm/1-	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease

	ppm/8-hour	hour 9.0 ppm/8-hour	and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> /24-hour 20 µg/m <sup>3</sup> /annual	150 µg/m <sup>3</sup> /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> /annual	35 µg/m <sup>3</sup> /24-hour 12 µg/m <sup>3</sup> /annual	
Sulfates	25 µg/m <sup>3</sup> /24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m <sup>3</sup> /30-day	0.15 µg/m <sup>3</sup> /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: <https://ww2.arb.ca.gov/sites/default/files/2020-07/aags2.pdf>

**Table 6: South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Maintenance (Serious)
Nitrogen dioxide	Attainment	Maintenance (Primary)
Sulfur dioxide	Attainment	Attainment/Unclassified
PM10	Nonattainment	Maintenance (Serious)
PM2.5	Nonattainment	Nonattainment (Moderate)

Source (Federal and State Status): California Air Resources Board (2020)  
<https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations> & US EPA (2020)  
<https://www.epa.gov/green-book>.

**Table 7: SCAQMD Air Quality Significance Thresholds**

MASS DAILY THRESHOLDS	
Pollutant	Operation (lbs/day)
NOx	55
VOC	55
PM10	150
PM2.5	55
SOx	150
CO	550
Lead	3
TOXIC AIR CONTAMINANTS, ODOR AND GHG THRESHOLDS	
TACs	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO <sub>2</sub> e for industrial projects
AMBIENT AIR QUALITY STANDARDS	
Pollutant	SCAQMD Standards
NO <sub>2</sub> -1-hour average	0.18 ppm (338 $\mu\text{g}/\text{m}^3$ )
PM10 -24-hour average	10.4 $\mu\text{g}/\text{m}^3$
ConstructionOperations	2.5 $\mu\text{g}/\text{m}^3$
PM2.5 -24-hour average	10.4 $\mu\text{g}/\text{m}^3$
ConstructionOperations	2.5 $\mu\text{g}/\text{m}^3$
SO <sub>2</sub>	
1-hour average 24-hour average	0.25 ppm 0.04 ppm
CO Average	
1-hr	20 ppm (23,000 $\mu\text{g}/\text{m}^3$ )
8-hr	9 ppm (10,000 $\mu\text{g}/\text{m}^3$ )
30-day average Rolling 3-month Quarterly average	1.5 $\mu\text{g}/\text{m}^3$ 0.15 $\mu\text{g}/\text{m}^3$ 1.5 $\mu\text{g}/\text{m}^3$

Source: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>

Existing air quality conditions at the Project Site are based on topography, meteorology, and climate, and quantity of emissions throughout the Basin released by regional sources and local air pollutant sources. The Project is in an area that is not in attainment for ozone, PM10, and PM2.5 standards. CO is a pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts are assessed by comparing future without and with project CO levels to the State and Federal CO standards. The threshold for significant CO violations is 100,000 vehicles per day and will not be exceeded by the Project. Estimates of the existing regional emissions from the 2016 AQMP prepared by SCAQMD (March 2017) indicate that collectively, mobile sources emissions account for 60 percent of the VOC, 90 percent of NOx, 95 percent of CO, and 34 percent of directly emitted PM 2.5 from mobile sources, with another 13 percent of PM2.5 from road dust.

Exceedances of existing air quality standards measured at the closest air monitoring stations (at the Perris air monitoring station, Latitude 33.7889, Longitude -117.2278, approximately 7 miles south of the Project) were recorded for O3 and PM only during the 2018 to 2020 monitoring period and are outlined as follows: State 1-hour concentration standard for ozone was exceeded between 28 and 34 days each year; and, state 8-hour ozone standard was exceeded between 66 and 77 days each year over the past three years. The Federal 8-hour ozone standard was exceeded between 64 and 74 days each year over the past three years. The State 24-hour concentration standards for PM10 was exceeded between two and six days each year over the last three years. Over the past three years, the Perris Station did not record an exceedance of the Federal 24-hour standards for PM10. During the 2018 to 2020 monitoring period, there was insufficient data for the Federal 24-hour standard for PM 2.5 at the Lake Elsinore Station approximately 10 miles south from the Project Site (Latitude 33.6765, Longitude -117.3310).

Project emissions were estimated using CalEEMod (Version 2020.4.0) software, a statewide land use emissions computer model, which quantifies potential criteria pollutants and GHG emissions from Project construction and long-term operations. The EMFAC2017 computer program was also used to calculate emission rates specific for the western portion of Riverside County for construction-related employee vehicle trips. Additionally, the OFFROAD2011 computer program was used to calculate emission rates for heavy truck operations. The results of modeling indicate that Project construction and long-term operations will emit regulated criteria pollutants including GHG, TAC, and odors; however, due to the scale of the Project and proposed construction phase mitigation, emissions will be less than significant with the incorporation of mitigation measures during construction. Neither short-term or long-term Project-related emissions are estimated to exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS.

During construction, mitigation for architectural coating emissions will be needed to limit architectural coatings to 30 g/L VOC for buildings and 100 g/L for traffic markings. Construction emissions modeling indicates that Project construction is not anticipated to exceed air quality regulations or to be inconsistent with air quality plans according to modeling results shown in Tables 8 and 9. Long-term Project operations will also generate emissions of NOx, ROG, CO, PM10, and PM2.5 from mobile sources including emissions from the additional vehicle miles generated from the new residents; area sources include emissions from consumer products, landscape equipment and architectural coatings; and energy use. Results from emissions modeling show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project. Since the Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant used for assessing long-term project-related air quality impacts from post-construction motor vehicle operations. No violations of the state and federal CO standards are projected to occur from long-term operation, due to the scale of the Project (not exceeding the threshold of 100,000 vehicles per day). Likewise, the Project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors. As a result, the project would result in a less than significant impacts for operational emissions as shown in Table 6.

**Table 8: Construction-Related Regional Pollutant Emissions**

		Pollutant Emissions (pounds/day)					
Activity		ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Demolition	On-Site <sup>1</sup>	2.64	25.72	20.59	0.04	1.32	1.17
	Off-Site <sup>2</sup>	0.06	0.16	0.62	0.00	0.19	0.05
	Subtotal	2.70	25.88	21.22	0.04	1.50	1.22
Grading	On-Site <sup>1</sup>	3.62	38.84	29.04	0.06	5.24	2.93
	Off-Site <sup>2</sup>	0.17	3.90	1.48	0.02	0.77	0.24
	Subtotal	3.79	42.75	30.52	0.08	6.00	3.17
Building Construction	On-Site <sup>1</sup>	1.71	15.62	16.36	0.03	0.81	0.76
	Off-Site <sup>2</sup>	2.11	6.46	21.16	0.07	6.30	1.75
	Subtotal	3.82	22.08	37.52	0.10	7.10	2.51
Paving	On-Site <sup>1</sup>	1.78	10.19	14.58	0.02	0.51	0.47
	Off-Site <sup>2</sup>	0.05	0.04	0.55	0.00	0.17	0.05
	Subtotal	1.83	10.23	15.13	0.02	0.68	0.51
Architectural Coating <sup>3</sup>	On-Site <sup>1</sup>	52.63	1.30	1.81	0.00	0.07	0.07
	Off-Site <sup>2</sup>	0.36	0.23	3.60	0.01	1.10	0.30
	Subtotal	52.99	1.53	5.41	0.01	1.17	0.37
Total for overlapping phases <sup>4</sup>		58.64	33.84	58.06	0.13	8.95	3.40
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

**Notes:**

Source: CalEEMod Version 2020.4.0

- (1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site demolition and grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (2) Off-site emissions from equipment operated on public roads.
- (3) Architectural coating emissions include mitigation limiting architectural coatings to 30 g/L VOC for buildings and 100 g/L for traffic markings.
- (4) Construction, painting and paving phases may overlap.

**Table 9: Project Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	25.72	20.59	1.32	1.17
Grading <sup>3</sup>	38.84	29.04	5.24	2.93
Building Construction	15.62	16.36	0.81	0.76
Paving	10.19	14.58	0.51	0.47
Architectural Coating	1.30	1.81	0.07	0.07
Total of overlapping phases <sup>4</sup>	27.11	32.76	1.39	1.30
SCAQMD Thresholds <sup>2</sup>	170	883	7	4
Exceeds Threshold?	No	No	No	No

**Notes:**

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in SRA 24 Perris Valley.

Assumptions:

- (1) Painting and paving may overlap
- (2) The nearest sensitive receptors are the existing school use located approximately 50 feet (~15 meters) west and the single-family residential dwelling units located approximately 50 feet (~15 meters) north, 100 feet (~30 meters) south, and 567 feet (~173 meters) to the east of the project site.
- (3) The project will disturb up to a maximum of 4 acres a day during grading.

**Table 10: Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources <sup>1</sup>	14.89	6.77	37.90	0.04	0.71	0.71
Energy Usage <sup>2</sup>	0.20	1.70	0.75	0.01	0.14	0.14
Mobile Sources <sup>3</sup>	8.94	12.39	87.96	0.20	20.89	5.68
Total Emissions	24.03	20.86	126.61	0.26	21.73	6.52
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

**Notes:**

Source: CalEEMod Version 2020.4.0; the higher of either summer or winter emissions.

- (1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- (3) Mobile sources consist of emissions from vehicles and road dust.

Utilizing the information presented above, the Project consistency with the AQMP is described below:

**Criteria 1 – Increase in the Frequency or Severity of Violations:** Based on the air quality modeling analysis and incorporation of mitigation, short-term construction impacts will not result in significant

impacts based on the SCAQMD regional and local thresholds of significance. Long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, with incorporation of mitigation for construction, the Project is found to be consistent with the AQMP for the first criterion.

**Criteria 2 – Exceed Assumptions in the AQMP:** The 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: Challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their land use planning programs for purposes of consistency with applicable regional plans under CEQA. The City of Moreno Valley Land Use Plan, including the General Plan Land Use Map, Zoning Map, and Zoning Code, define the assumptions that are represented in the AQMP and the Project is consistent with the General Plan and Zoning on the Project Site. Therefore, the Project is consistent with AQMP assumptions. The Project Site is designated as Residential (R-30) on the City’s General Plan Land Use Map and Zoning Map. The project proposes to develop the approximately 20.4-acre site (18.05-acre net site area) with 426 multi-family residential dwelling units and will not exceed 30 DU/AC. Therefore, the Project is not anticipated to exceed the AQMP assumptions and is found to be consistent with the AQMP for the second criterion.

Based on the information above, the Project will not result in an inconsistency with the SCAQMD AQMP and less than significant impacts are anticipated with mitigation incorporation Mitigation Measure **MM AQ-01**.

**MM AQ-01:** During construction, mitigation for architectural coating emissions will be needed to limit architectural coatings to 30 g/L VOC for buildings and 100 g/L for traffic markings. This requirement shall be noted on the construction plans for the Project and verified by the City’s Building Official. Implementation of this BMP will be carried out by the contractor and verified by the City’s Building Inspector.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less than Significant Impact with Mitigation Incorporated.** Refer to Response III. a). The Project is proposed in an area that is not in attainment for ozone, PM10, and PM2.5 standards; however, the Project will not have a cumulatively considerable net increase in a criteria pollutant with the implementation of Mitigation Measure **MM AQ-01**. For the reasons above, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less than Significant Impact with Mitigation Incorporated.** Refer to Responses III a) and b). Sensitive receptors are those who are sensitive to air pollution including children, the elderly, and persons with

preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. The nearest sensitive receptors to the Project Site include the existing school use located approximately 50 feet (~15 meters) west (across Emma Lane) and the single-family residential dwelling units located approximately 50 feet north (currently under construction, located across Santiago Drive), 100 feet south (across Iris Avenue), and 567 feet to the east (across Perris Boulevard) of the Project Site. Other air quality sensitive land uses are located further from the Project Site and would experience lower impacts. With the incorporation of Mitigation Measure **MM AQ-01**, the Project will have less than significant impacts on emissions and would not expose sensitive receptors to substantial pollutant concentrations.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less than Significant Impact.** The SCAQMD CEQA Handbook states that an odor impact would occur if a Project creates an odor nuisance pursuant to SCAQMD Rule 402, which states: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. If a proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact. Additionally, the City's Municipal Code includes established regulations for odors from construction equipment operations, and construction material use, storage, and disposal requirements. Specifically, Code Sections 6.04.020, 9.03.010, 9.10.150, 10.02.130, and 12.38.020 are intended to minimize odor impacts that may result from construction activities and long-term operation of residential land use.

Emissions anticipated during construction and long-term operation of the Project are mainly odorless. Any perceptible construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. The Project does not propose any land use or activities that would result in permanent significant operational-source odor impacts. Potential odor impacts from both construction and long-term operation are therefore considered less than significant with the standard application of City of Moreno Valley Codes and Ordinances during discretionary project review, plan check, and inspection processes, as well as through ongoing city code enforcement activities.

For the reasons above, impacts are less than significant from other emissions including those leading to odors adversely affecting a substantial number of people.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The information in Section IV is based on ELMT Consulting's (ELMT) habitat assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis which can be found in Appendix B.

Review of all available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project Site was completed. This included review of standard field guides and texts for specific habitat requirements of special-status and non-special-status biological resources. In addition, the following resources were reviewed:

- Environmental Protection Agency (EPA) Water Program "My Waters" data layers
- Google Earth Pro historic aerial imagery (1985-2021);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory (NWI);
- Stephen's Kangaroo Rat Habitat Conservation Plan;
- Western Riverside County Regional Conservation Authority (RCA) MSHCP Information Map;
- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area.

A field investigation was conducted by biologist Jacob H. Lloyd Davies on October 7, 2021, to document baseline conditions and assess the potential for special-status plant and wildlife species to occur within the Project Site. Special-status wildlife species are state or federally listed as threatened or endangered.

**Response:**

**Less Than Significant with Mitigation Incorporated.** During the biologist's field survey, site suitability was assessed for burrowing owl (*Athene cunicularia*) and several other special-status species identified by the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and other electronic databases as potentially occurring on or within the general vicinity of the Project. Research indicates that a total of twenty-three (23) special-status plant species and a total of sixty-eight (68) special-status wildlife species have been reported in the vicinity and have potential to occur on site. No special-status wildlife species were found at the Project Site and the site is not located with federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 5.9 miles southeast of the site for spreading navarretia (*Navarretia fossalis*) and 6.2 miles southeast for thread-leaved brodiaea (*Brodiaea filifolia*) along the San Jacinto River.

Based on the Western Riverside County Regional Conservation Authority (RCA), query of the Riverside County Multi Species Habitat Conservation Plan (MSHCP) Information Map, and review of the MSHCP, it was determined that the Project Site is located within the Reche Canyon/Badlands Area Plan of the MSHCP but is not within any designated Criteria Cells or conservations areas. The City is a permittee under the MSHCP and the Project is subject to MSHCP consistency review. The site is located within the MSHCP designated survey area for burrowing owl and is within the fee mitigation area for Stephen's Kangaroo Rat.

The California Natural Diversity Database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the Project. No native plant communities or natural communities of special concern were observed on or adjacent to the Project Site. Two (2) land cover types were found on site, disturbed and developed. Disturbed areas mainly consist of non-native weedy/early successional species, and some ornamental and fruiting trees associated with historic land use. Plant species observed in the disturbed areas of the site include Russian thistle (*Salsola tragus*), tree tobacco (*Nicotiana glauca*), bromes (*Bromus* spp.), mustard (*Hirschfeldia incana*), telegraph weed (*Heterotheca grandiflora*), puncturevine (*Tribulus terrestris*), Mexican fan palm (*Washingtonia robusta*), bermudagrass (*Cynodon dactylon*), tocalote (*Centaurea melitensis*), common sunflower (*Helianthus annuus*), jimsonweed (*Datura wrightii*), ragweed (*Ambrosia psilostachya*), clustered tarweed (*Deinandra fasciculata*), olive (*Olea europa*), Jerusalem thorn (*Parkinsonia aculeata*), Japanese honeysuckle (*Lonicera japonica*), guava (*Psidium* sp.), mulberry (*Morus alba*), and pepper trees (*Schinus*

molle & *S. terebinthus*). Developed land on site includes the residence, paved driveways, remnant foundations, and portions of Emma Lane. Plant species supported in developed portions of the site include especially hardy non-native species such as Russian thistle, Mediterranean mustard, and puncture vine, in addition to ornamental/fruited tree species.

The MSHCP does not identify any covered or special-status fish, amphibian or reptilian species as potentially occurring within the Project Site. The site provides a limited amount of habitat for reptile, bird and mammalian species adapted to a high degree of human disturbance and not classified as special-status. The only reptilian species observed during the field investigation was common side-blotched lizard (*Uta stansburiana elegans*). Common reptilian species that could be expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*) and San Diego alligator lizard (*Elgaria multicarinata webbii*). Bird species detected during the field survey include European collared dove (*Streptopelia decaocto*), Cassin's kingbird (*Tyrannus vociferans*), Say's phoebe (*Sayornis saya*), common raven (*Corvus corax*), rock pigeon (*Columba livia*), Anna's hummingbird (*Calypte anna*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaidura macroura*), house finch (*Haemorrhous mexicanus*), western meadowlark (*Sturnella neglecta*), black phoebe (*Sayornis nigricans*), American kestrel (*Falco sparverius*), and northern mockingbird (*Mimus polyglottos*). Mammalian species detected during the field investigation include pocket gopher (*Thomomys bottae*), and cottontail (*Sylvilagus audubonii*). Additional common mammalian species that could be expected to occur include possum (*Didelphis virginiana*), ground squirrel (*Otospermophilus beecheyi*), and raccoon (*Procyon lotor*).

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the site have the potential to support ground-nesting birds such as killdeer. No raptors are expected to nest on-site due to lack of suitable nesting opportunities. Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs).

The Project is not specifically identified as a Covered Activity in the MSHCP, under Section 7.3.1, Public and Private Development Consistent with MSHCP Criteria. Public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to a consistency determination with MSHCP policies that apply to areas outside of Criteria Areas. Therefore, a determination must be made for Project consistency with the MSHCP, using the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine area and vernal pools as set forth in Section 6.1.2 of the MSHCP;
  - No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the project site during the field investigation. Development of the proposed project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the proposed project.
  - The MSHCP lists two general classes of soils known to be associated with listed and special-status plant species; clay soils and Traver-Domino Willow association soils. Specific clay soils known to be associated with listed and special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, which are not found on the site. The project site is underlain by Greenfield sandy loam and Hanford coarse sandy loam. Review of historic aerial photographs and observations during the field investigations, indicate no vernal pools or suitable fairy shrimp habitat occurring within the Project Site. The vernal pool fairy shrimp is known from four locations in Western Riverside County MSHCP Plan Area: Skunk Hollow, the Santa Rosa Plateau, Salt Creek, and the vicinity of the Pechanga Indian Reservation. Since the project site is not located within or adjacent to the four known populations, and no indicators of water ponding or astatic water conditions, the site was determined not to provide suitable habitat for vernal pool fairy shrimp. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP:

- Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within the designated survey area for Narrow Endemic Plant Species. Through the field investigation, it was determined that the project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the project is consistent with Section 6.1.3 of the MSHCP. No additional surveys or analysis is required.
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP:
  - Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project Site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The urban/Wildlands Interface Guidelines do not apply and the Project is consistent with Section 6.1.4 of the MSHCP.
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP:
  - The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project Site is within the designated survey area for burrowing owl pursuant to Section 6.3.2 of the MSHCP. No other special-status wildlife species surveys are applicable. Burrowing owl is currently designated as a California Species of Special Concern. Under the MSHCP burrowing owl is considered as an adequately conserved covered species that may still require focused surveys in certain areas. A habitat assessment was conducted to ensure compliance with MSHCP regarding burrowing owl. In accordance with the MSHCP Burrowing Owl Survey Instructions (2006), survey protocol consists of two steps, Step I Habitat Assessment and Step II Locating Burrows and Burrowing Owls. Results from the habitat assessment indicate that suitable resources for burrowing owl exist on site. A thorough field survey for evidence of burrowing owl and burrows indicates current and historic on-site disturbances, and surrounding development, result in no potential for burrowing owl to occur on-site and no focused surveys are recommended. Being that no appropriate burrows or burrowing owl habitat was found, Part B-Focused Burrowing Owl surveys were not required. Therefore, the project is consistent with Section 6.3.2. However, ensure no project impacts from burrowing owl occur, a pre-construction burrowing owl clearance survey shall be conducted prior to ground disturbing activities pursuant to Mitigation Measure **MM BIO-02**.
- A Habitat Evaluation Acquisition Negotiation Strategy (HANS) as set forth in Section 6.1.1 of the MSHCP:
  - The Project Site is not located within any MSHCP designated Criteria Cells and there a HANS is not required/applicable.

**MM BIO-01:** If construction occurs between February 1st and August 31st, the City Planner and City Building and/or Grading Inspector shall verify that a pre-construction clearance survey for nesting birds is conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The survey shall be documented with a report prepared by a qualified biologist and provided to the City for the administrative record on the Project.

