

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

MORENO VALLEY FESTIVAL SPECIFIC PLAN AMENDMENT MORENO VALLEY, CALIFORNIA



LEAD AGENCY:

**CITY OF MORENO VALLEY
COMMUNITY DEVELOPMENT DEPARTMENT
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FEBRUARY 15, 2018

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Moreno Valley Festival Specific Plan Amendment.

ADDRESS: The Moreno Valley Festival Specific Plan Amendment applies to a geographic area (referred to hereinafter as the “Planning Area”), that consists of approximately 63.78 acres. This Planning Area is bounded by Heacock Street to the west, Ironwood Avenue to the north, the Moreno Valley Freeway (SR-60) to the south, and Nita Drive one block to the east of the Planning Area.

CITY & COUNTY: Moreno Valley, Riverside County.

APPLICANT: LCG MVF, LLC, 670 Ledo Way, Los Angeles, California 90049.

PROJECT: The proposed project involves the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment (also referred to hereinafter as the “Plan Amendment”). The adopted Specific Plan that is subject to the Amendment, the Moreno Valley Festival Specific Plan/EIR (SP-205), was approved and certified by the City Council of Moreno Valley on October 27 1987. The purpose of this amendment is to modify the existing permitted uses to allow for a retail, retail/mix of uses, and mix of uses that shall include commercial, retail, business park, office, medical, and related uses). The plan will also facilitate the extension of Davis Street in a northerly direction. This street will ultimately reconnect with the segment of Davis Street that extends north of Ironwood Avenue.

During the original planning process for the “Moreno Valley Festival” (SP 205), consideration was given to all public utility and infrastructure needs associated with the proposed project. The majority of the infrastructure has been installed per the approved specific plan. All future public utility and infrastructure shall be installed according to Title 9 (Planning and Zoning) of the City of Moreno Valley Municipal Code and the requirements of the Specific Plan Amendment. Implementation of roadways and infrastructure to service the project site will occur according to development needs.

The “Moreno Valley Festival” Specific Plan has been adopted pursuant to Government Code Section 65450 which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures.

FINDINGS:

The City of Moreno Valley determined that a *Mitigated Negative Declaration* is the appropriate California Environmental Quality Act (CEQA) document for the proposed project. The following findings may be made based on the analysis included in the attached initial study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the city.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

Signature
City of Moreno Valley Planning and Development Department

Date

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 Introduction.....	7
1.1 Purpose of Initial Study	7
1.2 Initial Study's Organization.....	9
1.3 Initial Study Checklist.....	9
2.0 Project Description	17
2.1 Project Overview	17
2.2 Project Location	17
2.3 Environmental Setting.....	22
2.4 Project Description	25
2.5 Discretionary Actions.....	35
3.0 Environmental Analysis	37
3.1 Aesthetics Impacts	38
3.2 Agricultural & Forestry Resources Impacts	46
3.3 Air Quality Impacts.....	47
3.4 Biological Resources Impacts	54
3.5 Cultural & Tribal Resources Impacts.....	67
3.6 Geology & Soils Impacts	75
3.7 Greenhouse Gas Emissions Impacts	80
3.8 Hazards & Hazardous Materials Impacts.....	85
3.9 Hydrology & Water Quality Impacts	90
3.10 Land Use & Planning Impacts	96
3.11 Mineral Resources Impacts	101
3.12 Noise Impacts.....	102
3.13 Population & Housing Impacts.....	109
3.14 Public Services Impacts	110
3.15 Recreation Impacts	114
3.16 Transportation & Circulation Impacts	115
3.17 Tribal Cultural Resources Impacts.....	157
3.18 Utilities Impacts.....	160
3.19 Mandatory Findings of Significance.....	165
4.0 Conclusions.....	167
4.1 Findings.....	167
5.0 References	169
5.1 Preparers.....	169
5.2 References.....	169
Appendices (Provided under separate cover)	171

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF INITIAL STUDY

The proposed project involves the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment (also referred to hereinafter as “the Plan Amendment”). The Specific Plan Amendment that is the focus of this Initial Study and Mitigated Negative Declaration (IS/MND) is an amendment to the adopted *Moreno Valley Festival Specific Plan/EIR (SP-205)*. The original Specific Plan was adopted and the Environmental Impact Report (EIR) was certified by the City Council of Moreno Valley on October 27, 1987. The purpose of this Amendment is to modify the Adopted Specific Plan as a means to promote a wider range of land uses and development to address current development trends. The expanded range of allowable uses will include a Mix of Uses Development (MU), Commercial/Retail Development (CR), Retail Mix of Uses (RMU) and Open Space (OS) designation. The plan amendment will also facilitate the extension of Davis Street in a northerly direction to ultimately re-connect with the segment of Davis Street that extends north of Ironwood Avenue. The overall placement, design, and phasing of future development will be responsive to the employment and community service needs while mitigating the potential impacts on sensitive development that will be located both within and in close proximity to the Planning Area.

During the preparation of the adopted Moreno Valley Festival Specific Plan (SP 205), consideration was given to all public utility and infrastructure needed to serve the future development contemplated as part of the adopted Specific Plan’s implementation. The majority of the needed infrastructure has been installed pursuant to the requirements of the adopted Plan. All *future* public utility and infrastructure shall be installed according to Title 9 (Land Use and Planning) Of the City of Moreno Valley Municipal Code and the requirements of this Plan Amendment. The installation of new infrastructure will be phased as part of the area-wide master planned facilities. The implementation of roadways and infrastructure to service the Planning Area will occur according to development needs.

The adopted Moreno Valley Festival Specific Plan was prepared pursuant to Government Code Section 65450, which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their general plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures. This Specific Plan Amendment complies with the City of Moreno Valley’s Municipal Code (Chapter 9.13) governing amendments of the specific plans content and procedures for their adoption and enforcement.¹

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment is considered to be a project under the California Environmental Quality Act (CEQA).² The City of Moreno Valley is the designated *Lead Agency* for the proposed “project” and the City will be responsible for the project’s environmental review. Section 21067 of CEQA defines a lead agency as the public agency that has

¹ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). § 15060 (b).

the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.³ The project Applicant is LCG MVF, LLC, 670 Ledo Way, Los Angeles, California 90049.

As part of the proposed project's environmental review, the City of Moreno Valley authorized the preparation of this Initial Study.⁴ The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Moreno Valley with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for the Plan Amendment;
- To facilitate the project's environmental assessment early in the preparation of this Plan Amendment;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the Plan Amendment.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of Moreno Valley, in its capacity as the lead agency. The City also determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Intent to Adopt a Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this initial study.⁵ Questions and/or comments should be submitted to the following contact person:

Chris Ormsby, Senior Planner
City of Moreno Valley Community Development Department
14177 Frederick Street
Moreno Valley, California 92553

³ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. § 21067.

⁴ Ibid. (CEQA Guidelines) § 15050.

⁵ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 200. *Chapter 2.6, Section 2109(b).* 2000.

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the scope and content of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the Planning Area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the proposed project's construction and the subsequent occupancy.
- *Section 4 Findings* indicates the conclusions of the environmental analysis and the mandatory findings of significance.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the adoption and subsequent Moreno Valley Festival Specific Plan will not result in any significant adverse unmitigable impacts on the environment. For this reason, the City of Moreno Valley determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
Section 3.2 Agriculture & Forestry Resources Impacts. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?				X
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X
Section 3.3 Air Quality Impacts. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources Impacts. Would the project have a substantial adverse effect:				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?		X		
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?		X		
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
Section 3.5 Cultural & Tribal Resources Impacts. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	
Section 3.6 Geology & Soils Impacts. <i>Would the project result in or expose people to potential impacts involving:</i>				
a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), ground –shaking, liquefaction, or landslides?			X	
b) Substantial soil erosion or the loss of topsoil?			X	
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?			X	
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions Impacts. <i>Would the project</i>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?		X		
Section 3.8 Hazards & Hazardous Materials Impacts. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the Planning Area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
Section 3.9 Hydrology & Water Quality Impacts. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on-or off-site?				X
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Substantially degrade water quality?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?			X	
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning Impacts. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
Section 3.12 Noise Impacts. <i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of people to or generation of excessive ground-borne noise levels?			X	
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located with 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 Planning Area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Planning Area to excessive noise levels?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.13 Population & Housing Impacts. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
Section 3.14 Public Services Impacts. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</i>				
a) Fire department services?			X	
b) Law enforcement services?			X	
c) School services?			X	
d) Other governmental services?			X	
Section 3.15 Recreation Impacts. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	
Section 3.16 Transportation & Circulation Impacts. <i>Would the project:</i>				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?			X	
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.17 Tribal Cultural Resources. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).			X	
b) 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.			X	
Section 3.18 Utilities Impacts. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment.⁶ The purpose of this Plan Amendment is to modify the Adopted Specific Plan as a means to promote a wider range of land uses and development to address current development trends. The expanded range of allowable uses will include a Mix of Uses Development (MU), Commercial/Retail Development (CR), Retail Mix of Uses (RMU) and Open Space (OS) designation. The Plan Amendment will also facilitate the extension of Davis Street in a northerly direction to ultimately re-connect with the segment of Davis Street that extends north of Ironwood Avenue. The overall placement, design, and phasing of future development will be responsive to the employment and community service needs while mitigating the potential impacts on sensitive development located within and in close proximity to the Planning Area.