**MM BIO-02:** The City Planner and City Building and/or Grading Inspector shall verify that a pre-construction burrowing owl clearance survey shall be conducted prior to issuance of grading permits and ground disturbing activities.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant with Mitigation Incorporated.** See Response IV. a). The Project Site does not contain any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, the Project will not have direct impacts on riparian habitat or other sensitive natural communities. Trees and shrubs on site are ornamental and provide suitable nesting habitat for migratory nesting birds protected under the MBTA. The Project will implement Mitigation Measure **MM BIO-01** related to pre-construction clearance for nesting birds for compliance with the MBTA and California Fish and Game Code if construction occurs between February 1<sup>st</sup> and August 31<sup>st</sup>. Project implementation represents buildout of the City's General Plan which will contribute to cumulative impacts on habitat for Stephen's Kangaroo Rat. The Project is required to pay fair share mitigation fees in compliance with the Habitat Conservation Plan (HCP) for SKR pursuant to Moreno Valley Municipal Code Chapter 8.06, Threatened and Endangered Species. This will reduce potentially significant indirect cumulative impacts on potential habitat for SKR, an endangered species, to a less than significant level.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** See Responses IV a) and IV b). Results of the biologist's field visit indicates no state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) were found on site. There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The United States Army Corps of Engineers Regulatory Branch (ACOE) regulates discharge of dredge or fill materials into "waters of the United States" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the California Department of Fish and Wildlife (CDFW) regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Santa Ana Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on the Project Site during the field investigation. Further, no blue-line streams have been recorded on the Project Site. Therefore, the Project will not result in impacts to ACOE, RWQCB, or CDFW jurisdiction and regulatory approvals will not be required.

For the reasons stated above, the Project will have no impacts such as direct removal, filling, hydrological interruption.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project Site has not been identified as occurring in a wildlife corridor or linkage. The proposed project will be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project is not expected to impact wildlife movement opportunities and there will be no impacts to wildlife corridors or linkages.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** See Responses IV a) and IV b). The City's Tree Preservation Ordinance is not applicable to existing trees at the Project Site, which do not meet the City's definition of heritage trees:

- a. Any tree that defines the historical and cultural character of the city including older Palm and Olive trees, and/or any tree designated as such by official action.
- b. Trees with a fifteen (15) inch diameter measured twenty-four (24) inches above ground level.
- c. Trees that have reached a height of fifteen (15) feet or greater.

The Moreno Valley Municipal Code Chapter 8.06, Threatened and Endangered Species applies to the Project Site. The Project is located within the fee mitigation area for SKR. Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP) and Chapter 8.06 of the City's Municipal Code. As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA 1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

The project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the applicant will be required to pay the SKR HCP Mitigation Fee prior to issuance of permits for development of the Project Site. This is considered full mitigation for cumulative impacts on SKR; Therefore, impacts from implementation of the Project are less than significant with mitigation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant with Mitigation Incorporated.** See Responses IV a) through b). The biologist’s consistency analysis for the Project with the MSHCP indicates Project compliance with the HCP and the MSHCP. Payment of SKR HCP Mitigation Fees is required pursuant to City Ordinance for Project implementation and payment of mitigation fees prior to issuance of permits is considered full mitigation for cumulative impacts on SKR in accordance with the HCP and MSHCP. The Project is not within any MSHCP designated Criteria Cells and will implement Mitigation Measure **MMBIO-02** which requires a pre-construction survey for burrowing owls for compliance with the MSHCP.

For the reasons above, impacts from the Project are less than significant with the incorporation of mitigation measures.

**Sources:**

1. Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Perris at Pentecostal Project Located in the City of Moreno Valley, Riverside County, California. (ELMT Consulting 2021). Appendix B.
2. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 4 Biological Resources
3. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 7 – Conservation Element – Section 7.1 – Biological Resources
4. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.9 – Biological Resources
    - Figure 5.9-1 – Planning Area Biological Geographic Sections
    - Figure 5.9-2 – Planning Area Vegetation Community
    - Figure 5.9-3 – Project Site Location within the MSHCP Area
    - Figure 5.9-4 – Reche Canyon/Badlands Area Plan
  - Appendix E – Biological Resources Study, Appendix E
5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.17.030 G – Heritage Trees
6. Moreno Valley Municipal Code Chapter 8.60 – Threatened and Endangered Species
7. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), <http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/>
8. Stephens’ Kangaroo Rat Habitat Conservation Plan (SKRHCP), [Governing Documents | RCHCA, CA](#)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>Responses in this section are based on a field survey of the Project Site by Andrew R. Pigniolo, RPA conducted on September 24, 2021. Mr. Pigniolo has been on the Register of Professional Archaeologists (RPA) since 1992. His qualifications meet the Secretary of the Interior's Standards for Qualified Archaeologists. This section is also based on research from the following sources: Historic research including an examination of the current listings of the National Register of Historic Places, California Inventory of Historic Resources (State of California 1976), California Historical Landmarks (State of California 1992), National Environmental Title Research (<a href="https://netronline.com/">https://netronline.com/</a>), and a records, and literature search for the Project requested from the Eastern Information Center (EIC) at the University of California, Riverside on September 16, 2021. Information from the City's General Plan Update (GPU) and the General Plan Update EIR (EIR) are also included in this section (Moreno Valley, 2021). The complete research results and report, as well as Mr. Pigniolo's qualifications can be found in Appendix C. The GPU and EIR can be found at:<a href="http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf">http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf</a>.</p> <p><b>Less Than Significant Impact.</b> California Code of Regulations §15064.5 relating to historical resources pertains to environmental changes impacting any object, building, structure, site, area, place, record, or manuscript associated with:</p> <ul style="list-style-type: none"> <li>• Events that have made a significant contribution to the broad patterns of California's history and cultural heritage.</li> <li>• The lives of persons important in our past.</li> <li>• The distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.</li> <li>• Resources which have yielded, or may be likely yield, information important in prehistory or history.</li> </ul> <p>Historical research of cultural activities within the Local Vicinity and Project Site between the 1700's and the present show Native American, Spanish, Mexican, and American control, occupation, and land use. The Project site and existing structures on site are not considered historically significant resources. Based on the records search and historic map check, cultural resources within the Project Vicinity are most likely to be historic structures or buried cultural resources in native alluvium. Surface soils of the Project Site are alluvial soils which have been disturbed due to previous agriculture and more recent disking for weed abatement. The records search results indicate the Project Site has not been previously surveyed for cultural resources and no cultural resources have previously been recorded at this location. At least 34 cultural investigations have been documented within a one-mile radius of the Project Site and five cultural resources have been recorded within a mile of the Project (See Table 2, Appendix C). Cultural resources found within a mile of the Project consist of three historic structures, a historic ranch complex, and a prehistoric (archaeological) isolate artifact. The Baron/Lantz ranch complex (P-33-023936) was recorded on the north side of Santiago Drive, immediately north of the Project.</p> <p>Historic USGS quadrangle maps of the Project Site show development between 1954 and 2018 including seven structures, which appear to be residential and related agricultural use, with agriculture occurring in the surrounding area. The 1968 Sunnymead USGS Quadrangle shows the presence of four small buildings and three large barns or sheds, all in the northwestern property corner. Aerial photographs from 1966 also show the northwestern corner of the Project Site graded and developed with buildings and the rest of the Project Site in use as open agricultural fields (NETR 1966). By 2018 aerials show all structures except a single large residence (15860 Emma Lane) were removed (NETR 2018). Based on the inspection during the field survey of this structure and two concrete slab foundations remaining at the Project Site, all remaining structures are of historic age and appear to have been built over 50 years ago (built in 1971 and older), which is consistent with building records found during research for the Project. For these</p>				

reasons, all existing structures on the Project Site are considered to be of historic age and potentially significant resources based on age.

Plans for the Project indicate removal of the existing residential structure and foundations which would not result in a significant direct impact. The residential structure is not associated with events that have made a significant contribution to the broad patterns of Riverside County's history and cultural heritage. The residential property is not associated with events significant in local history. It is also not associated with the lives of persons important to the history of Riverside County or its communities. The architect and builder are unknown. The structure does not embody the distinctive characteristics of a type, period, the Riverside County region, or an associated method of construction. The structure does not represent the work of an important creative individual and does not possess high artistic values. The integrity of the structure has been significantly compromised by additions and window replacements. The structure cannot yield information important in local history. The associated foundations are also recommended as "not historically significant" for similar reasons. Therefore, the Project site does not contain known historic resources that would require preservation for compliance with the General Plan and Municipal Code. There are no historically significant structures on the Project Site. The closest documented resource is Site CA-RIV-11757, north of the Project, is no longer present and the area is currently being developed including improvements to Santiago Drive. Further improvements to this road that are planned with Project implementation will not result in impacts to this resource and no significant impacts will result from Project Implementation.

Indirect impacts from Project implementation on historical structures is not anticipated due to Project consistency with the General Plan and Municipal Code. The proximity of important historical resources as well as existing development patterns in the Local Vicinity between these resources and the Project indicate no direct lines of sight and less than significant Project impacts. The Project will result in development patterns which are consistent with the approved General Plan, Zoning Code, and Municipal Code and will result in less than significant indirect impacts on historic resources.

For the reasons stated above, direct and indirect Project impacts on historical resources are less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to <a href="#">§15064.5</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated.</b> See Responses V. a). Public Resources Section 15064.5 identifies historically significant archaeological resources and Native American burials in archaeological sites, in addition to historic structures, as important cultural resources requiring protection from disturbance, vandalism, or inadvertent destruction, all of which are considered potentially significant impacts.</p> <p>In historic times, the Cahuilla occupied much of the Riverside area. According to the approved General Plan, buried archaeologically significant resources have been located within the City limits within alluvial soils and technical studies for individual development projects are required to identify potential impacts on a project by project basis. The City relies on cultural studies for each individual project to provide appropriate mitigation measures to protect archaeological resources at each site.</p> <p>Results of the records search for cultural resources indicate prehistoric resources exist near the Project Site. Therefore, it is likely that the alluvial soils of the Project Site may retain potential for buried cultural resources below the depth of previous disturbance. Since the Project will involve grading and trenching below the previously disturbed top layers of soils (below one to two feet from existing ground surface), implementation of the Project has the potential to impact undiscovered buried archeological resources and cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5</p>				



of the Public Resources Code. This is a potentially significant impact. Therefore, monitoring for archaeological resources by archaeological and Native American monitors during trenching, excavation and grading of native soils is recommended to reduce potentially significant impacts to less than significance. Implementation of cultural resource monitoring pursuant to Mitigation Measure **MM CUL-01** will reduce potentially significant impacts on archaeological resources to less than significance. For the reasons stated above Project implementation is anticipated to result in less than significant impacts with mitigation incorporated. With the implementation of Mitigation Measure **MM CUL-01**, the Project will result in less than significant impacts to archaeological resources pursuant to §15064.5.

**MM CUL-01:** Prior to the start of work for construction, the City will separately retain a qualified archaeologist (City's archaeologist) to provide tailgate training to Contractor staff regarding the protocol and handling of cultural resources in the unlikely event that previously unknown cultural resources are discovered during construction. There are no known cultural resources in the project site. This measure is a precaution and will establish standard next steps in the unlikely event that resources are encountered during construction, the Contractor shall participate in a construction tailgate training session with the City's archaeologist and the Native American Monitor prior to commencement of site preparation, demolition, and construction.

**MM CUL-02:** If potential cultural (archaeological and/or tribal) materials, deposits, or features are discovered at any time during site preparation, demolition, construction, or other project-related activity, Contractor shall cease work in the immediate area of the find and shall notify the City immediately. The City's archaeologist and the Native American monitor will inspect the discovery and prepare recommendations for a further course of action. Contractor staff shall be responsible for adhering to direction from the City's archaeologist and Native American monitor regarding avoidance and protection of find(s).

**MM CUL-03:** If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program must be approved by the archaeologist, Native American monitor, and City, then implemented by the Contractor to reduce the impacts to cultural resources. The data recovery program shall include a final data recovery and/monitoring report completed in accordance with the California Office of Historic Preservation's Archaeological Resource Management Reports Recommended Content and Format. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation and data recovery phases must be curated at an appropriate facility consistent with state(California State Historic Resources Commission's Guidelines for Curation of Archaeological Collection 1993) and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to artifact collections.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated.</b> See Response V. a) and V. b). Based on records searches and review of historical aerial photos, the previous use of the site was for agriculture and residential land use and not as a cemetery. Therefore, discovery of human remains during construction is not likely; however, since Project implementation will result in ground disturbing activities below the depth of previous disturbance, it is possible to unearth human remains. In the unlikely event that grading and trenching below the depth of previous disturbance uncovers buried human remains, the contractor shall implement <b>MM CUL-05</b>.</p> <p><b>MM CUL-04:</b> If human remains are encountered during any phase of construction, implementation of the procedures in Public Resources Code Section 5097.98 and the California State Health and Safety Code 7050.5 shall be implemented in consultation with the Most Likely Descendant (MLD) as identified by the State Native American Heritage Commission (NAHC). California State Health and Safety Code Section 7050.5 dictates that no further disturbance shall occur until the Riverside County Coroner makes a</p>				

determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The Riverside County Coroner must be notified within 24 hours. If the Coroner determines that the burial is not historic, but prehistoric, the NAHC must be contacted to determine the most likely descendant for this area. The MLD may become involved with the disposition of the burial following scientific analysis. The NAHC shall identify the MLD with whom consultation shall occur to determine in the treatment and disposition of the remains.

**Sources:**

1. Appendix C – Cultural Resources Survey Report for the Perris at Pentecostal Project Moreno valley, California (APNs 485-230-006 through 009, 015, 043, and 044), Laguna Mountain Environmental, 2021)
2. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Open Space and Resource Considerations
3. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 7 – Conservation Element – Section 7.2 – Cultural and Historical Resources
4. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.10 – Cultural Resources
    - Figure 5.10-1 – Locations of Listed Historic Resource Inventory Structures
    - Figure 5.10-2 – Location of Prehistoric Sites
    - Figure 5.10-3 – Paleontological Resource Sensitive Areas
  - Appendix F – Cultural Resources Analysis, Study of Historical and Archaeological Resources for the Revised General Plan, City of Moreno Valley, Archaeological Associates, August 2003.
5. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021
  - Section 4.5 – Cultural and Tribal Resources
6. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
7. Moreno Valley Municipal Code Title 7 – Cultural Preservation
8. Cultural Resources Inventory for the City of Moreno Valley, Riverside County, California, prepared by Daniel F. McCarthy, Archaeological Research Unit, University of California, Riverside, October 1987 (*This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.*)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Project is consistent with the land use density and patterns established under City Resolution 2013-26 for the Alessandro Boulevard Corridor Implementation Project; the intent of this resolution was to implement SCAG’s Sustainable Communities Strategy on 146 acres within Moreno Valley City Limits, including the Project Site, and to establish land use patterns and integrated transportation modes to reduced vehicle miles traveled and promote efficient energy consumption in development and fulfillment of the City’s Regional Housing Needs Allocation. This Project is therefore consistent with SCAG’s regional plans for sustainability and will not result in significant environmental impacts from wasteful, inefficient, or unnecessary consumption of energy resources during long-term operation. In addition, the Project will implement CALGREEN, the Green Building Code, Part 11, Title 24, California Code of Regulations, which includes green building standards to meet Assembly Bill 32 requirements for reducing Greenhouse Gas Emissions by implementing regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency in construction. City of Moreno Valley has adopted the California Green Building Code, 2019 Edition, as Chapter 8.38 of the Municipal Code. The standard application of the City’s plan check and inspection process for implementing Chapter 8.38 of the City’s Municipal Codes is anticipated to reduce impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation to a less than significant levels. In addition, the use of equipment during construction is subject to California Air Resources Board’s In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits idling to 5 minutes for off-road diesel vehicles 25 horsepower or greater and requires the use energy efficient equipment complying with Best Available Control Technology requirements during construction to promote fuel efficiency. Required compliance with CARB’s standards will be implemented during site inspections by the City Building Department and will result in less than significant impacts during construction.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact. See Response VI. a).** Plans for the Project indicate consistency with state and local plans for sustainability. The standard application of the City’s Plan Check and Inspection processes will result in compliance with state and local building standards implementing energy efficiency requirements. Plans indicate Project compliance with City Resolution 2013-26 which is intended to promote efficiency in energy use by implementing multi-family housing near existing or emerging employment and shopping centers where services are within walking distance to residences. The Project will implement CALGREEN green building standards. For the reasons stated above, less than significant impacts are anticipated.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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 <a href="https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf">https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf</a>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

Responses in this section are based on the Geotechnical Engineering Report dated November 29, 2021, which was prepared for the Project by Terracon Consultants, Incorporated. The recommendations contained in this report include results of field and laboratory testing (See Figure 14 Boring Locations), engineering analyses, and review of conceptual plans for the proposed project by Terracon Consultants. The report can be found in its entirety as Appendix D.

**Response:** .

**Less Than Significant Impact.** The closest fault to the Project Site is the San Jacinto (San Jacinto Valley Segment), Fault which has an estimated a maximum earthquake magnitude of 8.1 at the Project Site and is approximately 6.2 miles northeast of the Project. An earthquake at this fault would result in strong ground shaking at the Project Site, which is addressed in Response VII, i); however, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone. The California Department of Conservation defines Alquist-Priolo earthquake fault zones as regulatory zones along surface traces of active faults in California where there is a line defining the fault that is visible at the earth’s surface. The potential for surface rupture exists along active faults. A minimum setback from an active fault for a structure for human occupancy is generally 50 feet; habitable structures cannot be placed over an active fault.

For the reasons stated above, Project impacts associated with fault rupture, including the risk of loss, injury, or death, from the Project are considered less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:** .

**Less Than Significant Impact with Mitigation Incorporated.** Refer to Response VII, a) i). The Project is within a seismically active region associated with the San Andreas, Elsinore, and San Jacinto Faults. Both temporary construction and permanent occupancy at the Project site will increase population, level of activity, and the extent of land improvements with the Project. Therefore, the Project will increase exposure of people and property to seismic effects including strong ground shaking from earthquakes. Strong ground shaking from an earthquake on one of these faults will likely occur at the Project Site during the life of the Project. The San Andreas Fault is located approximately 15 miles northeast of City Limits and has a probable magnitude of 6.8 to 8; the Elsinore Fault is 17 miles southwest of the City and has a probable magnitude of 6.5 to 7.5. The San Jacinto Fault traverses the northeast corner of the City of Moreno Valley and is partially within City Limits. This is the closest active fault to the Project, located approximately 6.2 miles northeast of the site. An estimated maximum seismic event on the San Jacinto Fault has a probable magnitude of 6.5 to 7.5 (<https://scedc.caltech.edu/earthquake/elsinore.html>).

Evaluation of the Project Site and conceptual site plan by a licensed geotechnical engineer indicates that the site is suitable for the proposed development with the incorporation of geotechnical recommendations for earthwork and site preparation for foundations as well as compliance with the California Building Code

(CBC). Structural regulations for seismic safety will be incorporated into building design for safety during earthquake events in compliance with the CBC. The implementation of recommendations from the geotechnical engineer will be incorporated as mitigation measures as summarized in this section. The standard application of the City's plan check and inspection processes will verify implementation of safety standards. Therefore, the Project will be designed and constructed to withstand strong seismic ground shaking and related seismic conditions that could occur at the Project Site during an earthquake. Project construction is also expected to occur in compliance with California Department of Industrial Relations, Division of Occupational Health and Safety (Cal/OSHA) standards to provide an acceptable level of planning and response for worker safety during construction if strong seismic ground shaking should occur during construction.

Implementation of the geotechnical engineer's recommendations along with the incorporation of CBC and Cal/OSHA standards for worker safety during construction will reduce risk associated with strong seismic ground shaking at the Project Site to less than significant levels. Construction activities must comply with OSHA standards for construction safety which will be verified during construction inspections. Implementation of CBC requirements will be verified during the standard application of the City's plan check and inspection processes by the Building Division Manager/Official and the City's Building Inspector and will result in an acceptable level of safety at the Project Site during construction and occupancy. Impacts can be reduced to less than significance with the incorporation of recommendations from the geotechnical engineer, which are included in Appendix D and summarized below:

**MM GEO-01:** Prior to issuance of the grading permit for the project, the engineering department shall verify that the grading plan includes notes to the contractor which require removal and recompaction of the upper zones of native soils within footprints of the building pads as recommended by the geotechnical engineer for the Project. Implementation of this mitigation measure shall be monitored during grading by the project geotechnical engineer and the City's grading inspector to reduce risk of hydrocollapse.