2.2 PROJECT LOCATION

The geographic area that is subject to the Moreno Valley Festival Specific Plan is located within the corporate boundaries of the City of Moreno Valley in the northwestern portion of the City. The City of Moreno Valley is located approximately 54 miles east of downtown Los Angeles and 80 miles north of San Diego.⁷ The City is bounded by unincorporated portions of Riverside County to the north and east; the City of Riverside and unincorporated Riverside County to the west; and the City of Perris to the south.⁸ The location of Moreno Valley in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2. The Planning Area is bounded by Heacock Street to the west; Ironwood Avenue to the north; and the Moreno Valley Freeway (SR-60) to the south. The Planning Area is illustrated in Exhibit 2-3. For planning purposes, the Planning Area has been divided into eight sub-areas that include the following:

- *Planning Area 1* consists of 7.36 acres and is located in the northernmost portion of the larger Specific Plan area. This planning area occupies frontage along the south side of Ironwood Avenue and is located west of the proposed David Street extension. The Assessor Parcel Number that corresponds to this planning area is 481-020-024.⁹
- *Planning Area 2* consists of 3.84 acres and is located in the northeastern corner of the larger Specific Plan area. Planning Area 2 occupies frontage along the south side of Ironwood Avenue and is located east of the proposed David Street extension. The Assessor Parcel Number that corresponds to this planning area is 481-020-019.¹⁰

⁶ The Plan Amendment that is the focus of this IS/MND is an amendment to the adopted *Moreno Valley Festival Specific Plan/EIR (SP-205)*.

⁷ Google Earth. Website Accessed August 9, 2017.

⁸ Quantum GIS and the Southern California Association of Governments.

⁹ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

¹⁰ Ibid.

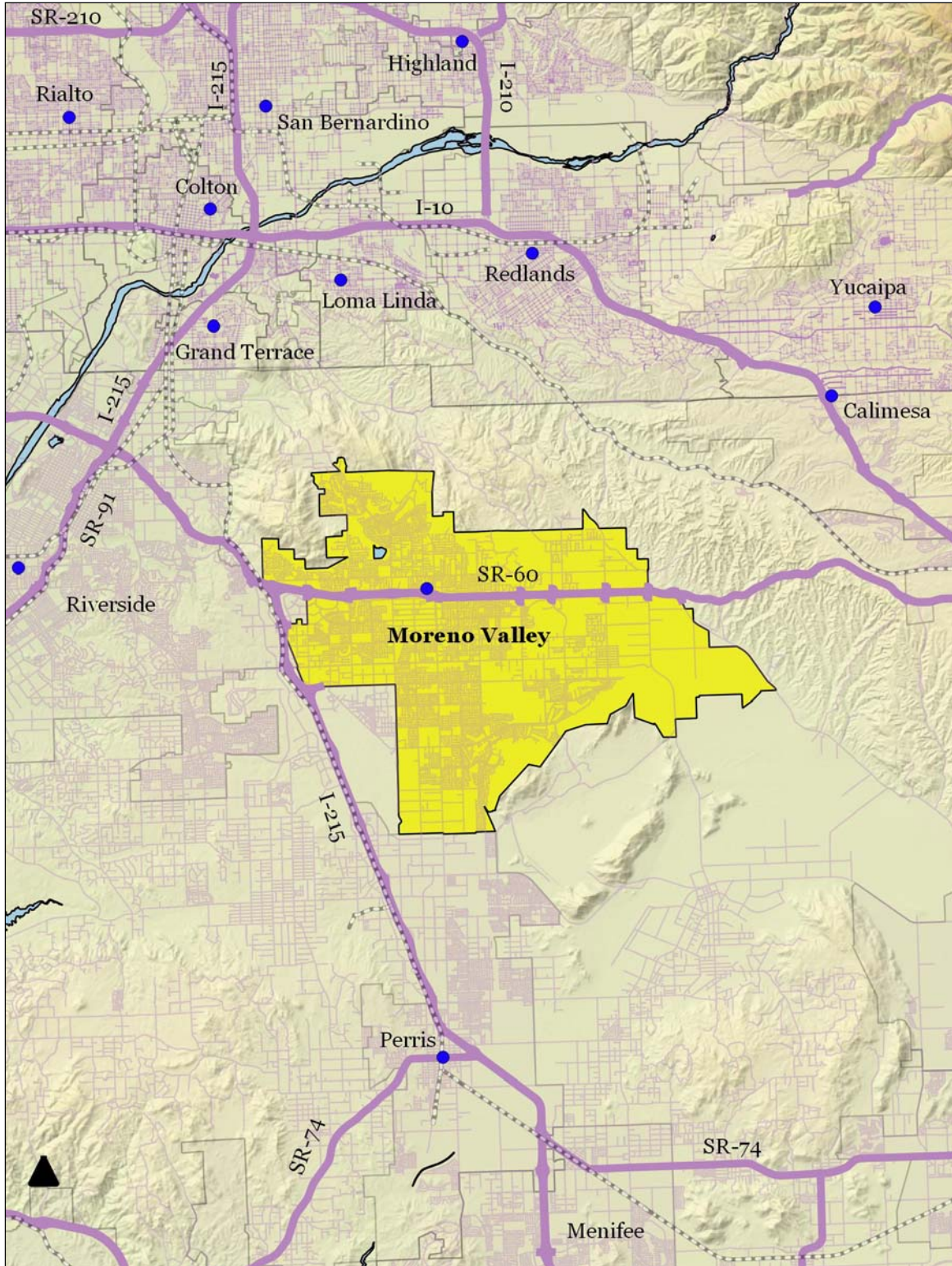


EXHIBIT 2-1
REGIONAL LOCATION

Source: Quantum GIS

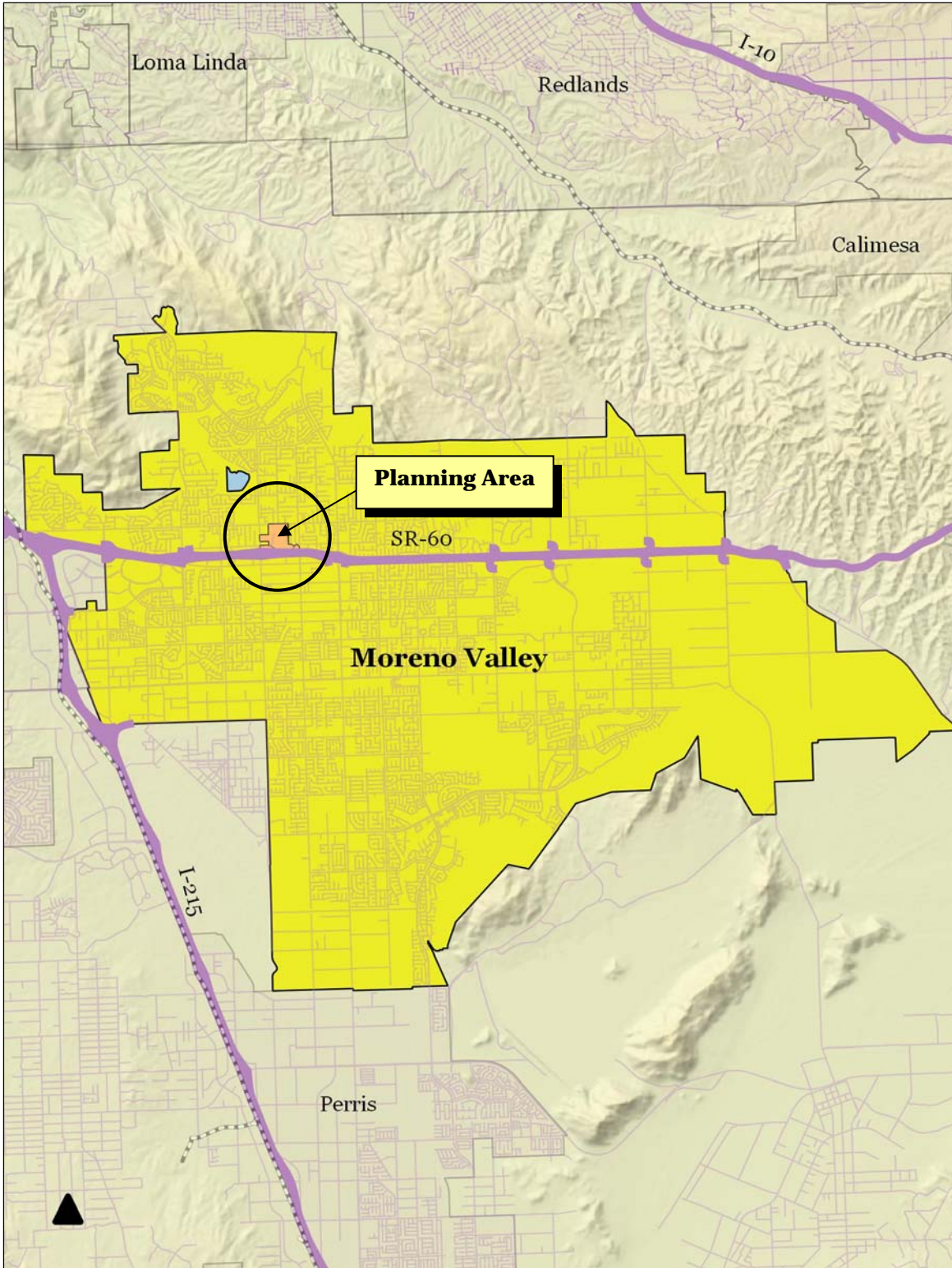


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS

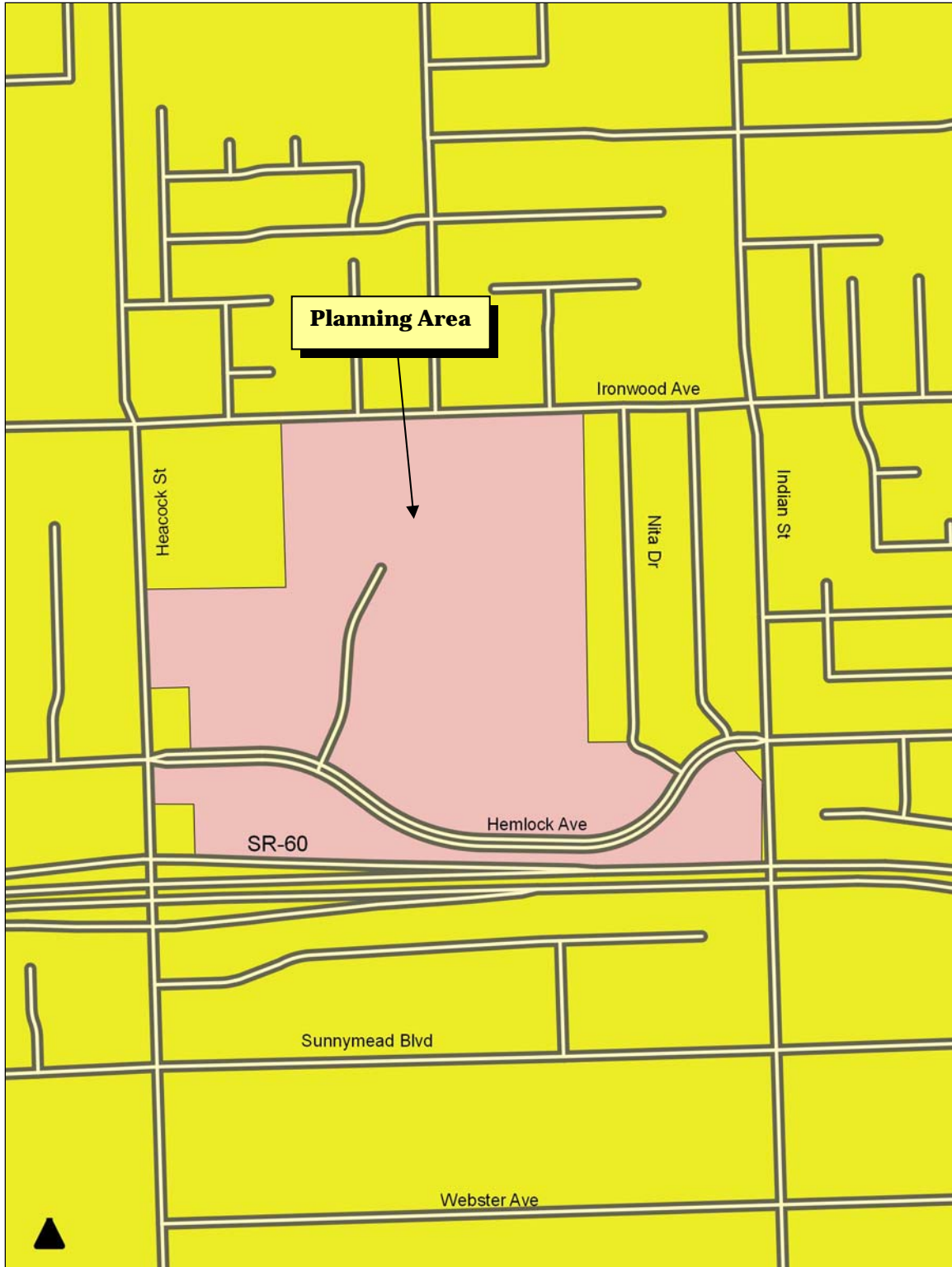


EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

- *Planning Area 3* consists of 9.81 acres and is located in the western portion of the larger Specific Plan area. Planning Area 3 is bounded on the north by Planning Area 1 and four vacant parcels; on the west by Heacock Street; on the east by Davis Street; and on the south by Hemlock Avenue and a parcel currently owned by the Eastern Municipal Water District which is part of Planning Area 3. The Assessor Parcel Numbers that correspond to this planning area include 481-020-017, 481-020-028, and 481-020-037.¹¹
- *Planning Area 4* consists of 13.92 acres and is located in the central portion of the larger Specific Plan area and is bounded on the north by Planning Area 5; on the west by Davis Street; on the east by single-family residential; and on the south by Hemlock Avenue and Planning Area 7. The Assessor Parcel Numbers that correspond to this planning area include 481-020-021, 481-020-022, 481-020-023, 481-090-018, and 481-090-020.¹²
- *Planning Area 5* consists of 12.90 acres and is located in the eastern portion of the larger Specific Plan area and is bounded on the north by Planning Area 2; on the west by the proposed Davis Street extension; on the east by single-family residential; and on the south by Planning Area 4. The Assessor Parcel Number that corresponds to this planning area is 481-020-020.¹³
- *Planning Area 6* consists of 6.08 acres and is located in the southwestern portion of the larger Specific Plan area and is bounded on the north by Hemlock Avenue; on the west by Heacock Street; on the east by undeveloped land; and on the south by the Moreno Valley Freeway. The Assessor Parcel Numbers that correspond to this planning area include 481-090-032 and 481-090-033.¹⁴
- *Planning Area 7* consists of 6.44 acres and is located in the eastern portion of the larger Specific Plan area and is bounded on the north by Planning Area 4; on the west by Planning Area 4 and Hemlock Avenue; on the east by Nita Drive and Hemlock Avenue; and on the south by Hemlock Avenue. The Assessor Parcel Numbers that correspond to this planning area include 481-090-019, 481-090-020, 481-090-021, and 481-090-022.
- *Planning Area 8* consists of 3.44 acres and is located in the southeastern most portion of the larger Specific Plan area. Planning Area 8 is bounded on the north by Hemlock Avenue; on the west by undeveloped land and Hemlock Avenue; on the east by Indian Street; and on the south by the Moreno Valley Freeway. The Assessor Parcel Number that corresponds to this planning area is 481-090-029.¹⁵