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant with Mitigation Incorporated.</b> Loose and unconsolidated soil types are specifically susceptible to settlement and liquefaction resulting from earthquake shaking. Liquefaction is ground failure resulting from the loss of cohesion in saturated loose sandy soils. This typically occurs during ground shaking from an earthquake in soils below the groundwater table.</p> <p>Research indicates that the geology and soils of the site are associated with the northern portion of the Perris Block, within the Peninsular Ranges Geomorphic Province, which are largely related to granite bedrock. Soils mapping indicates most of the site soils consist of young alluvial fan deposits of Holocene and Pleistocene age. The northeast portion of the site is mapped as very old alluvial fan deposits of early Pleistocene age (Morton and others, 2002). According to the County of Riverside geologic hazard GIS map and the City’s Map S-1 Liquefaction Map, the site is located within an area having a moderate liquefaction potential based on soils type and depth of the groundwater.</p> <p>Soils and the depth of ground water at the Project Site were tested for susceptibility to ground failure by taking eighteen test borings to depths ranging from approximately 21½ to 51½ feet below existing site grades and laboratory testing. Soils testing also included seven Cone Penetrometer Test (CPT) soundings to depths of approximately 50 to 100 feet below existing ground surface. Boring and CPT locations for the Project are shown in Figure 14). Soils testing at the Project Site indicates the subsurface materials generally consist of interbedded layers of silty sand, sandy and lean clays, and poorly graded sand with varying amounts of silt extending to the maximum depth of the borings, up to 51 1/2 feet below ground surface. The soils encountered in the borings within the upper approximately 4 feet to 15 feet below ground surface (bgs) were generally comprised of loose, silty sand and poorly graded sand with varying amounts of silt. Layers of lean clay with varying amounts of sand were encountered at varying depths generally greater than 13 feet bgs, with the exception of samples taken at boring location B-18, where it was encountered at 4 feet bgs. Groundwater was encountered in three (borings B-1, B-3 and B-13) of the 25 borings drilled for soils testing. Groundwater was encountered at depths of 46½ at B-1, 36½ at B-3, and 39½ feet bgs at B-13. (See Figure 14, Boring Locations) Groundwater has historically ranged from 20 to greater than 100 feet bgs. There was imperceptible difference between samples of native soils and fill soils.</p> <p>Based on test results, the geotechnical engineer concluded that soils at the site are within the Seismic Site Classification D, which is classified as stiff soil pursuant to ASCE7-02 and ASCE7-05 standards for design loads for buildings. In addition, it is anticipated that unconsolidated soils could be encountered during construction of the Project due to fill from previous use and previous underground utilities, such as septic tanks, cesspools, and basements, which were not observed during site testing but could be present and undetected during site testing.</p> <p>Based on research, sampling, and testing of subsurface conditions, onsite soils contain zones of cohesionless sandy soils. Such soils have the tendency to cave and slough during excavations and would need to be either replaced or treated pursuant to the recommended mitigation measures to provide an effective foundation for proposed structures. Native site soils are susceptible to movement, which is considered a potentially significant impact that will be mitigated to less than significance by implementing the geotechnical engineer’s recommendations for site preparation. These recommendations are mitigation measures for the Project listed as follows:</p> <p><b>MM GEO-02:</b> During construction the contractor and City Grading Inspector shall ensure that all activities involving soil disturbance “earthwork” are be evaluated by the Project Geologist. This evaluation shall include observation and testing of engineered fill, subgrade preparation, foundation bearing soils, and other geotechnical conditions exposed during construction.</p> <p><b>MM GEO-03:</b> Ongoing during construction, the City Grading Inspector shall verify that site preparation during grading shall include the following measures for fill:</p>				

- a) Complete removal of existing vegetation, debris, pavements and other materials from proposed buildings and pavement areas.
- b) Initial grading shall create a level uniform surface free of mounds to receive fill and provide for a relatively uniform thickness of fill beneath proposed building structures.
- c) Demolition of the existing buildings should include complete removal of all foundation systems and remaining underground utilities within the proposed construction area, including removal of any loose backfill found adjacent to existing foundations.
- d) All materials derived from the demolition of existing structures and pavements should be removed from the site and not be allowed for use as on-site fill, unless processed in accordance with the fill requirements included in this report.
- e) All previously placed fill associated with any previous development should be removed within the proposed development area.
- f) If unexpected fills, utilities, or underground facilities are encountered, such features should be thoroughly removed and cleaned from the Project Site and excavation materials shall be disposed of at a facility licensed to handle the types and quantities of export materials generated.
- g) The City Grading and/or Building Inspector shall verify that proposed buildings are supported on engineered fill extending to a minimum depth of 3 feet below the bottom of foundations, or 5 feet below existing grades, whichever is greater. Engineered fill placed beneath the entire footprint of the building should extend horizontally a minimum distance of 3 feet beyond the outside edge of perimeter footings.
- h) Subgrade soils beneath exterior slabs and pavements should be removed to a depth of 2 feet below existing grade or bottom of proposed pavement section, whichever is greater, and replaced as engineered fill to the proposed grades.
- i) The bottom of excavations should then be scarified, moisture conditioned, and compacted to a minimum depth of 10 inches. The moisture content and compaction of subgrade soils should be maintained until slab or pavement construction.
- j) Exposed areas which will receive fill, once properly cleared and benched where necessary, should be scarified to a minimum depth of 10 inches, moisture conditioned as necessary, and compacted per the compaction requirements in this report. Compacted fill soils should then be placed to the design grades, and the moisture content and compaction of soils should be maintained until slab, pavement, or proposed improvements are constructed.
- k) Fill soils provided should be free from any organics and debris.
- l) The bottom of excavations should be thoroughly cleaned of loose soils and disturbed materials prior to backfill placement and/or construction.
- m) Individual contractors shall design and construct stable, temporary excavations which are sloped or shored in the interest of safety following local, and federal regulations, including current OSHA excavation and trench safety standards.
- n) All fill materials shall consist of low volume change, inorganic soils which are free of vegetation, debris, and fragments larger than three inches in size pursuant to the geotechnical engineer's recommendations. Pea gravel or other similar non-cementitious, poorly-graded materials should not be used as fill or backfill without the prior approval of the geotechnical engineer. Clean on-site soils or approved imported materials may be used as fill material for the following:
  - 1. General site grading
  - 2. Foundation backfill
  - 3. Foundation areas P
  - 4. Pavement areas
  - 5. Interior floor slab areas
  - 6. Exterior slab areas
- o) The contractor shall notify the Geotechnical Engineer of import sources sufficiently ahead of use so that the sources can be observed and approved.
- p) The contractor shall also submit current verified reports from a recognized analytical laboratory to the Geotechnical Engineer and City Inspector indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current ACI criteria and is "mildly corrosive" to ferrous metal and copper. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job.
- q) Engineered fill should be placed and compacted in horizontal lifts, using equipment and procedures that will produce recommended moisture contents and densities throughout the lift. Fill lifts should not exceed 10 inches loose thickness.



**MM GEO-04:** Ongoing during construction, the City Grading Inspector shall verify that site preparation during grading shall include the following measures for compaction:

- a) Any soft and/or unsuitable material encountered at the bottom of excavations should be removed and be replaced with an adequate bedding material. A non-expansive granular material with a sand equivalent greater than 30 is recommended for bedding and shading of utilities, unless otherwise allowed by the utility manufacturer.
- b) On-site materials are considered suitable for backfill of utility and pipe trenches from one foot above the top of the pipe to the final ground surface, provided the material is free of organic matter and deleterious substances.
- c) Trench backfill should be mechanically placed and compacted as directed by the geotechnical engineer during earthwork monitoring.
  1. Compaction of initial lifts should be accomplished with hand-operated tampers or other lightweight compactors.
  2. Where trenches are placed beneath slabs or footings, the backfill should satisfy the gradation and expansion index requirements of engineered fill as directed by the geotechnical engineer during monitoring.
  3. Flooding or jetting for placement and compaction of backfill is not recommended.

**MM GEO-05:** Ongoing during construction, the City Grading Inspector shall verify that site preparation during grading shall include the following measures for grading and drainage:

- a) Drainage of surface water away from structures should be implemented during construction and maintained throughout the life of the project.
- b) Infiltration of water into utility trenches or foundation excavations should be prevented during construction.
- c) Planters and other surface features which could retain water in areas adjacent to the building or pavements should be sealed or eliminated.
- d) In areas where sidewalks or paving do not immediately adjoin the structure, protective slopes shall be provided with a minimum grade of approximately 5 percent for at least 10 feet from perimeter walls.
- e) Backfill against footings, exterior walls, and in utility and sprinkler line trenches should be well compacted and free of all construction debris to reduce the possibility of moisture infiltration.
- f) A minimum horizontal setback distance of 10 feet from the perimeter of any building and the high-water elevation of the nearest storm-water retention basin shall be maintained.
- g) Roof drainage should discharge into splash blocks or extensions when the ground surface beneath such features is not protected by exterior slabs or paving.
- h) Sprinkler systems and landscaped irrigation should not be installed within 5 feet of foundation walls.

**MM GEO-06:** Ongoing during construction, the City Grading Inspector shall verify that site preparation during grading shall include the following measures for exterior slab design and construction to reduce the potential for damage caused by movement to exterior slabs-on-grade, exterior architectural features, and utilities on or in backfill:

- a) Minimize moisture increases in the backfill.
- b) control moisture-density during placement of backfill.
- c) Use designs which allow vertical movement between the exterior features and adjoining structural elements.
- d) Place effective control joints on relatively close centers.

**MM GEO-07:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for Construction:

- a) Upon completion of filling and grading, maintain the subgrade moisture content prior to construction of floor slabs and pavements.
- b) Construction traffic over the completed subgrade should be avoided.
- c) Site grading shall prevent ponding of surface water on the prepared subgrades or in excavations.
- d) If the subgrade should become desiccated, saturated, or disturbed, the affected material should be removed or these materials should be scarified, moisture conditioned, and recompacted prior to floor slab and pavement construction.
- e) Formwork should be implemented pursuant to the geotechnical engineer's recommendations to stabilize foundation excavations.

- f) Earthwork to be completed during extended periods of dry weather if possible. If earthwork is completed during the wet season (typically November through April) it may be necessary to take extra precautionary measures to protect subgrade soils.
- g) Wet season earthwork operations shall implement the geotechnical engineer's recommendations for wet weather work and shall be carried out under the supervision of the licensed geotechnical engineer.
- h) Wet season earthwork shall include diversion of surface runoff around exposed soils and draining of ponded water on the site. Once subgrades are established, it may be necessary to protect the exposed subgrade soils from construction traffic.

**MM GEO-08:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for construction observation and testing:

- a) The geotechnical engineer shall be retained during the construction phase of the project to observe earthwork and to perform necessary tests and observations during subgrade preparation, proof-rolling, placement and compaction of controlled compacted fills, backfilling of excavation to the completed subgrade.
- b) The exposed subgrade and each lift of compacted fill should be tested, evaluated, and reworked as necessary until approved by the geotechnical engineer prior to placement of additional lifts.
- c) Each lift of fill should be tested for density and water content at a frequency of at least one test for every 2,500 square feet of compacted fill in the building areas and 5,000 square feet in pavement areas. One density and water content test for every 50 linear feet of compacted utility trench backfill.
- d) In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the geotechnical engineer. In the event that unanticipated conditions are encountered, the geotechnical engineer should prescribe mitigation options.
- e) In addition to the documentation of the essential parameters necessary for construction, the continuation of the geotechnical engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer's evaluation of subsurface conditions, including assessing variations and associated design changes.

**MM GEO-09:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for shallow foundations:

- a) Site preparation must be done in accordance with the requirements noted in mitigation measures **MM GEO-01 through MM GEO-07**.
- b) Engineered fill shall extend 3 feet below the bottom of shallow foundations, or 5 feet below existing grades, whichever is greater.
- c) Shallow Foundations Designed for Uplift Conditions.
- d) Reinforced concrete footing foundations for canopy structures, cast against undisturbed native soils, are recommended for resistance to uplift.
- e) Footings may be designed using the cone method.

**MM GEO-10:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for foundation construction:

- a) Footing excavations should be evaluated under the direction of the geotechnical engineer.
- b) The base of all foundation excavations should be free of water and loose soil, prior to placing concrete. Concrete should be placed soon after excavating to reduce bearing soil disturbance.
- c) Care should be taken to prevent wetting or drying of the bearing materials during construction.
- d) Excessively wet or dry material or any loose/disturbed material in the bottom of the footing excavations should be removed/reconditioned before foundation concrete is placed.
- e) To ensure foundations have adequate support, special care should be taken when footings are located adjacent to trenches. The bottom of such footings should be at least 1 foot below an imaginary plane with an inclination of 1.5 horizontal to 1.0 vertical extending upward from the nearest edge of adjacent trenches.
- f) The use of a vapor retarder should be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.
- g) Saw-cut control joints should be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual.

- h) Joints or cracks should be sealed with a waterproof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments.
- i) Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, the structural engineer should account for potential differential settlement in adjacent slab expansion joints or floor slab cracks beyond the length of the structural dowels through use of sufficient control joints, appropriate reinforcing or other means to avoid differential movement between the walls and slabs.

**MM GEO-11:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for pavement:

- a) Implement earthwork pursuant to all geotechnical mitigation measures.
- b) Design of asphalt concrete (AC) pavements based on the procedures outlined in the Caltrans "Highway Design Manual for Safety Roadside Rest Areas" (Caltrans, 2016). Design of Portland cement concrete (PCC) pavements are based upon American Concrete Institute (ACI) 330R-08; "Guide for Design and Construction of Concrete Parking Lots."
- c) Implement proper compaction of the utility trench backfills and the subgrade soils as prescribed by the geotechnical engineer, with the upper 12 inches of subgrade soils and all aggregate base material brought to a minimum relative compaction of 95 percent in accordance with ASTM D 1557 prior to paving. The aggregate base should meet Caltrans requirements for Class 2 base.
- d) Sampling and testing for pavement design should be verified by additional sampling and testing (specifically R-value testing) during construction when the actual subgrade soils are exposed.
- e) The project civil engineer should confirm minimum Traffic Indices and Sections required by local agencies or jurisdictions.

**MM GEO-12:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for pavement drainage:

- a) Pavements should be sloped to provide rapid drainage of surface water. Water allowed to pond on or adjacent to the pavements could saturate the subgrade and contribute to premature pavement deterioration.
- b) Pavement subgrade should be graded to provide positive drainage within the granular base section. Appropriate sub-drainage or connection to a suitable daylight outlet should be provided to remove water from the granular subbase.

**MM GEO-13:** Prior to final Tract Map Approval the City Engineer shall verify the following recommendations have been incorporated in the design and layout of pavements on final project plans and the City's Grading and Building Inspectors shall verify implementation of the following:

- a) Final grade adjacent to paved areas should slope down from the edges at a minimum 2 percent.
- b) Subgrade and pavement surfaces should have a minimum 2 percent slope to promote proper surface drainage.
- c) Install below pavement drainage systems surrounding areas anticipated for frequent
- d) wetting.
- e) Install joint sealant and seal cracks immediately.
- f) Seal all landscaped areas in or adjacent to pavements to reduce moisture migration to subgrade soils.
- g) Place compacted, low permeability backfill against the exterior side of curb and gutter.
- h) Place curb, gutter and/or sidewalk directly on clay subgrade soils rather than on unbound granular base course materials.
- i) A note should be placed on the plans requiring ongoing implementation of a planned preventative maintenance program for pavement management including both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing).

**MM GEO-14:** Ongoing during construction, the City Grading and Building Inspectors shall verify that site preparation during grading shall include the following measures for corrosivity of the on-site soils with respect to contact with the various underground materials which will be used for project construction:

- a) Concrete should be designed in accordance with the provisions of the ACI Design Manual, Section 318, Chapter 4.
- b) For protection against corrosion to buried metals, an experienced corrosion engineer shall be retained to design a suitable corrosion protection system for underground metal structures or components.
- c) If corrosion of buried metal is critical, it should be protected using a non-corrosive backfill, wrapping, coating, sacrificial anodes, or a combination of these methods, as designed by a qualified corrosion engineer.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** According to the Safety Element of the City's General Plan Update and Map S-3 Landslide Hazards, the Project is not located within an area prone to landslides and has been assigned a landslide susceptibility class of 0 (No Risk) by the California Geological Survey. The Project Site consists of gently sloping alluvial soils, which are loose and could be susceptible to localized failure in trenches and deeper cuts during earthwork. The implementation of mitigation measures **MM GEO-01 through MM GEO-14** will reduce potentially significant impacts to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** Site soils will be disrupted during grading and will temporarily become susceptible to erosion during earthwork, especially during high winds and rains. Implementation of a Best Management Practices from the Fugitive Dust Emissions Control Plan and Water Quality Management Plan for the Project will be implemented during earthwork and construction to reduce erosion. Therefore, substantial erosion or the loss of topsoil will be mitigated to less than significant levels with the incorporation of Mitigation Measures **MM GEO-01 through MM GEO-14** and the required Fugitive Dust Emissions Control Plan and Water Quality Management Plan for the Project.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** See Response VII a) VII c). The geology of the Project Site includes granite bedrock overlain by alluvium. The site and surrounding area is flat and not susceptible to landslides. Borings and soils tests indicate site soils within the upper approximately 4 to 15 feet below ground surface (bgs) were generally comprised of loose, silty sand and poorly graded sand with varying amounts of silt, which are susceptible to instability during earthwork. Since the Project will require shallow footings for structural foundations, earthwork below 15 feet is not anticipated. Layers of lean clay with varying amounts of sand were encountered at varying depths generally greater than 13 feet bgs except at boring location B-18 where it was encountered at 4 feet bgs. The identification of previously placed fill soils was not discernable from native soils and fill soils are likely present near existing

structures. Incorporation of geotechnical mitigation measures **MM GEO-01 through MM GEO-14** will ensure that native and fill soils remain stable during construction and occupancy. Therefore, impacts related to geologic, soil instability, lateral spreading, subsidence, liquefaction, collapse, or off-site landslide are less than significant with the incorporation of mitigation measures.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant with Mitigation Incorporated.** See Response iv. c). According to soils tests on samples taken from the site, subsurface soils are not expected to experience substantial volumetric changes (shrink/swell) with fluctuations in moisture content. The site soils are mainly comprised of loose, silty sand and poorly graded sand with varying amounts of silt, which are not considered expansive. Fill material with low shrink-swell properties is recommended and compliance will be verified through testing during construction with the implementation of mitigation measures **MM GEO-01 through MM GEO-14**. Therefore, Project implementation would not result in expansive soils and the Project would not increase exposure to expansive soil hazards. The incorporation of mitigation measures for the Project into construction would result in implementation of the geotechnical engineer's recommendations. The standard application of the City's plan check and inspection processes for construction will result in all structures and infrastructures being designed and built to comply with the applicable soil expansion index of the Uniform Building Code.

For the reasons stated above, no impacts related to expansive soils are anticipated from Project implementation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** Septic tanks or alternative wastewater disposal systems are not proposed with the Project. Therefore, no impacts are anticipated.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** This response is based on the Paleontological Resources Technical Report prepared by Paleo Services, San Diego Natural History Museum dated October 25, 2021. This report is attached as Appendix E. A High paleontological sensitivity is assigned to Quaternary very old alluvial-fan deposits underlying the Project site. This assignment is supported by the occurrence of known fossils in these deposits within the City of Moreno Valley and elsewhere in western Riverside County. Based on published geologic mapping, the Project site is primarily underlain by late Pleistocene- to Holocene-age (less than approximately 129,000 years old) young alluvial-fan deposits (Qya). In addition, early to middle Pleistocene-age (approximately 2.58 million to 774,000 years old) very old alluvial-fan deposits (Qvof) are mapped in the northeastern corner of the Project site. These older Pleistocene-age sediments presumably also underlie Holocene-age sediments throughout the site. The depth of this transition is conservatively estimated to occur at 10 feet below ground surface (bgs). Similar Pleistocene-age alluvial deposits located approximately 5 miles northeast of the Project have produced fossil remains of giant ground sloth (*Megalonyx jeffersonii* or *Nothrotheriops shastensis*), camelid (*Hemiauchenia*), and horse (*Equus*). In addition, significant fossils were discovered approximately 17 miles to the southeast of the Project in Pleistocene-age braided stream and lake deposits exposed during construction of the Diamond Valley Lake Project. Recovered fossils from this project represent a diversity of "Ice Age" mammals (e.g., ground sloth, weasel, skunk, badger, wolf, saber-toothed cat, American lion, puma, peccary, camel, pronghorn antelope, deer, bison, mastodon, and mammoth). Further, the San Bernardino County Museum (SBCM) reports several recorded fossil collection in the City of Menifee, approximately 13 miles to the south of the Project which yielded fossil remains of western camel (*Camelops hesternus*), as well as small-bodied vertebrates including lizards, rodents, and rabbits.

As currently proposed, construction of the Project will involve only minor grading and trenching (extending approximately 5 feet bgs), with excavation of the water quality basin extending to approximately 9 feet bgs, and thus will likely be confined to Holocene-age alluvial fan deposits with a low paleontological potential/sensitivity. Based on these factors, construction is unlikely to result in negative impacts to paleontological resources, and therefore paleontological mitigation is not recommended for the Project. However, in the unlikely event that fossils are unearthed during construction (i.e., an inadvertent discovery), measures are provided to ensure proper collection and treatment of the fossils.

**MM GEO (PALEO)-15:** Ongoing during construction, the construction manager shall be advised immediately upon discovery of an unearthed fossil and earthwork in the vicinity of the discovery shall immediately halt. A Qualified Paleontologist shall be retained by the developer to evaluate the discovery. Earthwork shall be diverted to other areas of the Project until the significance of the fossil discovery can be assessed by the Qualified Paleontologist. If the fossil discovery is deemed significant, the fossil shall be recovered at the expense of the developer using appropriate recovery techniques based on the type, size, and mode of preservation of the unearthed fossil. Relevant geologic, stratigraphic, and taphonomic data should be gathered during the recovery phase to provide critical provenance context. Earthwork may resume in the area of the fossil discovery once the fossil has been recovered, and the Qualified Paleontologist deems the site has been mitigated to the extent necessary. Additional earthwork following the fossil discovery may be monitored for paleontological resources on an as-needed basis, at the discretion of the Qualified Paleontologist. A Qualified Paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology that is experienced with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of Riverside County, and who has worked as a paleontological mitigation project supervisor for at least one year.

**MM GEO (PALEO)-16:** The Paleontologist for the Project shall verify that recovered fossils are prepared, identified, catalogued, and stored in a recognized professional repository (e.g., Western Science Center) along with associated field notes, photographs, and compiled fossil locality data. Donation of the fossils should be accompanied by financial support provided by the developer for initial specimen storage. A final summary report should be completed by the Paleontologist for the Project that outlines the results of this mitigation requirement. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. This report shall be submitted to appropriate agencies, as well as to the designated repository.

**Sources:**

1. Appendix D - Geotechnical Engineering Report, Terracon Consultants, Incorporated, November 29, 2021
2. Appendix E - Paleontological Resources Technical Report, Paleo Services San Diego Natural History Museum, October 25, 2021
3. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, May 20, 2021
  - Section 6 – Safety
4. Moreno Valley Municipal Code Chapter 8.21 – Grading Regulations
5. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)
  - Chapter 4 – Earthquake
  - Chapter 8 – Landslide
6. Emergency Operations Plan, City of Moreno Valley, March 2009, [http://www.moval.org/city\\_hall/departments/fire/pdfs/mv-eop-0309.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf)

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** Prominent GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). Anthropogenic (caused or produced by humans) emissions of these GHGs exceeding natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of continual warming of the Earth’s climate, referred to as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State’s GHG emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and nitrous oxide (NO<sub>x</sub>) are byproducts of fossil fuel combustion. Methane results from off-gassing associated with agricultural practices and landfills.

The City of Moreno Valley Climate Action Plan (CAP) was adopted on June 15, 2021, with intent to reinforce the City’s commitment to reducing GHG emissions and demonstrate city compliance with State of California’s GHG emission reduction standards. The CAP reflects guidelines established in the 2017 Scoping Plan prepared by the California Air Resources Board (CARB). The GHG emission targets proposed for the Moreno Valley CAP are based on the goals established by California Executive Order S-3-15 and Senate Bill 32, following the CAP guidelines established in the 2017 Scoping Plan. The horizon year for analysis in the proposed Moreno Valley CAP is 2040, corresponding with the General Plan update horizon. The proposed 2040 target of four MTCO<sub>2e</sub> per capita per year is determined using a linear trajectory in emissions reduction between 2030 and 2050. The CAP includes GHG reduction measure to close the emissions “gap” between emissions targets and forecast emissions for 2040. These measures are designed to reduce GHG emissions from transportation, industrial, residential, commercial, off-road equipment, public services and public lighting, and natural resources. Project consistency with applicable CAP reduction measures is provided in Table 11. As shown in Table 11, the project is consistent with the applicable measures. The Project will generate GHGs and would result in a less than significant impact. The Project includes EV charging stations and is within very close walking distance to commercial centers and public transit which is intended to reduce VMT and GHG. The standard application of the City’s plan

check and inspection processes will ensure that applicable CAP reduction measure are implemented with the Project. The Project does not require mitigation for GHG.

**Table 11: Project Consistency with City of Moreno Valley CAP Reduction Measures**

Applicable CAP Reduction Measures	Project Compliance with Measure
<b>Transportation</b>	
TR-5: Implement trip reduction programs in new residential, commercial, and mixed-use developments.	No Conflict. The proposed project is a multi-family residential development in close proximity to existing commercial, residential, and school uses. The project site is also within 0.05 miles of existing Riverside Transit Agency stops.
TR-6: Advocate for transit service improvements by area transit providers with an emphasis on coordinating public transit schedules and connections and for subsidies for a higher level of transit service and/or more transit passes for residents and/or employees.	No Conflict. The proposed residential project is located in close proximity to existing Riverside Transit Agency bus stops, with stops as close as approximately 0.05 miles east of the project site.
TR-7: Secure funding to install electric vehicle recharging stations or other alternative fuel vehicle support infrastructure in existing public and private parking lots.	No Conflict. The proposed residential project includes 828 parking spaces including 84 electric vehicle spaces and 4 electric vehicle handicap spaces.
TR-9: Consider requiring new multi-family residential and mixed-use development to reduce the need for external trips by providing useful services/facilities on-site such as an ATM, vehicle refueling, electric vehicle infrastructure, and shopping.	No Conflict. The project is a proposed multi-family residential use, which is to include a clubhouse and electric vehicle parking spaces. The Project is also in close proximity to existing commercial and school uses.
<b>Residential</b>	
R-1: Provide incentives such as streamlined permitting or bonus density for new multi-family buildings and re-roofing projects to install "cool" roofs consistent with the current California Green Building Code (CALGreen) standards for commercial and industrial buildings.	No Conflict. The proposed project is required to comply with the current version of the California Green Building Code (CalGreen).
R-2: Require new construction and major remodels to install interior real-time energy smart meters in line with current utility provider (e.g. MVU, SCE) efforts.	No Conflict. If required by the City, the proposed project would work with MVU to install interior real-time energy smart meters.
R-7: Develop and implement program to incentivize multi-family residential efficiency audits and participation in Moreno Valley Utility direct install program with the goal of a 50 percent energy reduction in 30 percent of the projected amount of multi-family homes citywide by 2035.	No conflict. If required by the City, the proposed project would participate in the Moreno Valley Utility direct install program. Furthermore, the California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
<b>Off-Road Equipment</b>	
<p>OR-1: Encourage residents and businesses to use efficient lawn and garden maintenance equipment or to reduce the need for landscape maintenance through native planting.</p> <ul style="list-style-type: none"> <li>-Partner with the SCAQMD to establish a voluntary exchange program for residential electric lawnmowers and backpack style leaf blowers.</li> <li>-Require new buildings to provide electrical outlets in an accessible location to facilitate use of electric-powered lawn and garden equipment.</li> <li>-In project review, encourage the replacement of high maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.</li> </ul>	No Conflict. The proposed residential project will include landscaping as per the City's guidelines as stated in either their General Plan and/or Municipal Code.



OR-2: Reduce emissions from heavy-duty construction equipment by limiting idling based on South Coast Air Quality Management District (SCAQMD) requirements and utilizing cleaner fuels, equipment, and vehicles. -Require provision of clear signage reminding construction workers to limit idling. -Require project applicants to limit GHG emissions through one or more of the following measures: substitute electrified or hybrid equipment for diesel/gas powered, use alternative-fueled equipment on site, avoid use of on-site generators.	No Conflict. The proposed project is required to comply with SCAQMD requirements for idling.
<b>Natural Resources</b>	
NC-1: Require new landscaping to be climate appropriate.	No Conflict. The proposed residential project will include landscaping as per the City's guidelines as stated in either their General Plan and/or Municipal Code.
Source: City of Moreno Valley Climate Action Plan, June 2021.	

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less than Significant Impact.** See response VIII. a). As shown in Table 11, the Project will implement CAP reduction measures applicable to multi-family residential development. No mitigation is needed.

**Sources:**

1. Perris at Pentecostal Air Quality, Global Climate Change, and Energy Impact Analysis, City of Moreno Valley, January 9, 2022, Ganddini Associates. See Appendix A.
2. Moreno Valley Climate Action Plan (CAP), adopted on June 15, 2021
3. Moreno Valley General Plan Updated, adopted 2021
4. Moreno Valley General Plan, adopted July 11, 2006
5. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
6. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
7. California’s 2017 Climate Change Scoping Plan, prepared by the California Air Resources Board, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf), accessed April 24, 2019

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Environmental Protection Agency (EPA) and the California Department of Toxic Substances Control (DTSC) delegate regulatory authority over various types and quantities of hazardous materials containing chemicals with characteristics that pose risk to environment and human health. These regulations are intended to reduce exposure and remediate pollution concerning air, water, and soils under numerous environmental protection laws including the Clean Air Act, Clean Water Act, Porter Cologne Water Quality Act, Resource Conservation and Recovery Act, Title 22 of the California Code of Regulations, Health and Safety Code, and the California Occupational Safety and Health Act of 1973. The California Hazardous Waste Control Law regulates use, handling and storage of hazardous materials within the state, which are enforced by local fire departments. Regulations on transport, use, and disposal of hazardous materials at the Project Site are enforced primarily through worker safety requirements of the California Division of Occupational Safety and Health (CAL-OSHA) as well as permits issued by South Coast Air Quality Management District (SCAQMD), Santa Ana Regional Water Quality Control Board (RWQCB), City of Moreno Valley Fire Department, and the Riverside County Department of Environmental Health Hazardous Materials Branch. Hazardous materials pollution and remediation efforts are documented in GeoTracker, a website maintained by the State Water Quality Control Board and the EnviroStor website maintained by DTSC. The City Fire Department and County provide hazardous materials response within the City Limits and the City Fire Department participates in the plan check and inspection processes which include hazardous materials management pursuant to California Hazardous Waste Control Law as discussed in this section. The landfill serving the City is Badlands Landfill which will require proof of materials content to verify that the type and quantity of materials they accept meet their license requirements for hazardous materials.

There were no staining, odors or emissions noted at the Project Site during site visits. There are no past or current significant environmental hazards published in records for the Project Site or for adjoining properties available on GeoTracker or EnviroStor. There are a number of Military Clean Up Sites noted on the State Water Board's GeoTracker Website, which are primarily west of the Project near March Air Reserve Base. Most of these are listed as "Closed on the GeoTracker Website." (See <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Search+GeoTracker#>). The closed status indicates these locations have been remediated for hazardous pollution and there is no longer risk to environment or human health. There is one open site assessment, approximately 500 feet east of the Project, identified as the Shell Station, at the northeast corner of Perris Boulevard and Iris Avenue. Information on the GeoTracker website indicates site cleanup for soil and groundwater contamination was initially reported in 2003 and compliance monitoring is still occurring. There are also open cases south of the Project related to the March Air Reserve Base. Due to the topographic gradient sloping from north to south, these open cases are not anticipated to pose a hazardous materials risk at the Project.

Potential sources of contamination at the Project Site include agriculture and residential land use, which were recorded on site in historical aerials. Pesticides, petroleum products, polychlorinated biphenyls (pcbs), radon, asbestos, lead, chromated copper arsenate, and creosote, are typical pollutants related to past farming and building construction prior to 1980. These hazardous substances would have been applied to crops and integrated into the existing structures as part of the standard farming and construction processes. Due to existing site development occurring prior to 1980, remaining structures are presumed to contain asbestos in tiles and building components as well as lead in painted surfaces; pcbs may also be in fluorescent light ballasts. Residual elevated levels of arsenic, chromium and pesticides could remain in soils from past farming. Proposed residential construction typically involves routine use, transport, and disposal of some materials that are considered hazardous substances. Materials containing asbestos, formaldehyde, di-isocyanates, flame retardants and silica are found in adhesives, pre-formed building materials, plywood, carpet, tile, paints, coatings, sealants, and insulation. Residential land use involves the use of cleaners, solvents, and fertilizers that can be considered hazardous. Therefore, past and proposed use of the Project Site have potential to create hazards for people or the environment through the routine transport, use, or disposal of hazardous materials.

The contractor is responsible for implementing best management practices for environmental protection and worker safety during construction. All construction activities will be subject to review and approval under the City's plan check and permit processes, which will ensure that regulations pertaining to abatement of hazardous materials from past use and construction activities are implemented during construction. Compliance verification occurs with the standard application of the plan check and inspection process for building and grading permits. Demolition and development plans for the project will be reviewed and approved by the City of Moreno Valley, Riverside County, and the South Coast Air Quality Management District prior to issuance of permits.

Long term use of the Project Site will involve handling, transport, use and disposal of small quantities of materials that are considered hazardous substances, such as household herbicides, pesticides, cleaning fluids, paints, and batteries. The Project will increase the number of residential units from 1 to 426 and will increase level of activity and materials quantities at the Project Site in this regard. This is considered less than significant because, the Project owner will enforce compliance through individual leases requiring compliance with best management practices for long-term water quality management that are intended to reduce pollution and educate residents on techniques for proper use, handling and disposal household hazardous materials and hazardous waste.

Demolition of existing structures, earthwork, and disposal of related soils and materials offsite may involve transport, handling, or disposal of hazardous materials. Quantities and concentrations of these substances would be determined with sampling, testing and disposal implemented as part of the standard application of the permit and inspection processes for demolition, grading, and building. Permit best management practices for managing any hazardous materials during construction would include review and approval of a manifest of potentially hazardous materials for the Project evaluated for compliance with applicable regulations by the City Fire Department during the plan check and inspection process for proper handling, storage, and worker safety.

For the reasons above, the standard application of City's plan check and inspection processes would be sufficient to reduce any potential impacts from the project to less than significant and no mitigation measures are needed.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response IX, a). Handling, use and storage of hazardous materials during construction is regulated through compliance with the City's Municipal Code via the plan check and inspection processes. Long-term compliance will occur with management of individual leases by the property owner including resident education materials provided with each lease regarding proper handling, disposal and storage of potentially hazardous chemicals. The location of the Project Site is not within a high-risk area for wildland fire, flooding, or earthquakes according to City of Moreno Valley's General Plan and Local Hazard Mitigation Plan. These higher risk areas are located near the City Limits over two miles to the north, east, and southeast. There are no special study areas or conditions, such as Alquist-Priolo Earthquake Fault Zones, FEMA Flood Zone, dam inundation area, or High-risk Fire Zone applicable to the Project Site indicating a higher level of risk of hazardous conditions which could lead a significant hazard to the public or the environment through accidental release of hazardous materials from the Project. The Project is a residential development and will be consistent with existing and planned land use patterns that have been incorporated into the local agency emergency response planning.

For the reasons above, less than significant impacts are anticipated.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant with Mitigation Incorporated.** See Responses IX, a) and b). The closest schools to the Project are March Middle School (15800 Indian St, Moreno Valley, CA 92551) and Rainbow Ridge Elementary School (15950 Indian St, Moreno Valley, CA 92551). Both schools are less than 50 feet west of the Project Site and are adjacent to the west of Emma Lane and within the Val Verde Unified School District, within one-quarter mile of the Project. The contractor will coordinate with the school district during construction pursuant to Mitigation Measures **MM HAZ-01** and **MM HAZ-02**. Additionally, the standard application of the City's Municipal Code through the plan check, permit and inspection processes will verify proper handling and storage of hazardous materials is implemented to reduce the potential for a release that would impact these schools to less than significant levels. Therefore, the standard application of the City's plan check and inspection process as well as implementation of Mitigation Measures for the Project will sufficiently reduce impacts on nearby schools from potentially hazardous materials. Impacts are considered less than significant with mitigation for the reasons stated above.

**MM HAZ-01:** Prior to issuance of permits and construction mobilization for the Project the Contractor shall provide the construction schedule to the Val Verde School District as verified by the grading and/or building inspector prior to grading and demolition at the Project Site. The contractor shall coordinate with the school district on an ongoing basis during construction and shall keep records of this coordination at the Project Site for review by the grading and building inspectors.

**MM HAZ-02:** Prior to issuance of permits, the contractor shall provide a manifest of construction materials and a plan for proper handling, disposal and emergency response to the building official and fire department for verification of adequate contingency measures in regard to potentially hazardous materials used, stored and handled onsite during construction.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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 <a href="#">Government Code section 65962.5</a> and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** Government Code section 65962.5 is the Hazardous Waste and Substances Site List and is also referred to as the Cortese List. The California Department of Toxic Substances Control publishes this list as the EnviroStor Website, which can be found at [https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site\\_type=C\\_SITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST](https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=C_SITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST)

A website search using the street address of the existing residential structure located on the Project Site as well as adjacent land use addresses led to no results. The Project Site is not included on the Cortese List of sites that have known or potential contamination. The Project Site is not at a location where facilities permitted to treat, store, or dispose of hazardous waste are located. Therefore, no impacts anticipated with the Project in regard to Government Code section 65962.5 and no mitigation measures are needed.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** March Air Reserve Base is located approximately 2,000 linear feet west of the Project. The existing zoning of the Project Site is considered compatible with existing Base land use, including the airport. Safety Element Map S-7 from the City’s General Plan Update, titled Airport Land Use Compatibility Zones, indicates that the Project Site is within Airport Compatibility Zone E – Other Airport Environs, involving low noise impacts from occasional overflights, which may be intrusive to some outdoor activities. Zone E is above the 55-CNEL contour. The risk level related to airport safety is considered low at the Project Site; the Project Site is within outer, occasionally used portions of flight corridors. The existing zoning is considered compatible with the airport, since the Project is consistent with the development regulations of the R-30 zone. Figures 5-2 through 5-5 of the Final Air Installations Compatible Use Zones Study for March Air Reserve Base, Riverside, California, dated 2018 and prepared by Airforce Reserve Command, indicate the Project Site is not within a designated Airport Potential Accident Zone (APZ) or the Clear Zone (CZ) for March Air Reserve Base.

For the reasons above, no impacts from the Project are anticipated and no mitigation measures are needed.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant with Mitigation Incorporated.** The City of Moreno Valley has adopted a Local Hazard Mitigation Plan and an Emergency Response Plan for managing natural disasters such as earthquakes and other emergencies affecting the city. Transportation routes and methods of transportation, communication, and emergency services that are available within the City are incorporated into these plans for emergency response and evacuation. Properly functioning arterial roads and freeways are important components of these plans. The City manages traffic generated by new projects through their standard development review and plan check processes. A traffic study of long-term traffic generation from the Project was required. The Project will add temporary and intermittent traffic from larger, slower moving construction vehicles on the City’s circulation system and freeways surrounding the Project Site during construction. Traffic from construction would include trucks, equipment, and delivery vehicles. The standard application of the City’s Municipal Code requires approval of a traffic control plan for construction from the City of Moreno Valley Land Development Division prior to start of construction. The approved plan will include measures such as temporary signage, detours, and flagging to safely route traffic during construction so that traffic delays are less than significant. Project implementation will contribute to permanently increased traffic from the residential population with the Project. The Project will implement traffic mitigation measures to reduce long-term Project generated traffic impacts to less than significant levels. Potentially significant traffic impacts from long-term operation are discussed in detail in Section XVII. Transportation and the related traffic Mitigation Measure **MM TRAF-02** include installation of traffic calming measures along Emma Lane and Santiago Drive and the payment of the developer’s fair share portion of area wide traffic improvements in addition to construction of ultimate Right-of-Way improvements along Emma Lane, Iris Avenue and Santiago Drive.

Project construction would be temporary and intermittent and mainly related to vehicle trips from the construction crew, monitors, and inspectors, as well as truck trips for demolition, grading and materials added to Iris Avenue, Emma Lane and Santiago Drive during as well construction traffic utilizing arterials in the Local Vicinity leading to the freeways. Due to the size of the Project a significant amount of construction traffic is not anticipated. Construction will temporarily result in slower moving and larger construction vehicles to the circulation system, which could delay traffic near the Project Site. This is a temporary impact which will be reduced to less than significance with a traffic control plan, coordination with the Val Verde School District, and detours to nearby arterials implementing acceptable level of service during construction. The Project is forecast to generate approximately 2,871 daily vehicle trips, including 170 trips during the AM peak hour and 217 trips during the PM peak hour. The Project will implement roadway improvements along adjacent streets along Iris Avenue, Emma Lane, and Santiago Drive which will reduce project impacts to less than significant levels. In addition, the Project will contribute to mitigation fees including Development Impact Fees and Transportation Uniform Mitigation Fees, which will be paid

prior to building occupancy and will fund permanent roadway improvements within the City to mitigate additional traffic generated by increased number of residential units proposed with the Project. These fees are required as part of the standard application of the City's Municipal Code and standard implementation of the plan check and inspection process and are considered full mitigation for the planned build-out of the Project Site under the approved R-30 zoning.

For the reasons stated above, the Project will not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts are considered less than significant with mitigation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** The Project Site is within a mostly urbanized area and will not directly expose people or structures to significant risk of loss, injury or death due to wildland fires. Areas of the City designated as high risk for wildland fires are at Box Springs Mountain, San Timoteo Canyon and Reche Canyon north of SR-60 and in the hills north and south of highway 60 between the Gilman Springs and Jack Rabbit Trail exit. Project implementation represents buildout of the City's approved land use plan and the Project will not increase the density or level of activity beyond what has already been considered and approved for the Project Site.

For the reasons above, Project impacts related to wildland fire hazard are less than significant.

**Sources:**

1. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 6 – Safety Element – Section 6.2.8 – Wildland Urban Interface
  - Chapter 6 – Safety Element – Section 6.9 – Hazardous Materials
  - Chapter 6 – Safety Element – Section 6.10 – Air Crash Hazards
    - Figure 6-5 – Air Crash Hazards
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.5 – Hazards and Hazardous Materials
    - Figure 5.5-1 – Hazardous Materials Sites
    - Figure 5.5-2 – Floodplains and High Fire Hazard Areas
    - Figure 5.5-3 – City Areas Affected by Aircraft Hazard Zones
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021
5. March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014, (<http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>)
6. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)
  - Chapter 5 – Wildland and Urban Fires
    - Figure 5-2 – Moreno Valley High Fire Area Map 2016
  - Chapter 12 – Dam Failure/Inundation
    - Figure 12-2 Moreno Valley Evacuation Routes Map 2015
  - Chapter 13 – Pipeline
    - Figure 13-1 – Moreno Valley Pipeline Map 2016
  - Chapter 14 – Transportation
    - Figure 14-1.1 – Moreno Valley Air Crash Hazard Area Map 2016
  - Chapter 16 – Hazardous Materials Accident

- Moreno Valley Hazardous Materials Site Locations Map 2016
- 7. Emergency Operations Plan, City of Moreno Valley, March 2009, [http://www.moval.org/city\\_hall/departments/fire/pdfs/mv-eop-0309.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf)
  - Hazard Mitigation and Hazard Analysis
  - Threat Assessment 2 – Hazardous Materials
  - Threat Assessment 3 – Wildfire
  - Threat Assessment 6 – Transportation Emergencies
- Figure 17 – Air Crash Hazards

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Project Site and Local Vicinity are located within the San Jacinto Valley Watershed and the West San Jacinto Ground Water Basin. The Santa Ana Regional Water Quality Control Board (SARWQCB) is responsible for surface water quality at the Project Site and in the Local Vicinity. In this capacity SARWQCB enforces the Clean Water Act (CWA) under authority of the Porter Cologne Water Quality Act to protect beneficial uses in receiving waters by regulating water discharges affecting water quality in surface waters. Eastern Municipal Water District (EMWD) Board of Directors is responsible for managing the West San Jacinto Groundwater Basin in relation to the Project Site and Local Vicinity pursuant to the 2014 Sustainable Groundwater Management Act.