The 9.96 acre privately owned property located at the southeast corner of Ironwood Avenue and Heacock Street is part of the original adopted Specific Plan (SP 205). This property is not part of the proposed Specific Plan Amendment. The owner Applicant shall work in a collaborative manner with the owner of

¹¹ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

the 9.96-acre privately-owned site to ensure conformity and compatibility of access for a more efficient and uniform design, if the product type and uses create a mutually beneficial opportunity. In addition there are two parcels located within the Plan Amendment that are under separate public ownership. A smaller portion (1.84 acres) of Planning Area 3 is currently owned by the Eastern Municipal Water District (EMWD). Planning Area 5 in its entirety is owned by the City of Moreno Valley and is used for storm water retention. The Plan Amendment does not contemplate any change in the use of the Regional storm water retention basin. A map of the entire Moreno Valley Festival Specific Plan and the eight individual planning areas is provided in Exhibit 2-4.

2.3 ENVIRONMENTAL SETTING

Approximately 23.4 acres of the planning area is developed and occupied by the existing Festival Shopping Center buildings. The remainder consists of approximately 29 acres of undeveloped land and an approximate 12.9-acre stormwater detention basin. The existing Moreno Valley Festival Shopping Center occupies the frontage along the north side of Hemlock Avenue in the southern portion of the Planning Area. The open space areas are located in the northern and western portions of the Planning Area. Other smaller areas of open space are located in the southernmost portion of the Planning Area near the SR-60 Freeway. The existing land uses for the eight sub-areas that comprise the larger planning area are summarized in Table 2-1.

**Table 2-1
 Existing Land Uses and Development**

Planning Area	Description of Land Use	Floor Area (in sq. ft.)
<i>Planning Area 1</i> 7.36 acres	Vacant Land	None
<i>Planning Area 2</i> 3.84 acres	Vacant Land	None
<i>Planning Area 3</i> 9.81 acres	Vacant Land	None.
<i>Planning Area 4</i> 13.92 acres	The Festival at Moreno Valley Shopping Center and ancillary parking, a restaurant (Yoshinoya), and vacant land.	Retail Center - 162,250 sq. ft. Fast-food Restaurant - 3,900 sq. ft.
<i>Planning Area 5</i> 12.90 acres	The City-owned Stormwater Retention Basin will remain.	No development will be permitted.
<i>Planning Area 6</i> 6.08 acres	Kentucky Fried Chicken, vacant auto use (former Jiffy Lube), a vacant fast-food restaurant (a former Arby's) and a vacant sit-down restaurant use (former Centenario).	Two Fast-food Restaurants - 5,400 sq. ft. Auto Service – 2,320 sq. ft. Sit Down Restaurant - 8,800 sq. ft.
<i>Planning Area 7</i> 6.44 acres	The Festival at Moreno Valley Shopping Center and ancillary parking, and vacant undeveloped open space. A portion of the existing retail building is being leased to a church.	Retail Center - 33,675 sq. ft.
<i>Planning Area 8</i> 3.44 acres	Vacant Land	None

Source: Riverside County Tax Assessor and Site Survey.



LEGEND	
COMMERCIAL / RETAIL	
REGIONAL DETENTION BASIN	
MIX OF USES	
RETAIL / MIX OF USES	



EXHIBIT 2-4
SPECIFIC PLAN AMENDMENT'S PLANNING AREAS
 Source: National Engineering Consultants



EXHIBIT 2-5
AERIAL PHOTOGRAPH OF THE PLANNING AREA
Source: Google Earth

The Planning Area is located in the midst of an urbanized area and is surrounded on all sides by urban development. The land uses and development that surround the Planning Area are outlined below.

- *North of the Plan Amendment Area.* Ironwood Avenue extends along the north side of the Planning Area. Single-family residential units are located further north, along the north side of Ironwood Avenue opposite the Planning Area.¹⁶
- *South of the Plan Amendment Area.* The Moreno Valley Freeway (SR-60) extends along the south side of the Planning Area. Commercial and residential uses are located further south, along the south side of the aforementioned Freeway.¹⁷
- *East of the Plan Amendment Area.* Single-family residential units extend along the Planning Area's east side. A total of 22 units are located adjacent to the Planning Area. The units have frontage along Nita Drive. The majority of these existing homes are located adjacent to the storm water detention basin (Planning Area 5). Only five units are located next to Planning Area 2 that will undergo development.¹⁸
- *West of the Plan Amendment Area.* Heacock Street abuts the Planning Area to the west. Various uses, including a State Farm Insurance office, a Rite Aid, and single-family residential are located further west, along the west side of Heacock Street.¹⁹

Photographs of the Planning Area are provided in Exhibits 2-6 through 2-9.

2.4 PROJECT DESCRIPTION

Overview of the Specific Plan Amendment

The proposed project involves the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment. The Specific Plan Amendment that is the focus of this Initial Study and Mitigated Negative Declaration (IS/MND) is an amendment to the adopted *Moreno Valley Festival Specific Plan/EIR (SP-205)*. The original Specific Plan was adopted and the EIR was certified by the City of Moreno Valley City Council on October 27, 1987. The purpose of this Amendment is to modify the Adopted Specific Plan as a means to promote a wider range of land uses and development to address current development trends. The expanded range of allowable uses will include a Mix of Uses Development (MU), Commercial/Retail Development (CR), Retail Mix of Uses (RMU) and Open Space (OS) designation. The plan will also facilitate the extension of Davis Street in a northerly direction to ultimately re-connect with the segment of Davis Street that extends north of Ironwood Avenue.

¹⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on August 9, 2017.

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.



View of the Planning Area facing west



View of the Festival at Moreno Valley shopping center facing east

EXHIBIT 2-6
PHOTOGRAPHS OF THE PLANNING AREA
Source: Blodgett Baylosis Environmental Planning



View of Davis Street looking north

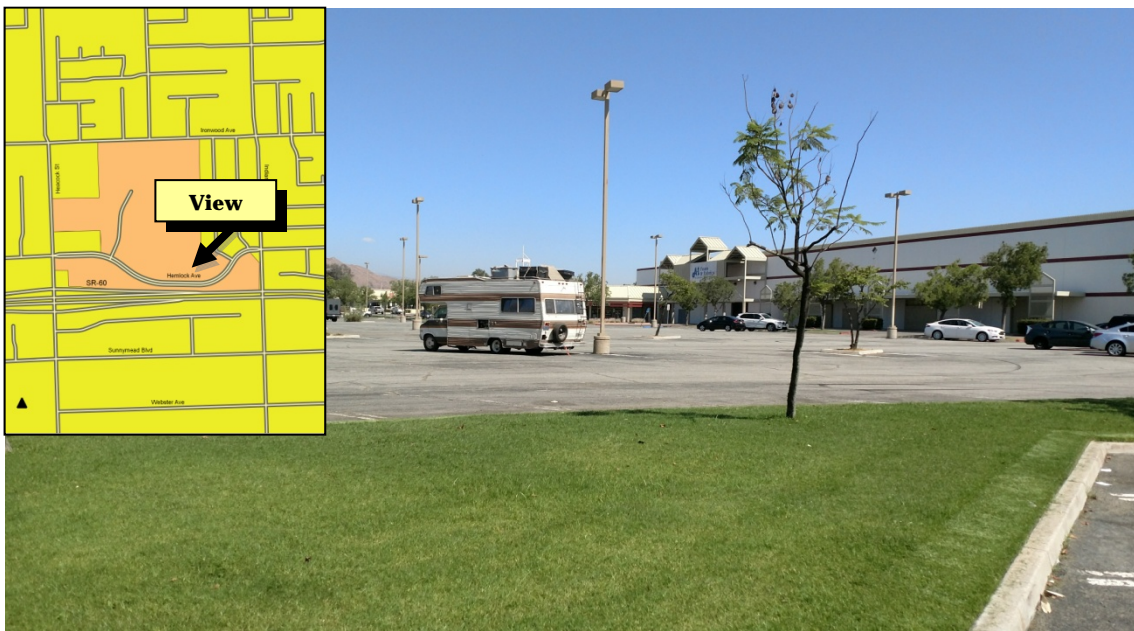


View of the detention basin facing northeast

EXHIBIT 2-7
PHOTOGRAPHS OF THE PLANNING AREA
Source: Blodgett Baylosis Environmental Planning



View of Hemlock Street facing east



View of the existing Festival at Moreno Valley shopping center facing west

EXHIBIT 2-8
PHOTOGRAPHS OF THE PLANNING AREA
Source: Blodgett Baylosis Environmental Planning



View of the Planning Area and SR-60 Freeway facing south



View of the Planning Area and future Davis Street extension facing south

EXHIBIT 2-9
PHOTOGRAPHS OF THE PLANNING AREA
Source: Blodgett Baylosis Environmental Planning

The Plan Amendment's adoption, by itself, will not lead to any physical changes to the environment. However, the Plan Amendment's adoption will establish regulations that will govern the use of the land as well as establishing development standards and regulations. The purpose of the Specific Plan Amendment is to provide a comprehensive planning framework to guide future high quality multi-use development that will include a range of land uses that can prosper in the current economic environment. At the same time, the Specific Plan Amendment will ensure that future land uses are compatible with both existing development in the surrounding area and future development that will occur within the Planning Area itself.

The Plan Amendment's Development Goals

The Specific Plan Amendment provides planning strategies and development standards created specifically for the Planning Area to take into account its unique advantages, to adapt to its constraints, to provide for the economic growth needs of the City, and to create consistent and compatible land uses for the area in an environmentally responsible manner. Key land use and development goals that are applicable to future development in the Planning Area are outlined below:

- To provide the land use designations and infrastructure plan necessary to support the City's Economic Development Action Plan;
- To create a land use and development concept that will provide a balanced approach to the City's responsibilities of fiscal viability, economic opportunity, and environmental integrity;
- To provide numerous ongoing employment opportunities;
- To provide hundreds of construction job opportunities during the project's build-out phase;
- To establish architectural and landscape design guidelines for the future development in the Planning Area; and,
- To provide appropriate transition between the project and adjacent uses.

The Plan Amendment's Environmental Guiding Principals

Future construction, contemplated as part of the Specific Plan's implementation, will be in conformance with California's "Cal-Green" building regulations that mandate environmentally-advanced building practices and regulations to conserve natural resources, reduce greenhouse gas emissions, and promote energy and water conserving. All future development will be required to incorporate sustainable design features to further reduce its environmental footprint, including but not limited to, the following:

- A plan to reduce water consumed for landscape irrigation;
- Requirements to promote the use of alternative forms of transportation;
- Requirements regarding the use of recycled building materials, to the extent feasible;

- Requirements promoting the use of local sources of building materials, to the extent feasible; and,
- Regulations to minimize the use of impervious paved surfaces throughout the project.²⁰

The Specific Plan also identifies the backbone infrastructure systems that will be required to serve future development including the expansion of water, sewer, drainage, and other utility facilities. The infrastructure plan also provides for vehicular (car, truck, and bus) and non-vehicular (bicycle and pedestrian) circulation.

Proposed Land Use Plan

The Specific Plan includes a land use plan that will indicate the location and extent of permitted land uses and development within the geographic area governed by the Specific Plan Amendment. The Specific Plan Amendment provides for the development of a master-planned project specifically designed to support specified uses by incorporating landscape and architectural standards, project-wide criteria for streets, drainage, public infrastructure, lighting and signage, and project features responsive to the needs of the Moreno Valley community. The Specific Plan Amendment and land use plan provides for the following land use designations described below and on the following pages:

- **Community Commercial (CC Zone).** The primary purpose of the community commercial (CC) district is to provide for the general shopping needs of area residents and workers with a variety of business, retail, personal and related or similar services.
- **Office Commercial (OC Zone).** The primary purpose of the office commercial (OC) district is to provide for the establishment of business, corporate and administrative office, as well as commercial services which are supportive to major business developments. Retail facilities which support the office developments are permitted, subject to limitations specified in this section.
- **Office (O Zone).** The primary purpose of the office (O) district is to provide areas for the establishment of park-like, office-based working environments for general business, corporate, professional, and administrative offices. It is the further intent of this district to provide setbacks, landscaping and architectural treatments that ensure the location of such uses is relatively compatible with residential development in the vicinity.
- **Light Industrial (LI Zone).** The primary purpose of the light industrial (LI) district is to provide for light manufacturing, light industrial, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for light industrial uses that can meet high performance standards.

²⁰ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

- **Business Park (BP Zone).** The primary purpose of the business park (BP) district is to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location. This district is intended to provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses.

- **Open Space (OS).** The primary purposes of the open space (OS) district are to provide for low intensity, outdoor-oriented recreational facilities, preserve unique natural and environmentally sensitive areas, and protect and preserve the public health, safety, and welfare.²¹

Table 2-2 indicates the various types of uses that are permitted in each of the eight individual planning areas.²²

**Table 2-2
Land Use Matrix - List of Permitted and Conditionally Permitted Uses**

<i>Development Types Corresponding Zone District</i>	Planning Area							
	1	2	3	4	5	6	7	8
<i>Auto-Related Uses (CC- Community Commercial)</i>								
Automobile Sales, New and Used (CC Zone)	C	C	C				C	C
Automobile Service Stations (CC Zone)	C	C	P	C		P	C	C
Auto Repair, Minor Service (CC Zone)	P	P	P	P		P	P	P
Auto Repair, Paint and Major Service (CC Zone)	C	C	P	C		P	C	C
Auto Rentals (CC Zone)	P	P	P	P		P	P	P
Auto Related, Accessory Uses (CC Zone)	C	C	P	C		P	C	C
Auto Supply Stores (CC Zone)	P	P	P	P		P	P	P
Car Wash (CC Zone)	P	P	P	P		P	P	P
Parking Lot & Parking Structure (CC Zone)	P	P	P	P		P	P	P
<i>Indoor, Entertainment, Fitness, & Sports Facilities (CC- Community Commercial)</i>								
Theaters and Auditoriums (CC Zone)	P	P	P	P		P		
Athletic Clubs, Gymnasiums, and Spas (CC Zone)	P	P	P	P		P	P	P
Recreational Facilities, Commercial Indoor/Outdoor (CC Zone)	P	C	P	C		P	P	P
<i>Business Park (LI-Light Industrial & BP-Business Park)</i>								
Light Industrial (LI Zone)	P	P	P	P			P	
Manufacturing & Assembly (LI Zone)	P	P	P	P				
Research & Development (BP-Zone)	P	P	P	P			P	P
Wholesale & Limited Distribution (LI Zone)	P	P	P	P			P	P
Nursery, Wholesale and Distribution (LI Zone)	P	P	P	P				P
Parcel Delivery Terminals (LI Zone and BP-Zone)	P	P	P	P				P
Transfer, Moving, & Storage (LI Zone)	P	P	P	P				P
<i>Office, Business Services, & Professional (CC-Community Commercial, O-Office & OC -Office Commercial)</i>								
Banks, including ATMs & drive-thru (CC, O, and OC Zones)	P	P	P	P		P	P	P

²¹ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

²² Ibid.