The authority to regulate water quality comes from the CWA for health, safety, and for protection of beneficial uses in receiving waters including lakes, creeks, rivers, and streams as well as groundwater recharge basins. Water quality standards are found within Section 303 (d) of the CWA. Regulation of discharges into municipal storm water at the Project Site, for compliance with the CWA, is under jurisdiction of the EPA and State Water Resources Control Board (SWRCB). SARWQCB is the regional agency with jurisdiction over water resources in Riverside County and the City of Moreno Valley. Enforcement of the CWA can be escalated to the EPA and other state and federal agencies if necessary; however, it is mainly the responsibility of the County and the City of Moreno Valley, with oversight by SARWQCB, as the agency responsible for issuing water quality permits regulating municipal discharges into surface waters. SARWQCB has issued Order No. R8-2010-0033 for NPDES MS4 Permit Number CAS 618033 to Riverside County Flood Control and Water Conservation District (RCFCWCD) and City of Moreno Valley, as a co-permittee, for water quality management at the Project Site. RCFCWCD is the primary permittee with principal responsibility for controlling pollution in urban runoff within Riverside County pursuant to the NPDES MS4 Permit. This was issued in association with a Water Quality Control Plan (WQCP) for managing municipal discharges in Riverside County. Unincorporated Riverside County and incorporated cities within the Riverside County are co-permittees under this NPDES MS4 permit and implement local water quality management programs for both industrial dischargers and non-point source pollution. Non-point source pollution is runoff from urbanized areas. The goal of these programs is to reduce the type and quantity of pollutants flowing into the municipal storm drain system to protect water quality in receiving waters. City of Moreno Valley has a water quality program applicable to the Project Site with requirements that are consistent with the County's WQCP. Under this program, the Project is required to prepare a Water Quality Management Plan (WQMP) for long-term compliance with the CWA and a Storm Water Pollution Prevention Plan (SWPPP) for compliance with the CWA during construction.

Surface water flows at the Project Site are generally from north to south. The west side of the site flows toward the northeast corner of the site and the east side of the site flows to the south then discharges as unfiltered runoff into the storm drain system in Iris Avenue. The municipal storm drain system flows into the San Jacinto River then into Canyon Lake, which discharges into Lake Perris. The San Jacinto River serves as an important flood control facility as well as recharge for West San Jacinto Groundwater Basin.

Beneficial uses associated with the San Jacinto River include important wildlife habitat. Existing impairments of surface waters includes which are associated with specific types of land use and activities:

San Jacinto River Reach 2 / Canyon Lake (Railroad Canyon Reservoir) – Nutrients  
Lake Elsinore - DDT, Nutrients, Organic Enrichment/Low Dissolved Oxygen, PCBs, Toxicity

These receiving waters are affected by pollutant levels in urban runoff from unfiltered upstream sources, mainly from urbanization and soil erosion, which degrade water quality. Existing water quality conditions at the Project Site and in areas which are tributary to the Project Site are affected by the existing residential, agricultural, and vacant land conditions currently present. Since existing surface flows from the Project site are unfiltered and discharge directly into the storm drain system in Iris Avenue to the south, the site currently contributes some pollution to receiving waters including San Jacinto River, Canyon Lake and Lake Perris associated with exposed soils, debris, and residential waste.

Reducing pollution entering the municipal storm drain system is a primary focus of the City's and County's responsibility under the NPDES MS4 permit. The standard application of the City's plan check and inspection for grading and construction implements erosion and pollution control BMPs during construction with specifications and notes incorporated into grading and construction plans. BMP implementation during construction by the contractor and verification during city inspections protect water quality. These construction phase water quality regulations are found in the City's Standard Engineering Plans, Section 3: Flood and Erosion Control for storm water pollution prevention and consist of temporary BMPs including containment areas for potentially hazardous materials, silt fencing and sandbags, sweeping track-out areas, speed restrictions on dirt roads, coverings for stockpiles and haul trucks, dust reduction by watering disturbed soils, and the application of soil stabilizers for erosion control during grading and construction to protect water quality. The City's Municipal Code identifies these BMPs as Standard Plans and Notes for uniform design and erosion control during construction and are intended to reduce construction-phase pollution in urban runoff.

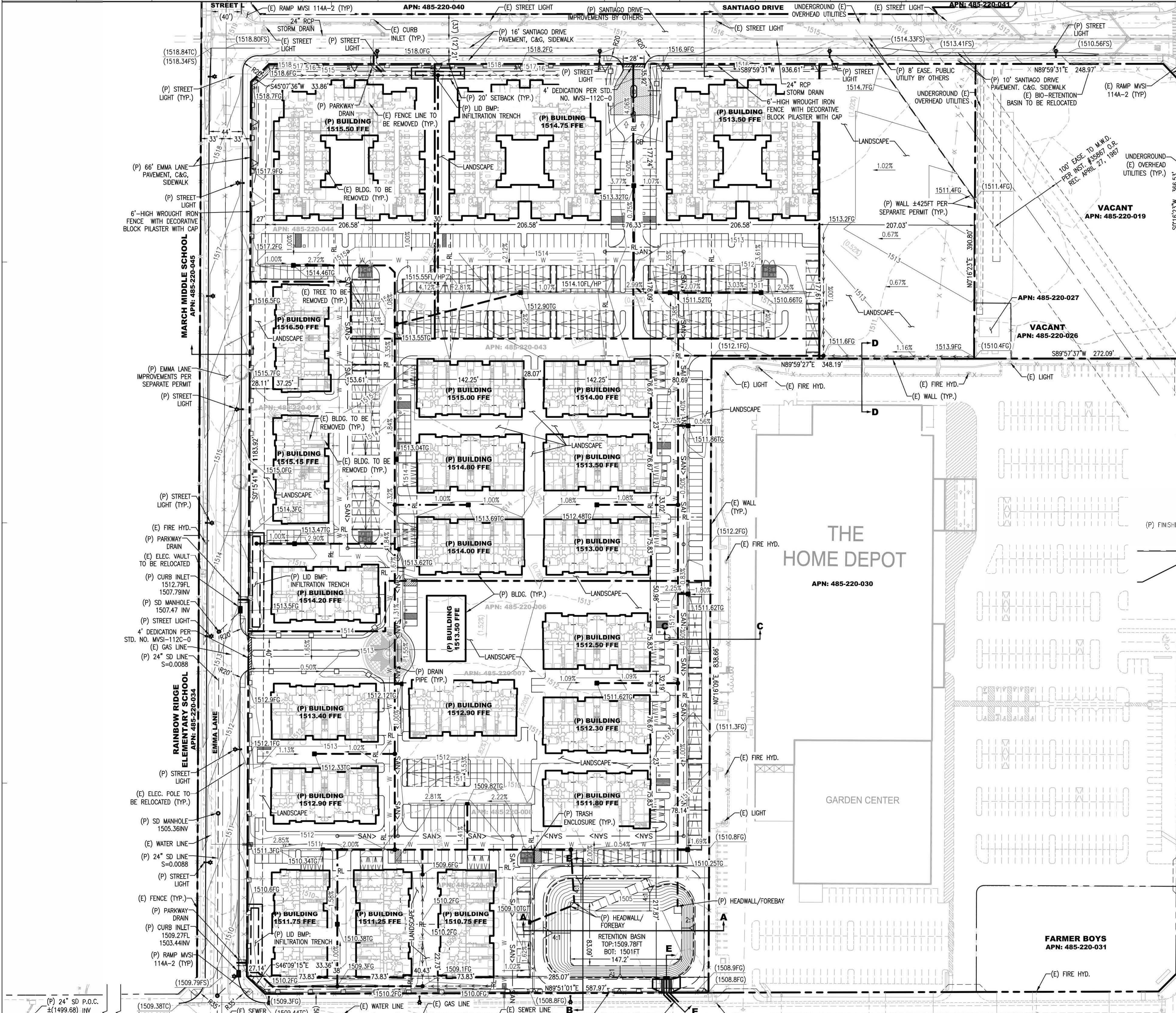
Plans indicate the Project will increase the area of impervious surface from less than 1 percent under existing conditions to 80 percent with the proposed development, including the apartment development and adjacent street improvements in Emma Lane and Santiago Drive. Modified site drainage with directed flows into inlets, landscaped areas, and the onsite detention/desilting basin as shown on Figure 15, Preliminary Grading Plan, as well as covered trash receptacles with containment areas with drains, are examples of structural BMPs that are listed in the WQMP for the Project to reduce pollution entering the City's storm drain. The site will be graded to generally follow existing drainage patterns and to minimize both changes in topography and quantity of import soil needed for development. Construction of apartments involves grading and surface drainage modifications, which will redirect surface flows into inlets in greenbelt areas and toward the onsite detention/desilting basin. Runoff for the Project Site and a portion of Santiago will flow through proposed underground storm drains discharging into the desilting/detention basin located at the southeast corner of the Project Site. Offsite runoff for portions of Santiago Drive and Emma Lane will also be collected via storm drain and directed to the existing public storm drain to the west of Emma Lane in Iris Avenue. The basin and parkway drains will be designed so that storm water is detained up to the 100-year stormwater volume and the rate of discharge from the new impervious areas installed with the Project will not exceed existing site conditions. The basin will provide both on-site detention of surface flows and treatment infiltration of runoff from the Project which will filter pollutants in runoff prior to discharging to the municipal storm drain system. This structural BMP system will be implemented with the Project and will include stenciled signs at storm drains indicating dumping into the drains is prohibited: "No Dumping, Drains to Lake".

The Project will increase level of activity at the site from one residence to 424 units; therefore, The Project has the potential to degrade surface water quality with increased pollution generated on site. The WQMP for the Project identifies the following pollutants of concern which are typically generated from multi-family residential development as well as Best Management Practices (BMP) which will be implemented to achieve water quality objectives of the City's and County's water quality plans for compliance with the CWA concerning: Bacteria, nutrients, pesticides, sediments, trash and debris, oil, and grease. Examples of non-structural BMPs applicable to the Project include regular sweeping of impervious areas, and an occupant education program that encourages proper handling, storage, and disposal of cleaning products, and proper disposal of pet waste. Non-structural BMPs will be implemented on an ongoing basis to reduce each specific type of pollutant of concern, which are not currently enforced under existing conditions at the Project Site. Non-structural BMPs are intended to reduce dust, litter, loose soil, pet waste, pesticides, cleaning fluids, automotive products, and fertilizers which are pollutants affecting water quality which typically associated with residential land use that have been identified in the WQMP for the Project. These

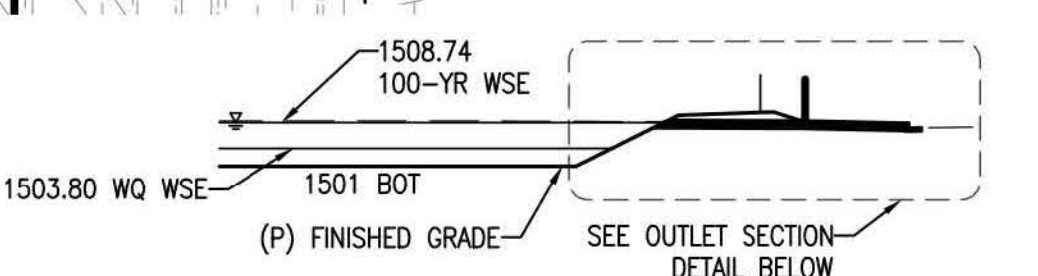


BMPs will be enforced in perpetuity through the standard application of the City's water quality management process and are the responsibility of the owner. Long-term operation, maintenance, and inspection of both structural and non-structural BMPs will be implemented by the owner and will be documented through record keeping by the owner, which is subject to City and RWQCB inspection. The Project will comply with the City's standard process for WQMP approval for pollution source control that is consistent with the County's WQCP and NPDES MS4 permit to minimize water long-term water quality impacts from the Project on receiving waters for CWA compliance. The City's Codes and Ordinances require an approved/signed WQMP for the Project with BMPs kept at the Project Site and implemented in perpetuity by the owner.

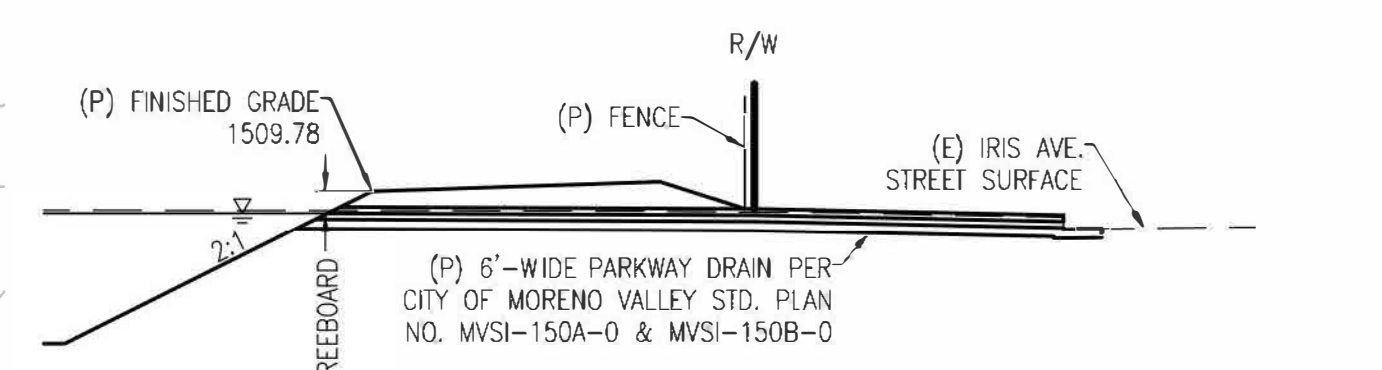
For the reasons above, the Project impacts related to violations of any water quality standards or waste discharge requirements or otherwise substantial degradation surface water or groundwater quality is less than significant.



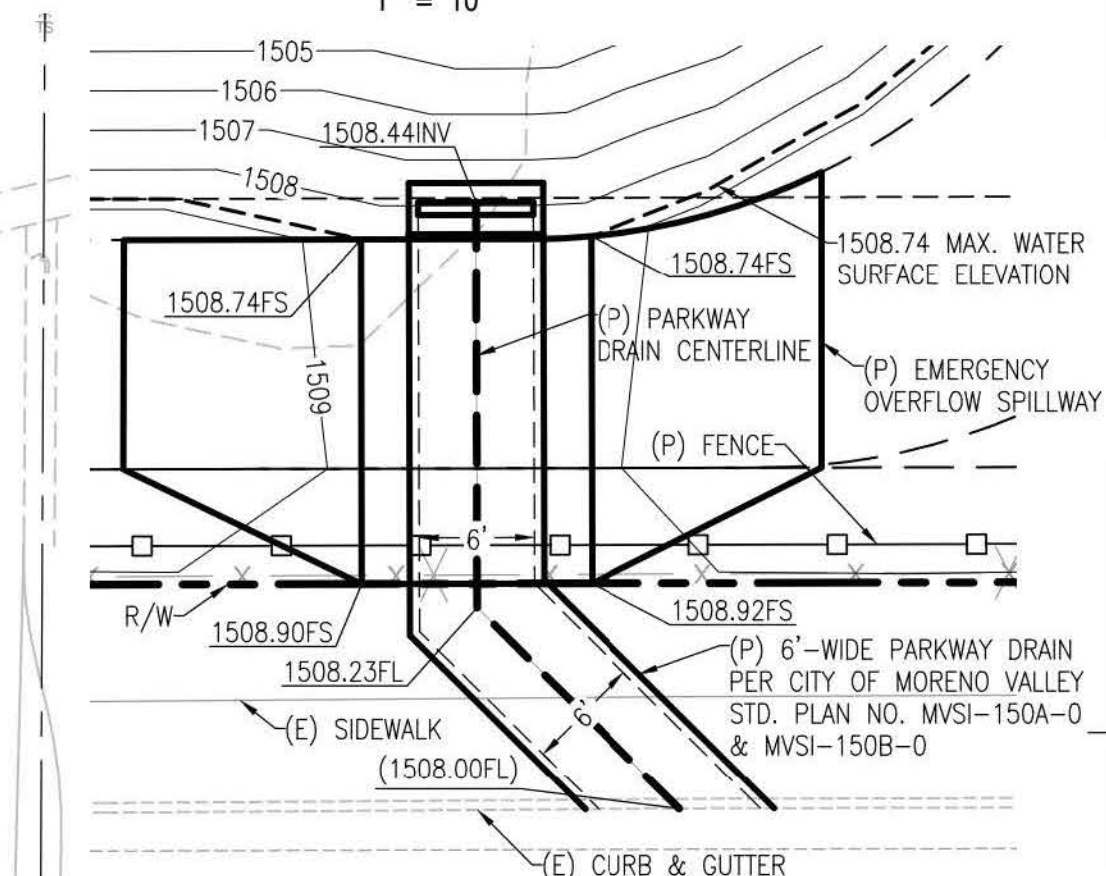
- LEGEND**
- (P) PROPERTY LINE
  - (E) PROPERTY LINE
  - (P) BUILDING
  - (P) CURB & GUTTER
  - (P) VALLEY GUTTER
  - (P) PARKING STALL
  - (P) EARTHEN SWALE
  - (P) FENCE LINE
  - (P) WALL
  - (P) TOE
  - (P) GRADE BREAK/RIDGE LINE
  - (P) SETBACK
  - (P) STORM DRAIN
  - (P) FIRE/DOMESTIC WATER
  - (SAN) SANITARY SEWER
  - (P) STORM DRAIN MANHOLE
  - (P) STORM DRAIN GRATE INLET STRUCTURES
  - (P) RETENTION BASIN



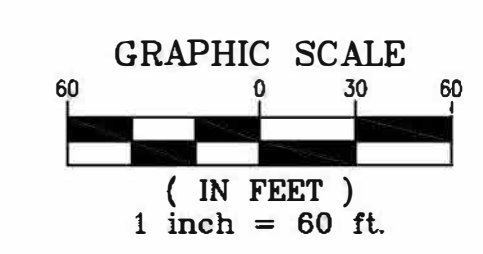
**INFILTRATION BASIN SECTION E-E**  
1" = 30'



**OUTLET SECTION DETAIL**  
1" = 10'



**OUTLET DETAIL**  
1" = 10'



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** The existing Project Site is mainly vacant and could be a potential source of groundwater recharge. The Project will be changing some of the native surface to asphalt, concrete, and other mixed surface types. The Project has been designed to follow the natural site drainage patterns, and any runoff from an impervious site will be redirected to storm drains flowing to an onsite basin for infiltration. The basin is designed with the site natural infiltration capacity being used as the design criteria which exceeds that of pre-development conditions. Therefore, the water quality basin proposed for detention and desilting will provide groundwater recharge after the Project is completed. No substantial interference is suspected to impact groundwater management from Project implementation. Additionally, the Project will connect to the existing potable water delivery system and therefore not rely on direct groundwater extraction. Since the density of the Project has been included in SCAG’s approved regional plans, significant impacts on groundwater extraction beyond what has already been approved ad planned for in regional plans would occur. The Project will implement drought tolerant landscaping and water conservation components in building design that required by the Green Building Code in compliance with sustainable groundwater management for the basin.

For the reasons above, the Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response X. a). The existing site generally slopes down toward the south at a flat gradient of approximately 0.8 percent. The existing site is mostly vacant with grasses, weeds, brush, and some barren areas with exposed unconsolidated soils. There is a single-family residence, some outdoor storage, and debris on site that were observed during site visits. There are no streams or rivers on site; therefore, no direct impacts will occur on streams or rivers. Structural and Non-structural BMPs will be implemented with the standard application of the City’s Municipal Codes and Ordinances related to storm water pollution prevention and the Project WQMP in compliance with the NPDES MS4 permit issued to the County and City for CWA compliance. The City’s standard process will reduce pollution and filter runoff prior to discharge into the municipal storm drain system. Therefore, the Project will not indirectly impact rivers or streams due to erosion or siltation occurring onsite.

The proposed drainage pattern of the Project will retain the existing patterns including: the east side of the site flows towards the south property line, and the west side flows towards the northwest side of the Project site adjacent to the Home Depot property. No existing underground storm drain facilities exist near the site so any runoff from the site is currently discharged directly into Iris Avenue as unfiltered urban runoff. Site improvements include surface grading and drainage inlets and basins so that the Project runoff will be diverted to on site inlets and the desilting/detention basin. The Project will increase impervious surfaces and the volume and velocity of surface flows at the Project Site permanently, however the

desilting/detention basin will retain surface runoff on site so that the volume and rate of discharge off site will be the same as pre-project conditions. Therefore, increased siltation from dust and debris collecting on impervious surfaces and impacting receiving waters as dissolved solids or litter in urban runoff is not anticipated with the Project. The Project will implement structural and non-structural BMPs and will remove existing and Project-related pollution sources prior to discharge into the City's storm drain system. Offsite runoff will comply with the City of Moreno Valley's ordinances pertaining to public street design for portions of Santiago Drive and Emma Lane; storm flows will also be collected via storm drain and directed to the existing public storm drain to the west of Emma Lane in Iris Avenue pursuant to City codes.