**Table 2-2
Land Use Matrix - List of Permitted and Conditionally Permitted Uses (continued)**

Corresponding Zone District and Sample Development Types	Planning Area							
	1	2	3	4	5	6	7	8
Retail, Commercial, & Food Related (CC- Community Commercial)								
Business Offices (CC, O, and OC Zones)	P	P	P	P		P	P	P
Business & Office Equipment Sales and Supply Stores (CC Zone)	P	P	P	P		P	P	P
Computer Sales and Repairs (CC and OC Zones)	P	P	P	P		P	P	P
Copy Shops (CC, O, and OC Zones)	P	P	P	P		P	P	P
Day Care Centers (CC, O, and OC Zones)	P	P	P	C		P	P	P
Finance, Insurance, and Real Estate (CC, O, and OC Zones)	P	P	P	P		P	P	P
Laboratories, Medical, & Dental (CC, O, and OC Zones)	P	P	P	P		P	P	P
Medical Offices (CC, O, and OC Zones)	P	P	P	P		P	P	P
Medical Clinics/Medical Care (CC, O, and OC Zones)	P	P	P	P		P	P	P
Medical Equipment (CC and OC Zones)	P	P	P	P		P	P	P
Personal Grooming (CC and OC Zones)	P	P	P	P		P	P	P
Personal Services (CC and OC Zones)	P	P	P	P		P	P	P
Public Buildings (CC, O, and OC Zones)	P	P	P	P		P	P	P
Veterinary Office (CC)	P	P	P	P		P	P	P
Bakeries (CC Zone)	P	P	P	P		P	P	P
Barbers & Beauty Colleges (CC Zone)	P	P	P	P		P	P	
Bars (CC Zone)	P	P	P	C		P	P	
Bars with Live Entertainment (CC Zone)	P	C	P	C		P		
Bowling Alley (CC Zone)	P	P	P	P		P		
Building Material Sales, incl. Outdoor Storage (CC Zone)	P	C	P	C		P	P	P
Business Equipment Sales, Includes Repairs (CC Zone)	P	P	P	P		P	P	
Business Supply Stores (CC Zone)	P	P	P	P		P	P	
Catering Service (CC Zone)			P	P		P	P	
Churches (CC Zone)	P	P	P	C		P	P	
Communication Facilities (CC Zone)			P	P		C	P	
Computer Sales & Repairs (CC Zone)	P	P	P	P		P	P	
Convenience Stores (CC Zone)	P	P	P	P		P	P	
Convenience Stores with Alcohol Sales (CC Zone)	C	C	P	C		P	P	
Dancing, Art, Similar Schools (CC Zone)	P	P	P	P		P	P	
Dry Cleaning & Laundry (CC Zone)	P	P	P	P		P	P	
Electronics & Sales (CC Zone)	P	P	P	P		P		
Fast Food/Fast Casual Restaurant (CC Zone)	P	P	P	P		P	P	P
Fast Food/Fast Casual Restaurant with Drive-thru (CC Zone)	P	P	P	P		P	P	P
Floor Covering Stores (CC Zone)	P	P	P	P		P	P	P
Food Delicatessen (CC Zone)	P	P	P	P		P	P	P
General Commercial (CC Zone)	P	P	P	P		P	P	P
Hardware & Home Furnishings (CC Zone)	P	P	P	P		P	P	P
Heavy Equipment Sales & Rentals (CC Zone)			P	P		P		P
Hospital (CC Zone)			P			P	P	P

**Table 2-2
Land Use Matrix - List of Permitted and Conditionally Permitted Uses (continued)**

Corresponding Zone District and Sample Development Types	Planning Area							
	1	2	3	4	5	6	7	8
Ice Cream & Yogurt (CC Zone)	P	P	P	P		P	P	P
Indoor Storage, Mini Warehouses (CC Zone)			P	P		P	P	P
Jewelry Stores (CC Zone)	P	P	P	P		P	P	P
Liquor Stores (CC Zone)	C	C	P	C		P		
Medical Equipment Sales & Supplies (CC Zone)	P	P	P	P		P	P	P
Mortuary, Excluding Cremation (CC Zone)	P	P	P	C		P		
Offices, Administrative & Professional (CC Zone)	P	P	P	P		P	P	P
Personal Services, Nail Salons/Spas/Barbers/Beauty (CC Zone)	P	P	P	P		P	P	P
Pharmacies, with and without Drive-Thru (CC Zone)	P	P	P	P		P	P	P
Postal Services (CC Zone)	P	P	P	P		P	P	P
Recreational Facilities, Commercial (CC Zone)	P	P	P	C		P	P	P
Rental Services, Furniture, Office, Home (CC Zone)	P	P	P	P		P	P	P
Sit-down Restaurants (CC Zone)	P	P	P	P		P	P	P
Skating Rinks (CC Zone)	P	P	P	P		P	P	P
Specialty Retail (CC Zone)	P	P	P	P		P	P	P
Stationary Stores (CC Zone)	P	P	P	P		P	P	P
Supermarkets (CC Zone)	P	P	P	P		P	P	P
Tire Stores & Tire Repair (CC Zone)	P	P	P	P		P	P	P
Trade & Vocational Schools (CC Zone)	P	P	P	P		P	P	P
Weight Reduction Centers (CC Zone)	P	P	P	P		P	P	P

KEY: **P** = Permitted Uses **C** = Conditionally Permitted Use **Blank Box** = Not Permitted

Notes:

- (1) Where Live entertainment is present, such uses are subject to activity entertainment permit.
- (2) Permitted as part of a mixed use commercial or retail center.

Details of specific development projects will be determined by subdivisions and site development plans. In the event of a conflict between the Specific Plan and the City of Moreno Valley Municipal Code, the Specific Plan shall prevail. If the Specific Plan is silent on a particular subject, the Municipal Code shall apply. For purposes of the environmental analysis, certain assumptions were made to provide a maximum potential build-out scenario. In this way, the environmental analysis provided in Section three will document the environmental impacts under a maximum case scenario. The potential build-out scenario envisioned for the Specific Plan Area includes 348,000 square feet of Business Park and 325,000 square feet of retail/mix of uses.

Circulation Plan

The Specific Plan Amendment also includes a comprehensive circulation plan that indicates the location and extent of roadways, pedestrian routes, and other facilities needed to accommodate the future development. The circulation plan outlines a hierarchy of roadways and other facilities that will serve the homes, business, and the employment related uses contemplated as part of the Specific Plan's

implementation. The majority of the “backbone” circulation system has been constructed though the extension of Davis Street to Ironwood Avenue will need to be completed. The Davis Street extension is also contemplated in the Specific Plan Amendment.

Infrastructure Plan

The Specific Plan Amendment will also ensure that sufficient facilities are provided to accommodate the development envisioned under the Specific Plan’s implementation. The Specific Plan Area contains existing water, sewer, and stormwater infrastructure. These storm drains, water, and sewer lines are located within the streets that comprise the Planning Area’s circulation network. Additional storm drains, water, and sewer lines are located within the undeveloped portion of Davis Street.

2.5 DISCRETIONARY ACTIONS

A discretionary action is a decision taken by a government agency (for this project, the government agency is the City of Moreno Valley) that calls for an exercise of judgment in deciding whether to approve a project. As part of the proposed project’s implementation, the City will consider the following approvals:

- The adoption of the Moreno Valley Festival Specific Plan Amendment;
- The adoption of a General Plan Amendment (GPA) to the City of Moreno Valley General Plan;
- The adoption of a Zone Change to the City of Moreno Valley Zoning Ordinance; and,
- The approval of the Mitigated Negative Declaration (MND); and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).

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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the initial study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural & Tribal Resources (Section 3.5);
- Geology & Soils (Section 3.6);
- Greenhouse Gas Emissions; (Section 3.7);
- Hazards & Hazardous Materials (Section 3.8);
- Hydrology & Water Quality (Section 3.9);
- Land Use (Section 3.10);
- Mineral Resources (Section 3.11);
- Noise (Section 3.12);
- Population & Housing (Section 3.13);
- Public Services (Section 3.14);
- Recreation (Section 3.15);
- Transportation & Circulation (Section 3.16);
- Tribal Cultural Resources (Section 3.17);
- Utilities (Section 3.18); and,
- Mandatory Findings (Section 3.19).