During construction the site will be cleared and graded and the City's standards for temporary erosion control will be implemented to minimize siltation during soil disturbance. The City's erosion control requirements are implemented through the standard application of the plan check and inspection processes for grading and construction permits to protect water quality. The Project will install landscaping and structures which will stabilize surface soils permanently. The proposed development will construct landscape areas with drought-tolerant vegetation. The Project has been designed to generally follow the natural site drainage patterns which is towards the southeast corner and the northwest corners of the site. Substantial alteration of existing drainage patterns is not proposed. Therefore, the proposed development will implement drainage following a similar pattern to existing conditions as well as short-term erosion control requirements and no significant permanent impacts from siltation due to grading are anticipated

For the reasons above, significant impacts from substantial alteration of existing drainage patterns or substantial erosion or siltation on- or off-site are not anticipated from Project implementation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response X. a) and c) i. Grading for the Project and the development of the site pursuant to the site plan will not result in flooding either on- or off-site. The grading and drainage plan shows proposed grades that are similar with existing conditions with surface flows directed toward onsite inlets and to the detention/desilting basin. The drainage system for the Project has been designed to accommodate 100-year storm flows and the desilting/detention basin has been designed for detention of a 100-year stormwater event on site which surpasses the existing condition of the Project Site. The basin will act as an infiltration basin for the first 2.8 feet and any excess will be stored in the basin after that to reduce runoff from the Project in a consistent manner with existing conditions. Runoff from the planned completion of the adjacent public streets found off-site will be collected in trench BMPs on Emma Lane which will treat and convey the water through parkway drains that are sized to the water quality flow rate for the Project. Santiago Drive will also use a similar infiltration trench BMPs but are appropriately sized for 100-year storms. Drainage features that will be constructed with the Project, both on- and off-site are designed to City standards for 100-year storm events and will adequately manage runoff from the increased impervious surfaces proposed with the Project.

For the reasons above, less than significant impacts are anticipated related to rate and amount of surface runoff and flooding either on- or off-site.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact.</b> See Response X. a) through c) ii. Project implementation will increase the volume and rate of runoff however the Project will implement an onsite and offsite drainage system that collects runoff via inlets and basins and includes a detention/desilting basin which is adequately sized. The detention/desilting basin has been designed for a 100-year stormwater event in compliance with City standards and will improve existing storm water management at the Project Site. The basin will allow infiltration basin to reduce pollution generated at the Project Site and will store additional surface flows associated with the increased impervious surfaces of the Project. Therefore, runoff volume and velocity from the Project during storms will be the same as pre-project conditions after the Project is completed. Any storm events exceeding 100-year design will flow past the infiltration trenches into an underground storm drain that is proposed in Iris Avenue. Trench BMPs will be installed in Iris Avenue and Emma Lane with the proposed Project improvements to collect, treat, and convey storm water from these off-site improvements as well as collect overflow from the Project through parkway drains that are sized appropriately for the quantity and rate of anticipated flow from the Project.</p> <p>Post-development some pollutants such as trash and debris, pesticides, oil, and fertilizers could be introduced into Project runoff; however, Project BMPs in the approved WQMP will reduce impacts to less than significance by filtering runoff prior to discharge into the City's storm water system to protect receiving waters from these pollutants. As mentioned in the response for question X. a), new site owners, Lessees, or operators will be given stormwater pollution prevention information and the lease agreement it shall document tenant receipt and understanding of non-structural BMPs for water quality management.</p> <p>For the reasons above, the Project is not anticipated to 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 and Project impacts are less than significant in this regard.</p>				
<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact.</b> See Responses a) through c) iii. above. Development plans indicate general consistency between the proposed Project and the native drainage patterns existing at the site and surrounding the Project Site currently. With the Project in place, increased runoff from the Project will be directed to the on-site water quality desilting/detention basin and will infiltrate up to and including the 100-year storm event. Any excess runoff will overflow to an emergency overflow parkway drain and enter the Iris Avenue storm drain which discharges to the Kitching Street Channel, and joins with the Perris Valley Channel, then flows into the San Jacinto River and into Canyon Lake.</p> <p>For the reasons above, the Project will not impede, or redirect flood flows and impacts are considered less than significant.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response:**

**No Impact.** Due to the inland location of the Project tsunami or seiche are not likely to occur as these risks are associated with proximity to large bodies of water such as the ocean and lakes. The Project is surrounded by urbanized land and the site is not close to the ocean or another large water body. The Project Site is in an area that is not at risk for flooding according to the Federal Emergency Management Agency as shown on General Plan EIR Figure 4.10-3. The Project complies with the standards and recommendations listed in Section 8.12 of the City’s Municipal code for construction and post construction conditions which will mitigate water quality concerns and flood damage. Furthermore, Project BMPs will mitigate the release of pollutants in surface flows. Post construction policies will be in place once the Project is complete to minimize pollutants on site as stated in the response to question X. c).iii.

The California Department of Conservation has not noted the Project Site to be in a zone at risk of a tsunami. See <https://www.conservation.ca.gov/cgs/tsunami/maps>

For the reasons above no Project impacts are anticipated from flood hazard, tsunami, or seiche zones, risk or release of pollutants due to project inundation.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Responses X. a) through d) above. The Project will comply with current requirements for pollution source control and flood control is not in conflict with a water quality control plan or sustainable ground water management plan as it will submit and follow an approve WQMP and storm water pollution prevention requirements to comply with the City of Moreno Valley, Ordinance 827. As indicated in Section XI., the Project is in compliance with SCAG’s approved regional plans for sustainability and population growth. The proposed density of the Project will not exceed planned growth for this area and does not conflict with or obstruct implementation of groundwater management planning as a result. The Project will implement the requirements of the Green Building Code including drought-tolerant landscaping and other water conservation measures which will implement sustainable water use into Project design.

For the reasons above, Project impacts are less than significant related to conflict or obstruction of the implementation of a water quality control plan or sustainable groundwater management plan.

**Sources:**

1. Preliminary Hydrology Study Perris at Pentecostal, GreenburgFarrow, 2021
2. Project Specific Water Quality Management Plan, GreenburgFarrow, 2021
3. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 4.10 Hydrology/Water Quality
4. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 6 – Safety Element – Section 6.7 – Water Quality
    - Figure 6-4 – Flood Hazards
  - Chapter 7 – Conservation Element – Section 7.5 – Water Resources
    - Figure 7-1 Water Purveyor Service Area Map
5. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.5 – Hazards and Hazardous Materials

- Figure 5.5-2 – Floodplains and High Fire Hazard Areas
- Section 5.7 – Hydrology and Water Quality
  - Figure 5.7-1 – Storm Water Flows and Major Drainage Facilities
  - Figure 5.7-2 – Groundwater Basins
- 6. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.080 – Liquid and Solid Waste
- 7. Moreno Valley Municipal Code Chapter 8.12 – Flood Damage Prevention
- 8. Moreno Valley Municipal Code Chapter 8.21 – Grading Regulations
- 9. Eastern Municipal Water District (EMWD) Groundwater Reliability Plus, <http://gwrplus.org/>
- 10. Eastern Municipal Water District (EMWD) 2015 Urban Water Management Plan

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XI. LAND USE AND PLANNING – Would the project:**

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Project is consistent with all aspects of the current zoning and general plan designations on the Project Site, which are R-30 and allow multi-family residential development up to 30 dwelling units per acre under City Ordinance 865. These designations at the Project Site and were established as part of the Alessandro Boulevard Implementation Project – Phase II, which was intended to be consistent with SCAG’s regional plans for sustainability and amended Title 9, the City’s Zoning Code and the General Plan to facilitate long-range planning which integrated higher density and intensity of development and mixed-use development with transit objectives to reduce average daily traffic (ADT). The R-30 general plan and zoning for the Project Site were approved by the City of Moreno Valley in 2013 by Resolution 2013-26 and adopted on May 14<sup>th</sup>, 2013. The primary goal of these approved changes to the General Plan designations, General Plan Land Use Map, and the Zoning Code and Map at a number of locations in the City including the Project Site, was to create a cohesive plan for environmental and economic sustainability in the City. Resolution 2013-26 rezoned areas along Alessandro Boulevard, land at Perris Boulevard at Iris Avenue (Project Site) and land at Perris Boulevard and Gentian Way, resulting in 10.46 acres of Open Space, 146.19 acres of Residential R-30 (including the Project Site), 21.47 acres for Community Commercial land use as well as a new Mixed-Use Overlay District replacing Mixed Use Zoning Districts 1 and 2.

The rezoning from R-15 (residential up to 15 dwelling units per acre) and R-5 (residential up to 5 dwelling units per acre) to the R-30 zone at the Project Site was intended to provide a wider range of housing opportunities in the City in compliance with the City’s certified 2011 Housing Element Objective 8.13: To designate land appropriately zoned for higher density housing and to establish the R-30 Zone for higher density residential development. The R-30 Zone was added to the City’s Municipal Code on September 22, 2009, with the intent to integrate high density land use with planned mixed use, high intensity land use in portions of the City to integrate transportation and community activity nodes and facilitate development of mixed use transit-oriented development along Alessandro Boulevard. The stated goals of this resolution were to reduce reliance on vehicles and provide efficient access to jobs and services as well as allow the City of Moreno Valley to meet its 2008-2014 State mandated Regional Housing Needs Assessment (RHNA) numbers by providing a wider range of housing choices for people who work in Moreno Valley. It was determined at the time of approval for the General Plan Amendment and rezoning of the Project Site to the R-30 zoning was consistent with the City’s General Plan and California State Law (Government Code Section 65580-65589.8) requiring available land in the City of Moreno Valley for higher density housing opportunities at 30 du/ac. City Council findings specifically stated that the rezoning and General Plan Amendment of the Project Site was considered consistent with the goals, policies, programs, and objectives of the 2006 General Plan. In addition, the City determined that the zone change to R-30 at the Project Site was consistent with Title 9, Planning and Zoning Section of the City’s Municipal Code, and would facilitate proper management of future growth and change in accordance with the General Plan as well as bring underutilized land into highest and best use pursuant to city responsibilities for land use

planning. Therefore, the Project will implement approved regional plans and is consistent with the City's established planning programs.

For the reasons above, Project impacts on the established community are less than significant. Project implementation would not divide an established community.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** See Response XI. a). The Project is consistent with the City's long-range land use plans and SCAG's long-range plans for sustainability. The density of the Project will not exceed the approved residential density that is anticipated for the Project Site under full buildout of the General Plan. Therefore, Project implementation will not cause a significant environmental impact due to a conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project is intended to accommodate population and jobs growth that is expected in the City and County and will not result in impacts beyond what has already been approved for the City and County in the environmental analysis of these agencies' general plan documents.

**Sources:**

1. City of Moreno Valley Staff Report, Findings, and ISMND for Resolution 2013-26
2. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 2 – Community Development Element – Section 2.1 – Land Use
    - Figure 2-1 – Neighboring Lands Uses
    - Figure 2-2 – Land Use Map
  - Chapter 8 – 2014 – 2021 Housing Element
3. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.12 – Population and Housing
    - Attachments #1 - #10 – Housing Sites Inventory
    - Exhibits A1 – A11, C, D, and E – Maps of Housing Sites
4. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** The City's General Plan and General Plan EIR indicate that there are no mineral resources within City Limits that are known to be significant regionally or to the state. There are no significant mineral resources known to exist at the Project Site. For these reasons, no impacts from implementation of the Project are anticipated on mineral resources.

b) Result in the loss of availability of a locally-important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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delineated on a local general plan, specific plan, or other land use plan?				
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**Response:**

**No Impact.** See Response XII. a). There are no locally important mineral resource recovery sites delineated on the City’s General Plan or Zoning Maps. The Project is consistent with existing zoning and general plan at this location. Therefore, Project implementation will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan or other land use plan and no impacts are anticipated.

**Sources:**

1. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 7 – Conservation Element – Section 7.9 – Mineral Resources
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.14 – Mineral Resources
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.02.120 – Surface Mining Permits
4. Moreno Valley Municipal Code Section 8.21.020 A 7 – Permits Required
5. The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796), <https://www.conservation.ca.gov/dmr/lawsandregulations>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** Existing noise at the Project Site is primarily from traffic on adjacent arterials and activities onsite and on adjacent parcels. According to the General Plan, Iris Avenue and Perris Boulevard in the vicinity of the Project Site produce 60 to 75 CNEL near the property lines at these arterials in the vicinity of the Project. Buildout of the General Plan will may result in increased noise levels at the portions of the Project Site which are closest to Perris Boulevard according to the City’s General Plan noise modeling results (Moval, 2021). Proposed building setbacks, walls and existing structures between these existing noise sources and the units proposed with the Project will attenuate noise. Since the Project will be required to comply with the current building code, the appropriate additional level of noise attenuation will be implemented within the Project to achieve acceptable interior and exterior noise levels. Cumulative noise levels are not anticipated to impact the interior areas of the Project Site and due to large building setbacks from Perris Avenue, future noise impacts from traffic are not anticipated to affect the proposed buildings. The Project Site is not impacted by noise from March Reserve Airforce Base or from I-215, which is the closest freeway to the Project Site. Both of these noise sources are over 2 miles from the Project and the Project is located outside of the 60 CNEL noise contours for these sources.

Since the proposed residential density of the Project is less than the 30 du/ac that was approved for the Project Site in 2013, the Project will have less than significant impacts regarding project contribution to future cumulative noise levels along city arterials from traffic. Noise from Project traffic will not exceed levels that were analyzed under the General Plan EIR for full buildout of the City. Likewise, long-term noise levels at the Project Site, after the project is complete and operational, are not likely to exceed what was previously analyzed and approved under the City’s General Plan. The level of activity associated with the Project density would not exceed what was approved at 30 du/ac and significant impacts are not expected.

The City of Moreno Valley’s Noise Element to the General Plan identifies the land use compatibility standard for noise-sensitive schools, multi-family and single-family residential land uses as a Community

Noise Equivalent Level (CNEL) of 65 CNEL for residential land use and a noise level of 70 CNEL is generally acceptable for schools. CNEL is time-weighted 24-hour noise average in decibels (dBA) and 65 CNEL dBA is generally considered acceptable for residential land use. Existing land use and street patterns indicate that the existing ambient noise levels would be at or below the CNEL standard of 65 dBA at developed portions of the Project Site and on adjacent properties based on traffic volumes on Iris Avenue and Perris Boulevard, and also based on the existing residential and school land use patterns in this area, which have estimated building setbacks from the Project exceeding 70 feet, which is the threshold of significance established in the City's General Plan for distance between sensitive noise receptors and significantly high ambient noise sources, including construction noise, which the Project is not anticipated to exceed.

The City of Moreno Valley Noise Ordinance regulates construction noise through Sections 8.14.040(E) and 11.80.030(D)(7) of the Municipal Code by limiting construction activities to between 7:00 a.m. to 7:00 p.m. from Monday through Friday excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. Otherwise, the City's Municipal Code limits noise propagation to residential land uses during the daytime period (7:00 am to 10:00 pm) to 60 decibels (dBA Leq) and during the nighttime period (10:00 pm to 7:00 am) to 50 dBA Leq. The dBA Leq noise measurement is the decibel value that accounts for total sound energy from all sound levels over a specified time. Leq is a continuous equivalent sound level measurement in decibels that is an averaged noise level over a specific period of time and is referred to as time-averaged sound level. The Project is not anticipated to result in permanently increased noise levels exceeding these standards and no significant impacts are anticipated related to long-term noise levels from the Project.

Construction is not proposed during the noise-sensitive nighttime hours. The type of noise related to construction would be due to equipment used such as jack hammers, compressors, bulldozers, tractors, loaders, backhoes, pavers, trucks, and graders, which would be intermittent and temporary. The noise levels are expected to fluctuate and would not exceed levels identified as the maximum continuous permissible noise levels for a continuous 1-hour period of 105 dBA maximum (See Table 11.80.030-1) of the City's Noise Ordinance.

**Table 12: Construction Equipment Noise Levels**

<b>Equipment</b>	<b>Typical Noise Level (dBA) 50 ft from Source</b>
Pavement Saw Cutter	85
Excavator	85
Backhoe	80
Loader	85
Skidsteer	75
Water Truck	20
Dump Truck (10-Wheel Dump Truck)	84
Smooth Drum Roller	74
Ditch Witch Trencher	103
Source: <a href="https://www.ditchwitch.com/mini-skid-steer/mini-skid-steer/st37x-stand-on-trencher">https://www.ditchwitch.com/mini-skid-steer/mini-skid-steer/st37x-stand-on-trencher</a>	
<a href="https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/handbook/handbook09.cfm">https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/handbook/handbook09.cfm</a>	

For the reasons above, Project implementation will not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** Demolition of the existing structures at the Project Site and earthwork have the highest potential for generating groundborne vibration and groundborne noise due to the types of equipment that will be used during these phases of construction which are likely to include a jackhammer and excavators. Construction activities for the Project will be separated from the closest adjacent structures by existing and proposed roadways, a parking lot for Home Depot and the school playground. Due to these distances, the Project is not likely to generate excessive groundborne vibration or groundborne noise levels that will be highly perceptible affecting the use of the adjacent parcels. Project-related construction impacts will be temporary. Less than significant impacts are anticipated.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** The Project is not located within the vicinity of a private airstrip or within two miles of a public airport or public use airport. The Project Site is located approximately 2,000 linear feet east of March Air Reserve Base within Land Use Compatibility Zone E, which is within the 55 CNEL contour identified in the City’s General Plan. No significant impacts will occur due to the Project location. The Project may expose people to occasional fly over noise from aircraft but would not expose people residing or working in the Project area to excessive noise levels. For the reasons above, less than significant impact are anticipated.

**Sources:**

1. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 6 – Safety Element – Section 6.4 – Noise
    - Figure 6-2 – Buildout Noise Contours
2. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 4.13 Noise
3. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.4 – Noise
    - Figure 5.4-1 – March Air Reserve Base Noise Impact Area
    - Figure 5.4-2 – Buildout Noise Contours – Alternative 1
    - Figure 5.4-3 -- Buildout Noise Contours – Alternative 2
    - Figure 5.4-4 -- Buildout Noise Contours – Alternative 3
  - Appendix D – Noise Analysis, Wieland Associates, Inc., June 2003.
4. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.140 Noise and Sound
5. Moreno Valley Municipal Code Chapter 11.80 Noise Regulations
6. March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014, (<http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact.</b> The Project is consistent with the City’s General Plan and long-range planning programs developed by SCAG. In addition, the Project will complete street improvements for Emma Lane and Santiago Drive that are currently included in the buildout of the City’s Circulation Element in a manner that is consistent with City Ordinances for these public streets. The density of the Project is less than the 30 du/acre that was anticipated with the buildout of the General Plan and the current zoning standards applicable to the Project Site. Since the Project is consistent with existing City plans and programs for land use, it will not induce substantial unplanned population growth by either implementing new homes or business or indirectly by extending infrastructure. Impacts are considered less than significant.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact.</b> Project implementation will not displace substantial numbers of existing people or housing. The Project Site is currently developed with one single-family residence which will be replaced with 424 residential units at this location. Project implementation is intended to broaden the types of housing choices available in the City.</p> <p>For these reasons less than significant impacts from the Project will occur in regard to displaced people or housing necessitating the construction of replacement housing elsewhere.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley General Plan, adopted July 11, 2006 <ul style="list-style-type: none"> <li>• Chapter 2 – Community Development Element – Section 2.1 – Land Use <ul style="list-style-type: none"> <li>- Figure 2-1 – Neighboring Lands Uses</li> <li>- Figure 2-2 – Land Use Map</li> </ul> </li> <li>• Chapter 8 – 2014 – 2021 Housing Element</li> </ul> </li> <li>2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006 <ul style="list-style-type: none"> <li>• Section 5.12 – Population and Housing <ul style="list-style-type: none"> <li>- Attachments #1 - #10 – Housing Sites Inventory</li> <li>- Exhibits A1 – A11, C, D, and E – Maps of Housing Sites</li> </ul> </li> </ul> </li> <li>3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** Fire protection and emergency medical service are provided by Moreno Valley Fire Department (MVFD) in cooperation with Moreno Valley Volunteer Reserve Fire Fighters and contracts with the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). City plans indicate the need for additional fire stations, equipment, and staff to support full buildout of the General Plan. Funding for these resources will be from the City’s Capital Improvement Plan.

The Project is located approximately 1.6 miles from Moreno Valley Station 65 on Indian St. During and post construction, the Project will abide by the City Standards and California Fire Code for Fire Protection, being the City’s water supply standards, Fire Access Standards, Building Signage and Regulation Standards, and Vegetation and Clearance Standards. A fire access road has been incorporated into the Project alongside proper signage, clearance, and vegetation on site. Water Supply is subject to review of the Eastern Municipal Water District and City. The Project is consistent with the City’s long-range plans and will not create additional need for services beyond what has already been identified in the approved General Plan. The standard application of the City’s discretionary review, plan check and inspection process will verify the implementation of fire protection performance objectives for the Project. For these reasons, impacts are considered less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant with Mitigation Incorporated.** Police protection is provided by the City of Moreno Valley Police Department and includes contracted support from the County of Riverside Sherriff’s Department. The Moreno Valley Police Department is located approximately 3.8 miles from the Project Site. With the site location being within City boundaries. No new facilities are required but the police have commented on the Project conditions. They have asked for trees to be maintained and kept at 6 feet from the building, number and letters to buildings be clearly visible from the street, maximize the number of windows on the for visibility into the parking lot. The community mailbox should be placed in a well-lit, highly visible public place. These requirements are included as Mitigation Measure PS-01 for the Project to reduce impacts related to police protection to less than significance.