The environmental analysis included in this section reflects the initial study checklist format used by the City of Moreno Valley in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis completed as part of this initial study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project will not have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Moreno Valley or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETIC IMPACTS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day or nighttime views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project affect a scenic vista?* • *No Impact.*

The Planning Area consists of underutilized commercial (The Festival at Moreno Valley Shopping Center) and 42.05 acres of open space. The Festival at Moreno Valley Shopping Center is the main visual element present within the Planning Area. The existing shopping center is underutilized with a number of tenant spaces being vacant. The adoption and subsequent implementation of the Specific Plan Amendment includes various goals, policies, and design standards that will enhance the visual appearance of the existing and future land uses and development within the Planning Area. In addition, the Specific Plan includes guidance regarding the design of new development. Section 4.0 of the Specific Plan Amendment is concerned with *off-site* design standards while Section 5.0 focuses on *on-site* design standards.²³

The off-street design standards address a number of design criteria that includes landscaping around the edges of the planning area, streetscape design amenities, entryway treatments, and signage. The following off-site design requirements included in the Specific Plan Amendment will be effective in addressing potential aesthetic impacts:

- *General Landscaping Design Guidelines.* The Project Design Guidelines section of the Specific Plan Amendment offers more detailed information for individual project developers (also refer to Title 9 of the City Municipal Code).
- *General Landscaping Design Guidelines.* All landscape designs shall adhere to the concept depicted in the Landscape (Plan) Figure 4-3 (included in the Specific Plan Amendment).

²³ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

- *Streetscape Landscaping.* Landscaping along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within the Planning Area.
- *Streetscape Landscaping.* Implementation of the street landscaping will be executed by the developer during the initial stages of development.
- *Streetscape Landscaping.* Trees will be planted along all existing streets within the Specific Plan Amendment boundaries, where they do not currently exist. In addition, landscape guidelines have been provided for those streets adjacent to the project's boundaries that will require improvements associated with the development.
- *Streetscape Landscaping.* Low growing plant materials will be added to provide year-round color and textural interest. Mounded turf and landscaped berms will be used where appropriate to screen undesirable views, such as parking lots.²⁴
- *Parkway Landscaping.* Trees are required along all street frontages. Trees shall be planted in a single row at spacing of 40 feet between each tree (Municipal Code Ordinance. 786 § 2, 2009).
- *Parkway Landscaping.* All street trees within street right of way, unless otherwise noted, are to be 24" box size, with a minimum of eight feet of brown trunk measured from finish grade. Trees in other areas shall be 15 gallon minimum in size but 25% shall be minimum 24" box.
- *Parkway Landscaping.* Landscaping berms along street frontages may be utilized. Maximum slopes may not exceed 2:1. City maintained areas shall not exceed 3:1.
- *Parkway Landscaping.* Shrubs along street frontages are to be utilized where possible. (Minimum size at installation is 1 gallon.)
- *Edge Treatments.* There are six discrete edge treatment plans in and around the project. The areas that will be subject to the edge treatment plans include Hemlock Avenue, Heacock Street, Indian Avenue, Ironwood Avenue, Eastern Edge, and SR 60 Freeway.²⁵
- *Screening Criteria for Internal Roadways.* All interior roadways shall be lined with sidewalks, landscaping and setbacks from the street as prescribed by the City of Moreno Valley planning standards and elaborated in this Specific Plan.²⁶
- *Entry Themes.* Entrances to Plan Amendment Area shall be enhanced with landscaping, project monument signage and hardscape features.²⁷

²⁴ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

- *Entry Themes.* The landscape concept for the project shall be introduced through the entry treatments. Medium accent trees combined with low evergreen and flowering accent shrubs will be used consistently throughout the project entries. The foreground will feature a combination of ground cover and annual color.²⁸
- *Entry Themes.* The entry signage and elements shall be visually clear to vehicular and pedestrian users, and shall allow the use of digital signage subject that it meets the City of Moreno's requirements.²⁹
- *Buffer Treatments.* Landscape buffers are required along the eastern, southern, and northern boundaries of the project site. The master developer will be responsible for implementing the buffer system.
- *Buffer Treatments.* When development is located adjacent to existing residential uses, landscape buffers and WQMP basins are recommended to be used as functional buffers for potentially incompatible uses. Refer to sample cross section exhibits below for guidelines.³⁰

The Specific Plan Amendment will include *Project Design Guidelines* that will establish guidelines and standards for the individual development. The objective of these guidelines is to create projects that contribute to the overall design continuity of the development while maintaining their own sense of individuality. The following general guidelines which address site, architectural, and landscape design apply to all future development within the Planning Area:³¹

- Vehicular and pedestrian entries to the project should be clearly identifiable to visitors through the use of signage, and landscaping.
- Circulation within sites shall be designed to minimize conflicts between service vehicles, automobiles, and pedestrians.
- Neighboring lots should share entry drives wherever possible to create a greater uninterrupted expanse of landscaping.
- Visibility of parking areas along roadways shall be minimized through the use of landscaped berms and screen shrubs wherever possible.
- Service zones (trash enclosures, loading and outdoor storage areas) shall be located in areas that are least visible to the public. An appropriate screening method shall be used if service zone is exposed to public view.

²⁸ National Engineering Consultants. *The Moreno Valley Festival, (Draft) Amendment to Specific Plan 205, Section 4.2.4.* October 10, 2017.

²⁹ Ibid.

³⁰ Ibid.

³¹ Ibid.

- All buildings and walkways shall be accessible to the handicapped according to requirements in Title 24 of the California Administrative Code.
- A secondary sidewalk shall be provided within individual sites and connect with the master circulation system, creating a continuous and pleasant link between projects.
- Consideration should be given to ensure safe pedestrian access through parking areas, and from the public street walkways to building entrances.
- Security measures shall be considered in the project's site design, particularly in pedestrian areas. The use of tall, dense shrubbery should be avoided along walkways and adequate lighting should be provided.

Exhibit 3-1 shows the various project design features that mitigate light trespass and alleviate size and massing. The Specific Plan Amendment states that architectural design should express the character of a mixed use, commercial, and retail development center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout the Planning Area. General building design guidelines for the various uses are as follows:

- Distinctive architectural design shall be encouraged to create individual building identity. However, buildings must be compatible with adjacent development projects to achieve a sense of architectural continuity.
- Detailing may vary but all materials are to be durable, aesthetically pleasing, and low maintenance.³²
- The building's scale should be a major determining factor in the architectural design and detailing.
- Long expanses of building walls may be ameliorated by employing a system of overlapping forms and heights.
- The architectural concept must be consistent throughout the individual project with consideration given to all sides.
- Distinctive hardscape and colorful landscaping should be used to identify and accentuate building entries.

³² National Engineering Consultants. *The Moreno Valley Festival, (Draft) Amendment to Specific Plan 205, Section 5.3.1.* October 10, 2017.