**PS-01:** Prior to issuance of building permits and certificates of occupancy for the Project, the City Building Inspector shall verify the following features are incorporated into the Project:

- a) Trees and landscaping shall be maintained and set back at least 6 feet from buildings
- b) Building number and letters for addresses are to be clearly visible from the street.
- c) Provide adequate visibility to parking and common areas for safety.
- d) Community mailboxes shall be located in a highly visible and well-lit location

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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iii) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant with Mitigation Incorporated.** The Project is within the Val Verde Unified School District which collects impacts fees for the Project to offset potential impacts on the school district from increased enrollment from the Project. March Middle School and Rainbow Ridge Elementary School are located to the west across Emma Lane from the Project. Since the Project consistent with the planned buildout of the City’s general plan and zoning for the Project Site, significant impacts on these schools and the school district are not anticipated. Project will not result in permanent changes at the school once completely developed. However, during construction traffic has the potential to impact both schools during peak hours when drop-offs and pickups occur. A traffic control plan will be approved by the City to mitigate the impact and mitigation measures for traffic control have been incorporated into the mitigation monitoring and reporting program for the Project. See Section XVII.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** Plans for the Project indicate common area and private recreation space onsite in compliance with the development standards of the City’s Municipal Code. Upper balconies will consist of 100 square feet per unit (sf/unit) of private recreation space and lower units will have 150 sf/unit ground level patios as private recreation space. Proposed Community Open Space consists of 80,380 square feet (1.85 acres) and includes landscaped building setbacks, courtyards and active recreation areas consisting of a pool with shade structure and restrooms, splash pad, and small and large dog parks. A Clubhouse and Leasing Office provides 8,000 square-feet of indoor recreation. There is a 53,500 square foot Common Area Open Space Surrounding Clubhouse. In addition, the Project is located adjacent to the southwest of the Juan Bautista Trail, which is a pedestrian trail and bike path. The closest city park to the Project is located northwest and is the Santiago Park, which is a neighborhood park consisting of 2.84 acres. Santiago Park provides a fitness area, multi-use field, playground, shade shelters, and walking path. During construction traffic may be impacted, as such a traffic control plan will be in placed to mitigate the impact. Due to the proposed open space as well as community and private recreation space proposed on the Project Site, the Project is not anticipated to create significant demand on existing parks. The Project has been included in the planned growth of the City and less than significant impacts are anticipated.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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v) Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant with Mitigation Incorporated.** Moreno Valley Library-Iris Plaza Branch is located southeast of the Project Site and no substantial impact to facility or alternation of the facility are foreseen because the Project is within the approved density of the City’s long-range plan. Service at the library may be temporarily impacted on an intermittent basis by traffic during construction. To reduce impacts from increased Project traffic, appropriate Traffic Control Measures (**MM TRAF-01 through MM TRAF-04**) will be implemented to mitigate Project impacts to less than significant levels. See Section XVII.

**Sources:**

1. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 2 – Community Development Element – Section 2.5 – Schools
    - Figure 2-3 – School District Boundaries
  - Chapter 2 – Community Development Element – Section 2.6 – Library Services

- Chapter 2 – Community Development Element – Section 2.7 – Special Districts
  - Chapter 2 – Community Development Element – Section 2.5 – Other City Facilities
  - Chapter 4 – Parks, Recreation and Open Space Element – Section 4.3 – Parks and Recreation
    - Figure 4-2 – Future Parklands Acquisition Areas
    - Figure 4-3 – Master Plan of Trails
  - Chapter 6 – Safety Element – Section 6.1 – Police Protection and Crime Preventions
  - Chapter 6 – Safety Element – Section 6.2 – Fire and Emergency Services
    - Figure 6-1 – Fire Stations
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
    - Section 5.13 – Public Services
      - Figure 5.13-1 – Location of Public Facilities
  3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  4. City of Moreno Valley General Plan 2040, adopted June 15, 2021
    - Chapter 4.13 Public Services and Recreation

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>XVI. RECREATION – Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact.** Project implementation will increase population in conformance with the planned buildout of the City’s long-range plans. As indicated in response XV. iv) above, the site plan for the Project indicates onsite recreation opportunities for residents, including open space turf, a pool, splash pad, and dog parks, which will be developed with the Project in conformance with municipal code requirements. Even with onsite recreation, it is anticipated that the Project will increase the use of existing city and regional parks. The City of Moreno Valley requires a minimum of three acres of parkland per 1,000 residents and the General Plan indicates that the City’s long-range plan will include development of additional parks to serve the anticipated population growth from build out of the General Plan. Due to the scale of the Project and the proposed onsite recreation provided, the increased use of city facilities due to Project implementation would not result in substantial or accelerated physical deterioration of these facilities.

For the reasons above, impacts are considered less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** See Response XVI. a). The Project includes adequate onsite recreation space and will not require construction or expansion of recreational facilities having additional adverse physical impacts on the environment.

**Sources:**

1. Moreno Valley General Plan, adopted July 11, 2006

- Chapter 4 – Parks, Recreation and Open Space Element – Section 4.3 – Parks and Recreation
  - Figure 4-1 Open Space
  - Figure 4-2 – Future Parklands Acquisition Areas
  - Figure 4-3 – Master Plan of Trails
- 2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.13 – Public Services
    - Figure 5.13-1 – Location of Public Facilities
- 3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
- 4. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 4.13 Public Services and Recreation

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVII. Transportation – Would the project:**

a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Responses in this section are based on the traffic impact analysis prepared by Ganddini Associates which can be found in Appendix G.

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** Intersection delay is used to determine acceptable performance of intersections in the Cities of Moreno Valley and Perris. The methodology for this analysis is based on the procedures contained in the Highway Capacity Manual (Transportation Research Board, 6th Edition) and considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service (LOS) which is described in Table 13. LOS is a qualitative description of the performance of a roadway facility, ranging from Thresholds of significance for traffic impacts are described below

Intersection improvements should be considered at signalized intersections within City of Moreno Valley jurisdiction under the following conditions:

- Any signalized study intersection operating at acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to unacceptable LOS shall identify improvements to provide acceptable LOS.
- Any signalized study intersection that is operating at unacceptable LOS without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

Intersection improvements should be considered at unsignalized intersections within City of Moreno Valley jurisdiction under the following conditions:

- The addition of project trips causes an unsignalized intersection to degrade from acceptable LOS to unacceptable LOS; or
- The project adds 5.0 seconds or more of delay to an unsignalized intersection that is already projected to operate at unacceptable LOS without the addition of project trips – AND – the intersection meets peak hour traffic signal warrant after the addition of project trips.

A project is considered to result in a substantial operational deficiency at a study intersection within City of Perris jurisdiction if one or more of the following conditions are satisfied:

- The addition of 50 or more peak hour project generated trips is forecast to cause an intersection to deteriorate from acceptable LOS (D or better) to unacceptable LOS (E or F); or,
- The addition of 50 or more peak hour project generated trips worsens the delay by 2 seconds or more at an intersection operating at an unacceptable LOS (E or F) in the baseline condition.
- A cumulative impact is considered significant when a study intersection is forecast to operate at an unacceptable LOS (E or F) with the addition of cumulative/background traffic and 50 or more peak hour project trips.



LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). Intersection delay and Level of Service calculations were performed for the Project using the Vistro software for the Project in accordance with the parameters outlined in the City of Moreno Valley Traffic Impact Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (June 2020) [“the City of Moreno Valley TIA Guidelines”].

**Table 13: Levels of Service A through F**

LOS	Intersection Control Delay (Seconds / Vehicle)		Performance
	Signalized	Unsignalized	
A	≤ 10.0	≤ 10.0	Acceptable
B	> 10.0 to ≤ 20.0	>10.0 to ≤ 15.0	Acceptable
C	> 20.0 to ≤ 35.0	>15.0 to ≤ 25.0	Acceptable
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0	Acceptable (Most Locations)
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0	Acceptable (Some Locations)
F	> 80.0	> 50.0	Unacceptable

Source: Transportation Research Board, Highway Capacity Manual (6th Edition).

A total of 11 intersections located in the City’s of Moreno Valley and Perris were studied for Project impacts (See Figure 16). These include the following study intersections which currently operate within acceptable LOS (D or better) during the peak hours for Existing conditions.:

**Table 14: Study Intersections**

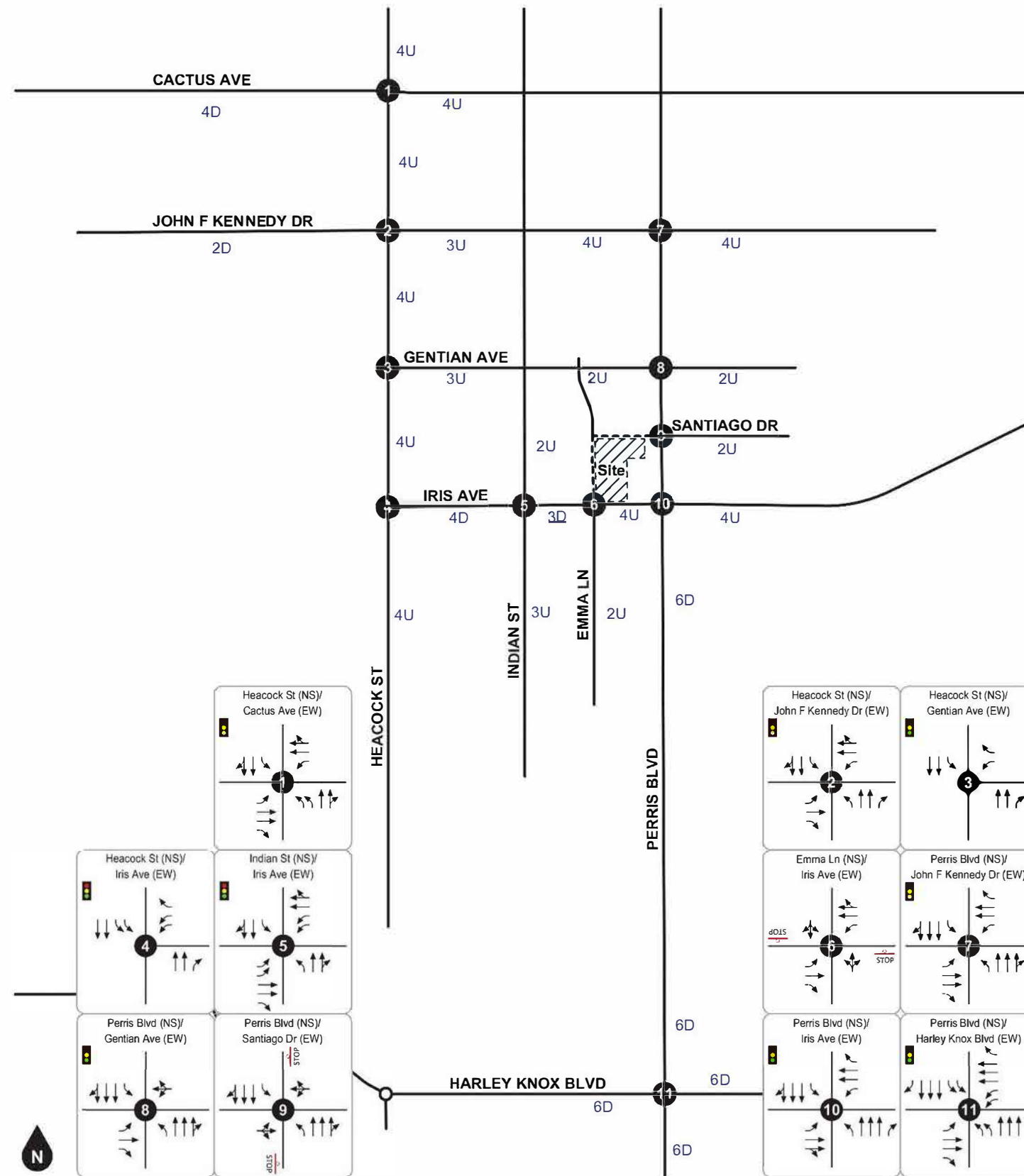
Study Intersections	Jurisdiction
1. Heacock Street (NS) at Cactus Avenue (EW)	City of Moreno Valley
2. Heacock Street (NS) at John F. Kennedy Drive (EW)	City of Moreno Valley
3. Heacock Street (NS) at Gentian Avenue (EW)	City of Moreno Valley
4. Heacock Street (NS) at Iris Avenue (EW)	City of Moreno Valley
5. Indian Street (NS) at Iris Avenue (EW)	City of Moreno Valley
6. Emma Lane (NS) at Iris Avenue (EW)	City of Moreno Valley
7. Perris Boulevard (NS) at John F. Kennedy Drive (EW)	City of Moreno Valley
8. Perris Boulevard (NS) at Gentian Avenue (EW)	City of Moreno Valley
9. Perris Boulevard (NS) at Santiago Drive (EW)	City of Moreno Valley
10. Perris Boulevard (NS) at Iris Avenue (EW)	City of Moreno Valley
11. Perris Boulevard (NS) at Harley Knox Boulevard (EW)	City of Perris

The Project trip generation forecast is based on rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 220 – Multifamily Housing (Low-Rise) were determined to adequately represent the proposed use and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity. The Project is forecast to generate approximately 2,871 daily vehicle trips, including 170 trips during the AM peak hour and 217 trips during the PM peak hour. The Project is forecast to result in a significant project-related LOS deficiency at Study Intersection 6. Emma Lane at Iris Avenue during AM and PM peak hours for Opening Year (2024) With Project conditions, without improvements, based on the operational criteria established by the Cities of Moreno Valley and Perris. The Project is forecast to result in no substantial LOS deficiencies at the study intersections for Opening Year (2024) With Project conditions and implementation of the recommended improvements. The Following measures are recommended to reduce this impact to less than significance:

**MM TRAF-01:** Prior to issuance of final tract map approval, building and grading permits, Project plans shall show construction of sidewalk improvements on Emma Lane between Santiago Drive and Iris Avenue and on Santiago Drive between Emma Lane and Perris Boulevard with construction of adjacent street improvements to ultimate right-of-way width. The Project shall provide high-visibility, continental crosswalks markings on the north leg of Emma Lane and Iris Avenue

**MM TRAF-02:** The proposed project shall construct the following traffic calming measures:

- a) Install corner extensions/bulb-outs at the project driveways on Emma Lane.
- b) Install corner extensions/bulb-outs at the project driveway on Santiago Drive.
- c) Install speed cushions on Emma Lane between Santiago Drive and Iris Avenue.
- d) Install high-visibility, continental crosswalk markings on the north leg of Emma Lane and Iris Avenue.



Legend  
 # Study Intersection

Source: Ganddini Associates, 2022



Perris at Pentecostal

Figure 16. Existing Lane Geometry and Intersection Traffic Controls

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with <a href="#">CEQA Guidelines section 15064.3, subdivision (b)?</a>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated.</b> The metric used to evaluate the transportation impact of land use and transportation projects under CEQA is vehicle miles traveled (VMT). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Project-generated VMT was estimated using the WRCOG VMT Screening Tool for TAZ 3781, which generates 12.97 residential home-based VMT per capita and exceeds the Citywide average of 12.79 VMT per capita by approximately 1.4 percent. Therefore, the proposed project would have a significant VMT impact without mitigation.</p> <p>The proposed project is consistent with long-term environmental plans, namely the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region. The project is located within the SCAG Metropolitan Planning Organization (MPO). SCAG is responsible for development of Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region. Through the local input process, SCAG solicited input from all 197 local jurisdictions, including the City of Banning, regarding current land use, socioeconomic projections, sustainability and transit measures to develop the Connect SoCal plan. The information collected and used in development of the SCAG's long-range plans and environmental goals is documented in Data/Map Books for each jurisdiction. Based on review of the Data/Map Book for the City of Moreno Valley, the project site is zoned for Mixed Residential use per SCAG's land use codes, which includes high density residential (Anderson Land Use Classification Code 1110) and is therefore consistent with the RTP/SCS. In accordance with the VMT mitigation measures identified in the City of Moreno Valley TIA Guidelines, the following measures are recommended for the Project:</p> <p>The VMT reduction associated with Mitigation Measures <b>MM TRAF-01</b> and <b>MM TRAF-02</b> was calculated in accordance with the WRCOG SB 743 Implementation Pathway Document Package, which is based on guidance from the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010) ["CAPCOA guidance"] and additional research developed since the CAPCOA guidance. VMT reduction worksheets are provided in Appendix G.</p> <p>Based on the estimated VMT reduction determined from WRCOG/CAPCOA guidance, implementation of Mitigation Measures <b>MM TRAF-01</b> and <b>MM TRAF- 02</b> will result in a total VMT reduction of 1.85 percent for the proposed project, resulting in 12.73 residential home-based VMT per capita, which is below the City of Moreno Valley average of 12.79 VMT per capita. Therefore, the proposed project is forecast to result in a less than significant VMT impact with mitigation based on the City-established thresholds of significance.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** Land use and activities associated with the Project are anticipated to be consistent with the long-range land use plans for the area and will be compatible with the Local Vicinity. The Project will install sidewalks and ultimate street widths to the public right-of-way adjacent to the Project Site in Emma Lane and Santiago Drive. These off-site improvements will comply with the City’s design standards for public streets and will provide complete pedestrian circulation to nearby recreation and commercial shopping. The layout of the internal circulation system is on a grid and does not include sharp curves.

Emma Lane and Iris Avenue both include frontage for the adjacent Rainbow Ridge Elementary and March Middle Schools; therefore, implementation of traffic calming measures is recommended to help achieve compliance with the appropriate speed limits. Traffic calming measures can consist of both physical and nonphysical improvements. Physical measures generally fall into four categories: 1) horizontal deflection, 2) vertical deflection, 3) street width reduction, and 4) routing restriction. Non-physical measures, such as education and enforcement, are also effective traffic calming measures that may be considered as supplements to self-enforcing physical measures. Emma Lane is proposed to consist of a two-lane local/residential street and would presumably have a 25 mile per hour speed limit; therefore, it is well-suited for incorporation of physical traffic calming measures into its ultimate construction. Horizontal and vertical deflections generally have a greater effect on reducing vehicle speeds than street width reductions. A combination of corner extensions/bulb-outs and speed cushions and/or mid-block chockers would be expected to physical reduce vehicle speeds and improve the pedestrian experience. Corner extensions/bulb-outs alone have a limited effect on vehicle speeds due to lack of deflection but has the positive effect of reducing pedestrian crossing distances.

Iris Avenue is classified as an Arterial in the City’s General Plan circulation element and has a posted speed limit of 40 miles per hour (when no children are present); therefore, physical traffic calming measure are more limited. In addition to applicable school zone speed limits, traffic calming measures are recommended for the Project (See Mitigation Measure **MM TRAF-02**):

- Install corner extensions/bulb-outs at the project driveways on Emma Lane.
- Install corner extensions/bulb-outs at the project driveway on Santiago Drive.
- Install speed cushions on Emma Lane between Santiago Drive and Iris Avenue.
- Install high-visibility, continental crosswalk markings on the north leg of Emma Lane and Iris Avenue.

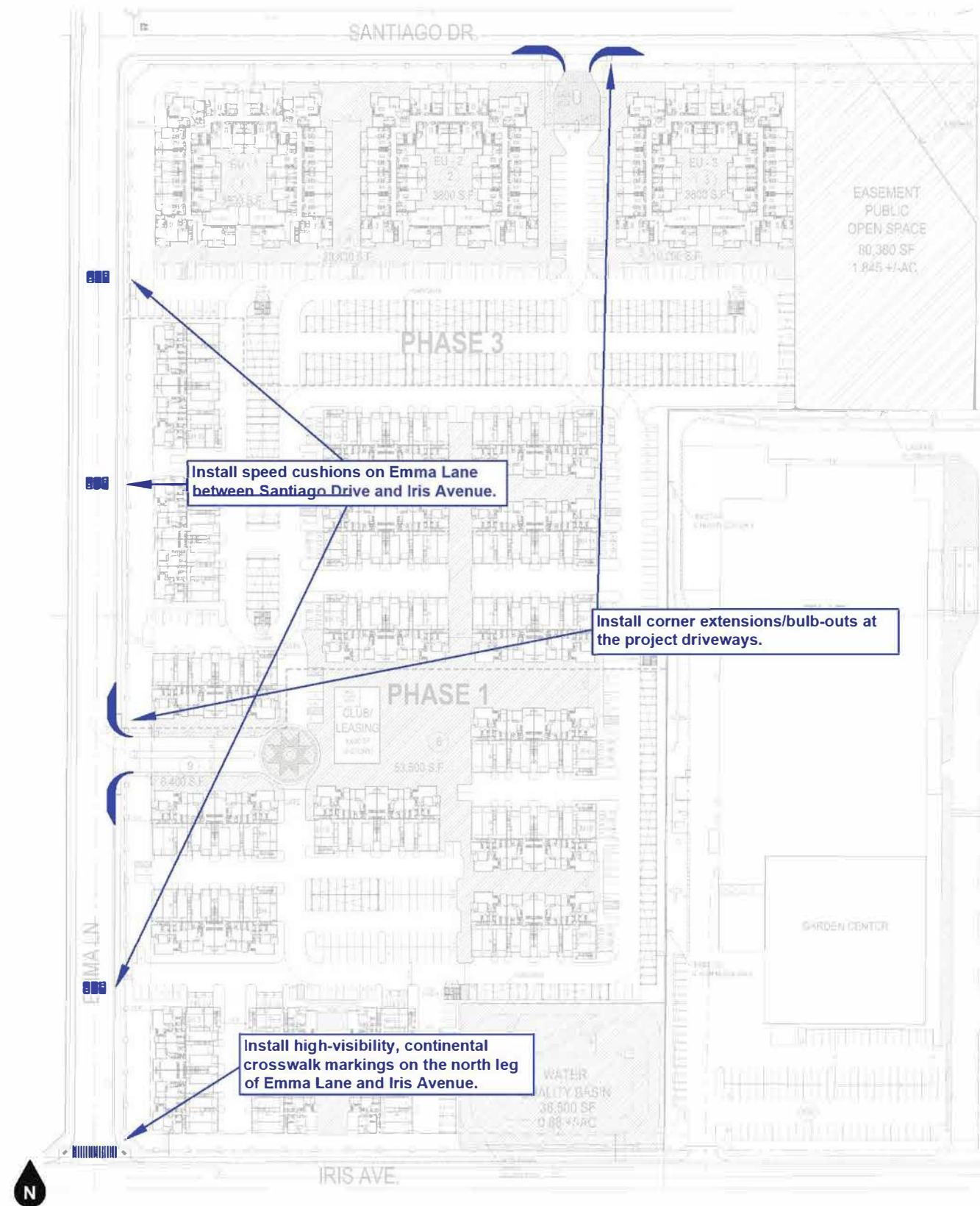
The Site Plan for the Project is subject to review and approval for discretionary permits and plan check for building permits. The standard application of the City’s review, permit and inspection processes will result in less than significant impacts due to hazards associated with geometric design features and during construction due to implementation of standard conditions of approval such as:

- A construction work zone traffic control plan that complies with State/Federal standards as prescribed in the CA MUTCD shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bicycle route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.
- All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards.
- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as

otherwise required by the City of Moreno Valley. Specifically, the proposed project includes construction of adjacent street improvements to ultimate right-of-way width for Emma Lane, Santiago Drive, and Iris Avenue.

- Adequate emergency vehicle access shall be provided to the satisfaction of the Moreno Valley Fire Department.
- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable sight distance standards.

For the reasons above, less than significant impacts with mitigation incorporated are anticipated. See Figure 17.



Install speed cushions on Emma Lane between Santiago Drive and Iris Avenue.

Install corner extensions/bulb-outs at the project driveways.

Install high-visibility, continental crosswalk markings on the north leg of Emma Lane and Iris Avenue.

Source: Ganddini Associates, 2022



Perris at Pentecostal

Figure 17. Conceptual Traffic Calming Recommendations

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated.</b> See Responses XVII. A) through c). During construction of the Project there will be additional slower moving trucks and equipment onsite and in the Project Vicinity which may delay emergency access. The Project is required by the City's Municipal Code to implement a traffic control plan to ensure adequate emergency access is maintained onsite and in the Project Vicinity during construction. The following improvements will be constructed by the Project to provide adequate project site access:</p> <p><b>MM TRAF-03:</b> Install access improvements at Emma Lane (NS) at Project Driveway (EW):</p> <ul style="list-style-type: none"> <li>a) Install westbound stop control</li> <li>b) Construct the northbound approach to consist of one shared through/right turn lane</li> <li>c) Construct the southbound approach to consist of one shared left turn/through lane</li> <li>d) Construct the westbound approach to consist of one shared left/right turn lane</li> </ul> <p><b>MM TRAF-04:</b> Install access improvements at Project Driveway (NS) at Santiago Drive (EW):</p> <ul style="list-style-type: none"> <li>a) Install northbound stop control</li> <li>b) Construct the northbound approach to consist of one shared left/right turn lane</li> <li>c) Construct the eastbound approach to consist of one shared through/right turn lane</li> <li>d) Construct the westbound approach to consist of one shared left turn/through lane</li> </ul>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Perris At Pentecostal Traffic Impact Analysis, City of Moreno Valley, Prepared by Ganddini Associates Incorporated, January 9, 2022</li> <li>2. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021</li> <li>3. Moreno Valley General Plan, adopted July 11, 2006 <ul style="list-style-type: none"> <li>• Chapter 5 Circulation Element <ul style="list-style-type: none"> <li>- Figure 9-1 – Circulation Plan</li> <li>- Figure 9-2 – LOS Standards</li> <li>- Figure 9-3 – Roadway Cross-Sections</li> <li>- Figure 9-4 – Bikeway Plan</li> </ul> </li> </ul> </li> <li>4. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006 <ul style="list-style-type: none"> <li>• Section 5.2 – Traffic/Circulation <ul style="list-style-type: none"> <li>- Figure 5.2-1 – Circulation Plan</li> <li>- Figure 5.2-2 – General Plan Roadway Cross-Sections</li> <li>- Figure 5.2-3 – Year 2000 Number of Through Lanes</li> <li>- Figure 5.2-4 – Year 2000 Daily Volume/Capacity (V/C) Ratios</li> <li>- Figure 5.2-5 – Year 2000 Average Daily Traffic Volumes</li> <li>- Figure 5.2-6 – Proposed Circulation Plan</li> <li>- Figure 5.2-7 – LOS Standards</li> </ul> </li> <li>• Appendix B – Traffic Analysis, City of Moreno Valley General Plan Traffic Study, Urban Crossroads, June 2004.</li> </ul> </li> <li>5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code</li> <li>6. Moreno Valley Municipal Code Chapter 3.18 Special Gas Tax Street Improvement Fund</li> <li>7. Moreno Valley Master Bike Plan, adopted January 2015</li> <li>8. Riverside County Transportation Commission, Congestion Management Program, December 14, 2011</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in <a href="#">Public Resources Code Section 21074</a> 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 <a href="#">Public Resources Code Section 5020.1(k)</a> , or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p><b>Less Than Significant Impact with Mitigation Incorporated.</b> Public Resources Code Section 5020.1 (k) defines “Substantial adverse change” as “demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired”. This includes direct and indirect changes impacting historical resources that are listed or eligible for listing on the State and/or National Register of Historic Places as well as historical structures that are deemed locally significant by the Lead Agency. The records search conducted for the Project indicates there are no known historical resources on the Project Site or within proximity to the Project Site meeting these criteria and no direct or indirect Project impacts. (See Appendix C).</p>				
<p>Public Resources Code Section 21074 defines “Tribal cultural resources” as any of the following: “Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources and/or (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. This may include 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 Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. “</p>				
<p>State law and County of Riverside Guidelines identify Native American consultation and participation as an important aspect of the cultural resource evaluation process. To identify potential Native American resources, a Sacred Lands File (SLF) search at the California Native American Heritage Commission (NAHC) was performed and received on October 20, 2021, indicating negative results, that no resources have been previously identified. Responses to scoping letters submitted to the Native American contacts provided by the NAHC included some groups indicating that the Project is outside their territory, Quechan Tribe of the Fort Yuma Reservation and Pala Band of Mission Indians (see Appendix C).</p>				
<p>Mr. Bobby Ray Esparza, on behalf of the Cahuilla Band of Mission Indians in Anza, California, expressed concerns that the alluvial soils of the Project Site may be sensitive for buried tribal cultural resources, considered significant resources by the tribe, resulting in impacts during grading and other earthwork extending beyond the previous level of disturbance from past farming. This is considered a potentially significant impact of the Project since there will be ground disturbance below the level of previous disturbance from past land use. The City initiated Tribal Consultation pursuant to AB 52 on June 16<sup>th</sup>, 2022. A letter dated June 17<sup>th</sup>, 2022, was received from Molly Earp, Cultural Planning Specialist, representing the Pechanga Tribe, Temecula Band of Luiseño Mission Indians in connection with the City’s Formal tribal consultation (See Appendix H). Appendix C, Cultural Resources Report was revised to incorporate comments from the June 17<sup>th</sup> letter related to Luiseño culture, history, and teachings. Through consultation the Pechanga Tribe informed the City of the Project’s proximity to Tribal Cultural Properties and important ‘Atáaxum places and their ancestors physical belongings. Implementation of Mitigation Measure <b>MM TRI-01</b> through <b>MM TRI-09</b> were requested by the Pechanga Tribe in relation to required tribal monitoring during ground disturbing activities and will reduce potentially significant impacts to less than significance.</p>				
<p><b>MM TRI-01:</b> Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the</p>				



Consulting Tribe(s) including the Pechanga Tribe, Temecula Band of Luiseño Mission Indians, the contractor, and the City, shall develop a CRMP as defined in **TRI-03**. The Project archeologist 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 archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.

**MM TRI-02:** Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Tribe, Temecula Band of Luiseño Mission Indians, for tribal monitoring. The City is also required to provide a minimum of 30 days' advance notice to the tribes of all ground disturbing activities. 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 resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, 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.

**MM TRI-03:** The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP prior to start of construction in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project Site. A consulting Tribe is defined as a Tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. 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
  1. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items
  2. Contact information of relevant individuals for the Project

**MM TRI-04:** In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
  1. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
  2. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure **MM TRI-01**. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in **MM TRI-03**. 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.

**MM TRI-05:** "If any suspected archaeological 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."

**MM TRI-06:** If potential historic or 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 CFR 61), Tribal Representatives, and all site monitors per the Mitigation

Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. 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 archeologist 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 **MM TRI-02** 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.

**MM TRI-07:** 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 consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

**MM TRI-08:** 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, pursuant to the specific exemption set forth in California Government Code 6254 (r).

**MM TRI-09 Archeology Report - Phase III and IV:** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist 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 Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 <a href="#">Public Resources Code section 5024.1</a> . In applying the criteria set forth in subdivision (c) of <a href="#">Public Resources Code section 5024.1</a> , the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**

**Less Than Significant Impact with Mitigation Incorporated.** See Response XVIII. a) i). The Legislature finds and declares that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources and the cultural value of an area. Therefore, pursuant to Senate Bill 18 and Assembly Bill 52 concerning tribal input for CEQA compliance, letters requesting additional information on cultural significance of the Project Site and surrounding area were sent to the following tribes on the advice of the NAHC: Cahuilla Band of Indians, Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseno Indians,

Quechan Tribe of Fort Yuma Reservation, Santa Rosa Band of Cahuilla Indians, Romona Band of Cahuilla, Soboba Band of Luiseno Indians, and Torres-Martinez Desert Cahuilla Indians. This correspondence and the record search of the NAHC Sacred Lands File (SLF) conducted for the Project are in Appendix C. Input was received from tribal representative Mr. Bobby Ray Esparza, on behalf of the Cahuilla Band of Indians in Anza, California, who states alluvial soils within the Project Site, may contain buried tribal resources considered significant by the Cahuilla Band of Indians.

Tribal consultation for AB 52 compliance was initiated on July 16<sup>th</sup>, 2022 between the City of Moreno Valley and the Pechanga Band of Luiseño Mission Indians for the Project. The Pachanga Tribe provided input on the Cultural Resources Report, potentially significant tribal cultural impacts, and mitigation measures for the Project. Input from the Pechanga Tribe related to their traditional tribal knowledge, cultural resources, teachings, and geographic limits of their territory has been incorporated in this ISMND and the Cultural Resources Report found in Appendix C. Tribal Mitigation Measures **MM TRI-01 through MM TRI-08** reflect input from the Pachanga Tribe as well as input received from Mr. Bobby Ray Esparza. Since the Project will require earthwork extending below the level of previous disturbance from past agricultural activities, the Project could result in a substantial adverse change in the significance of a tribal resource, resulting in potentially significant impacts pursuant to PRC Section 5024.1, Subdivision c. Implementation of Mitigation Measures **MM TRI-01 through MM TRI-09** will require monitoring during ground during trenching and grading by a Native American monitor to reduce Project impacts to less than significance.

**Sources:**

1. Cultural Resources Survey Report for the Perris at Pentecostal Project, Moreno Valley, California, Laguna Mountain Environmental, December 2021
2. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021
3. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 10 – Open Space and Resource Conservation
4. Moreno Valley General Plan, adopted July 11, 2006
  - Chapter 7 – Conservation Element – Section 7.2 – Cultural and Historical Resources
5. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006
  - Section 5.10 – Cultural Resources
    - Figure 5.10-1 – Locations of Listed Historic Resource Inventory Structures
    - Figure 5.10-2 – Location of Prehistoric Sites
    - Figure 5.10-3 – Paleontological Resource Sensitive Areas
  - Appendix F – Cultural Resources Analysis, Study of Historical and Archaeological Resources for the Revised General Plan, City of Moreno Valley, Archaeological Associates, August 2003.
6. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
7. Moreno Valley Municipal Code Title 7 – Cultural Preservation
8. Cultural Resources Inventory for the City of Moreno Valley, Riverside County, California, prepared by Daniel F. McCarthy, Archaeological Research Unit, University of California, Riverside, October 1987 (*This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.*)

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Project will be served by the following utilities and service systems: Riverside County Flood Control and Water Conservation District provides flood control within the City. Water and Wastewater services will be provided by Eastern Municipal Water District. Electrical services will be provided by Moreno Valley Electrical Utility. SoCalGas services will provide natural gas to the Project. Waste Management provides trash collection and recycling within City Limits. Most solid waste within the City is disposed of at the Badlands Sanitary Landfill located at 31125 Ironwood Avenue Moreno Valley California north of SR-60. Project implementation will not require significant relocation of existing

<p>water, wastewater, stormwater, electric, natural gas, or telecommunications lines on the Project Site due to existing development being low density and comprised of one single-family residence and agriculture on over 20 acres. There will be construction of new utility connections for the Project to existing systems located near the Project Site in adjacent streets. New construction will provide trenches and utility connections on site in compliance with the City's codes and ordinances. Since the Project is part of the planned long-term buildout of the City of Moreno Valley, the Project will not result in 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.</p>				
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact.</b> Eastern Municipal Water District (EMWD) will provide water service for the Project. Since the Project is included in the City's long-range land use plans, it would not exceed forecasted water demand projections for EMWD.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact.</b> EMWD has two treatment plants, Henry J. Mills, in Riverside and Robert A. Skinner, in Winchester. EMWD's wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and 4 operational regional water reclamation facilities, with interconnections between local collection systems serving each treatment plant. Since the Project is included in the City's long-range land use plans, it would not exceed forecasted wastewater demand projections for EMWD.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact.</b> The City provides solid waste services through a contract with Waste Management which has three landfills, Badlands sanitary landfill, El Sobrante Landfill, and Lamb Canyon Landfill. An approved Waste Management and Recycling Plan will be submitted per the City Building Code. No waste is expected to exceed state or local capacity.</p>				
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact.</b> An approved Waste Management and Recycling Plan will be submitted per the City Building Code to ensure compliance with state and local management and reduction statutes. These include the California Integrated Waste Management Act, Assembly Bill 1826, Senate Bill 1383, and City Municipal Code.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley General Plan, adopted July 11, 2006 <ul style="list-style-type: none"> <li>• Chapter 2 – Conservation Element – Section 2.4 – Utilities</li> <li>• Chapter 6 – Safety Element – Section 6.7 – Water Quality</li> <li>• Chapter 7 – Conservation Element – Section 7.3 – Solid Waste</li> <li>• Chapter 7 -- Conservation Element – Section 7.5—Water Resources <ul style="list-style-type: none"> <li>- Figure 7-1 – Water Purveyor Service Area Map</li> </ul> </li> </ul> </li> <li>2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006 <ul style="list-style-type: none"> <li>• Section 5.7 – Hydrology and Water Quality <ul style="list-style-type: none"> <li>- Figure 5.7-1 – Storm Water Flows and Major Drainage Facilities</li> </ul> </li> </ul> </li> </ol>				

- Figure 5.7-2 – Groundwater Basins
- Section 5.13 – Public Services
  - Figure 5.13-1 – Locations of Public Facilities
- 3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
- 4. Moreno Valley Municipal Code Chapter 8.10 Stormwater/Urban Runoff Management and Discharge Controls
- 5. Moreno Valley Municipal Code Section 8.21.170 National Pollutant Discharge Elimination System (NPDES).
- 6. Moreno Valley Municipal Code Chapter 8.80 – Recycling and Diversion of Construction and Demolition Waste
- 7. City of Moreno Valley General Plan 2040, adopted June 15, 2021 Chapter 4.17 Utilities and Service Systems

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** See Response IX. f). The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones subject to wildfire hazard, which are near the north, northeast and southeast City Limits as shown on Figure 4.18-1 of the General Plan Update EIR (Moreno Valley 2021). The Project is proposed within an urbanized area of the city with the closest fire station being Station 65 - Kennedy Park, located less than 0.10-mile northwest at 15111 Indian Avenue, Moreno Valley, California. A paramedic engine company and a reserve fire engine are available at this station for emergency response. Project implementation includes roadway improvements of adjacent streets and land use consistent with the planned buildout of the of approved General Plan land use designation, Circulation Element, and Zoning Code. The Project will implement current development standards of the City’s Municipal Code and California Building Code. The Project is not anticipated to require additional or unique emergency response services. Prior to issuance of permits for the Project, the developer will pay fair share traffic mitigation fees for area infrastructure improvements. Prior to issuance of certificates of occupancy, the developer will complete street improvements for Emma Lane, Iris Avenue and Santiago Drive. Project construction will involve slower moving trucks operating on the City’s circulation system and on freeway access for I-215 and SR-60 on a temporary and intermittent basis; however due to the scale of the Project additional project-related construction traffic is not anticipated to substantially impair the operation of the circulation system or freeway operations. Therefore, the Project is anticipated to have less than significant impacts on emergency response or evacuation routes and operations. For the reasons above, Project implementation would involve less than significant impacts on very high fire hazard severity zones.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** See response XX. a). The Project will increase level of activity within an existing urban area. The Project Site is not located in a sloped or unique location subject to winds or natural open space conditions that would exacerbate wildfire risk or expose occupants of the Project to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. The Project consistent with the

planned buildout of the city and is an infill Project surrounded by existing development and projects under construction to the north. Adequate emergency access will be maintained during Project construction to facilitate emergency response and evacuation within and around the Project Site. The land use proposed with the Project has been evaluated and incorporated into approved regional plans for this area as well as the City's adopted Emergency Operations Plan.

For the reasons above, impacts due to slope, prevailing winds and other factors of wildfire rise are less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p><b>No Impact.</b> The Project includes installation and extension of roads and utilities to serve a residential density of 23.6 DU/AC with the Project. City Resolution 2013-26 on rezoning and amending the general plan for the Alessandro Boulevard Corridor Implementation Project provides an allowed density of 30 DU/AC at the Project Site and was approved to implement SCAG's regional plans for growth within the City of Moreno Valley. Infrastructure for water, power, storm drain and other utilities, which are currently provided by the City and special districts, are existing in nearby arterials, Iris Avenue and Perris Boulevard, will be extended with the Project. The extension of these utilities and services will not exceed what was considered and approved under the Resolution 2013-26. Roadway improvements proposed with the Project are depicted in the City's approved Circulation Element as necessary infrastructure. The Project will relocate some existing above ground utilities underground consistent with General Plan goals and policies. For the reasons above, implementation of the Project will not exceed what has already been considered and approved in existing local and regional land use plans for the Project Site and no additional impacts are anticipated from implementation of the Project.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p><b>No Impact.</b> See response XX. a) through c). The Project is not located in an area with unique features or elevated risk from wildfire, slope, flooding, runoff, landslides, and drainage. Land use and infrastructure proposed with the Project will comply with the California Building Code and the City's Municipal Code and verified with the standard application of the City's plan check and inspection processes during construction. For these reasons, impacts are less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley General Plan, adopted July 11, 2006 <ul style="list-style-type: none"> <li>• Chapter 6 – Safety Element – Section 6.2- Fire and Emergency Services – 6.2.8—Wildland Urban Interface</li> </ul> </li> <li>2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 11, 2006 <ul style="list-style-type: none"> <li>• Section 5.5 – Hazards and Hazardous Materials <ul style="list-style-type: none"> <li>- Figure 5.5-2 – Floodplains and High Fire Hazard Areas</li> </ul> </li> </ul> </li> <li>3. Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan, SCH # 2020039022, Certified June 15, 2021</li> <li>4. City of Moreno Valley General Plan 2040, adopted June 15, 2021 <ul style="list-style-type: none"> <li>• Chapter 6 – Safety <ul style="list-style-type: none"> <li>- Map S-5 – Fire Hazard Severity Zones</li> </ul> </li> </ul> </li> </ol>				

5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
6. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)
  - Chapter 5 – Wildland and Urban Fires
    - Figure 5-2 – Moreno Valley High Fire Area Map 2016
  - Chapter 8 – Landslide
    - Figure 8-1 – Moreno Valley Slope Analysis 2016
7. Emergency Operations Plan, City of Moreno Valley, March 2009, [http://www.moval.org/city\\_hall/departments/fire/pdfs/mv-eop-0309.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf)
  - Threat Assessment 3 – Wildfire

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact with Mitigation Incorporated.</b> The Project will implement mitigation measures for biological resources (<b>MM BIO-01</b> and <b>MM BIO-02</b>) pertaining to potentially significant impacts on nesting birds and burrowing owl. Best management practices for water quality will be implemented to filter runoff leaving the Project Site and reduce pollutants from Project construction and long-term operation from entering receiving waters. Therefore, potentially significant impacts will be reduced to less than significance with mitigation.</p>				
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.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact with Mitigation Incorporated.</b> Mitigation measures have been proposed to reduce potentially significant project-related impacts on air quality, biology, cultural resources traffic, and tribal resources. The Project is consistent with long-range regional, and city plans and is not anticipated to significantly contribute to cumulative impacts with the incorporation of mitigation measures.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less Than Significant Impact with Mitigation Incorporated.</b> The Project will implement mitigation measures for air quality, biology, soils and geology, hazardous materials, and traffic as well as best management practices for water quality to reduce potentially significant impacts to less than significance.</p>				

**References:**

City of Moreno Valley Rules and Procedures for the Implementation of the California Environmental Quality Act, Public Resources Code 21000 et. seq. and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 and following), July 2019