CITY OF MORENO VALLEY
INITIAL STUDY & NEGATIVE DECLARATION • MORENO VALLEY FESTIVAL SPECIFIC PLAN AMENDMENT

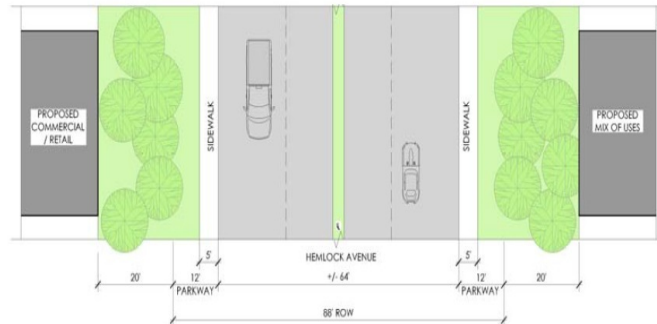
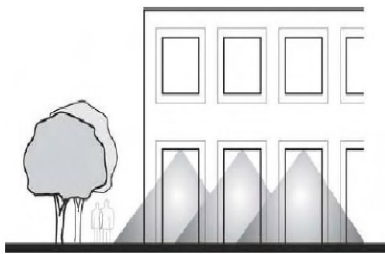
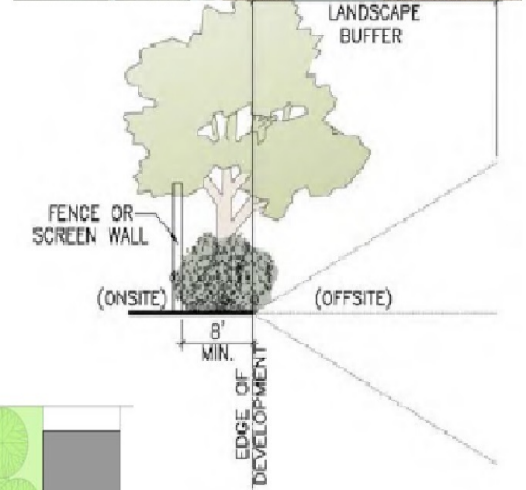
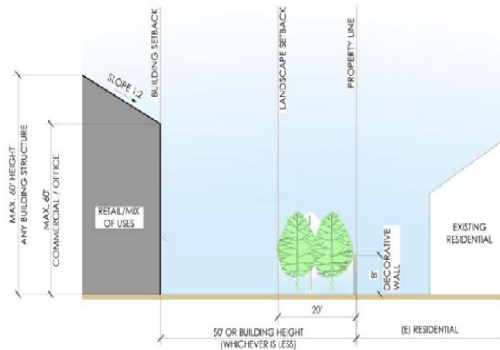
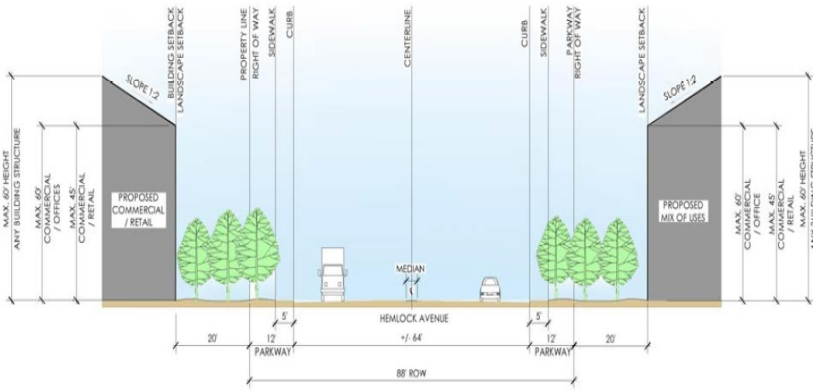
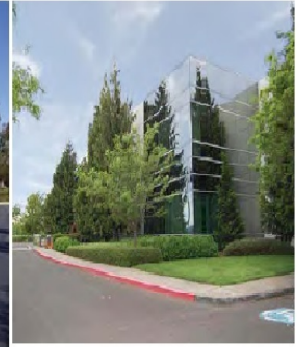
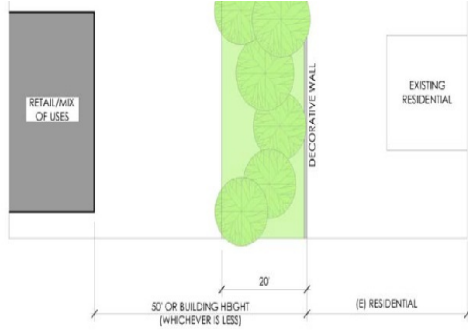


EXHIBIT 3-1
PROJECT DESIGN FEATURES THAT SERVE AS MITIGATION
 Source: Amendment to Specific Plan 205

All properties within the Planning Area will be required to be developed in conformance with the Specific Plan Amendment. All development will be consistent with the Specific Plan objectives and design guidelines. Details of specific development projects will be determined by subdivisions and site development plans. In the event of a conflict between the Specific Plan and the City of Moreno Valley Municipal Code, the Specific Plan will prevail. If the Specific Plan is silent on a particular subject, the Municipal Code will apply.³³

The implementation of the Specific Plan will facilitate development that will not negatively impact any scenic vistas. The most prominent scenic vistas located within the Planning Area include the Box Springs Mountains, located between two to three miles north of the Planning Area, and the San Bernardino Mountains, located 15 miles to the north. The development that is permitted under the Specific Plan will not obstruct views of the aforementioned vistas. The setback and building height standards will prohibit the clustering and placement of new buildings within a certain distance from the public right-of-way, while the maximum height standards will restrict the height of the buildings that will be erected within the Planning Area. As a result, no visual impacts will result from the implementation of the Specific Plan.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.

According to the California Department of Transportation (Caltrans), neither the SR-60 nor the arterial roadways within the Moreno Valley Festival Specific Plan are designated scenic highways.³⁴ In addition, the vegetation present within the Planning Area is not considered to be a “scenic resource.” The Planning Area does not contain any scenic rock outcroppings.³⁵ Lastly, the Specific Plan’s implementation will not involve the removal of any buildings listed in the State or National Registrar (refer to Section 3.5). As a result, no impacts will occur.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • No Impact.

The implementation of the Specific Plan will facilitate modern development within an area that is blighted and underutilized. The Specific Plan articulates design guidelines for architecture, signage, and landscaping in order to establish and maintain a cohesive design theme. The adoption and subsequent implementation of the Specific Plan will further enhance the City’s image in a regional context since the Planning Area is visible from the Moreno Valley (SR-60) Freeway. Therefore, the implementation of the Specific Plan will not degrade the site and surrounding area and no impacts are likely to occur.

³³ National Engineering Consultants. *The Moreno Valley Festival, (Draft) Amendment to Specific Plan 205, Section 5.1.4.* October 10, 2017.

³⁴ California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

³⁵ Blodgett Baylosis Environmental Planning. *Site survey.* Survey was conducted on August 9, 2017.

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • Less than Significant Impact.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. For example, lighting emanating from unprotected or unshielded light fixtures may shine through windows that could disturb the residents inside. Sensitive receptors refer to land uses and/or activities that are especially sensitive to light and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate. The nearest sensitive receptors to the Planning Area are the single-family residential units located along the west side of Nita Drive.³⁶ Additional light sensitive receptors are shown in Exhibit 3-2.

The adoption of the Specific Plan will not directly result in any light spillover or glare impacts. However, the Specific Plan will facilitate new development and the revitalization of the Festival at Moreno Valley shopping center. According to the Specific Plan, exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists. To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color, and type of fixture throughout the building site and compatible throughout the Moreno Valley Festival.³⁷ This new exterior lighting will be installed in accordance with all applicable regulations outlined in Section 9.08.100 of the City's Municipal Code. In addition, the Specific Plan includes the following objectives that should be considered in the installation of new lighting within the Planning Area.³⁸

- Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists.
- Lighting is intended to create a night time character that reinforces the image of the "MVF" as a quality business location.
- Lighting is an important element contributing to the identity and unity of the "MVF."
- To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color, and type of fixture throughout the building site and compatible throughout the "MVF."
- Street lighting on public streets shall meet the requirements of the City Standard Plans.
- The developer will be responsible for installation of light fixtures during the project's initial development phase.
- Street lights per City standards will be installed on all public roads according to the City's recommendations.

As a result, the potential impacts will be less than significant.

³⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on August 9, 2017.

³⁷ National Engineering Consultants. *Amendment to Specific Plan 205, Section 4.3*. October 10, 2017.

³⁸ Ibid.



EXHIBIT 3-2
LIGHT SENSITIVE USES
Source: Quantum GIS

3.1.3 MITIGATION MEASURES

The analysis of aesthetics indicated that no impacts on these resources would occur as part of the proposed Specific Plan's implementation.

3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture and forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g));
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.

There are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located within the Planning Area. Furthermore, there are no agricultural uses or activities located within the Planning Area. The City's General Plan Environmental Impact Report indicates that a majority of the important farmlands are concentrated within the underdeveloped eastern portion of the City.³⁹ As a result, no impacts will occur.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? • No Impact.

According to Section 9.02.020 of the City's Municipal Code, the raising of crops and animals is permitted within all commercial zones.⁴⁰ The implementation of the Specific Plan will not conflict with existing

³⁹ P and D Consultants. *Final Environmental Impact Report - City of Moreno Valley General Plan SCH# 200091075*. Report dated July 2006.

⁴⁰ City of Moreno Valley Municipal Code. *Title 9 Planning and Zoning, Chapter 9.02 Permits and Approvals, Section 9.02.020 Permitted Uses*. Site accessed August 15, 2017.

agricultural operations since there are no agricultural uses located within the Planning Area. In addition, none of the properties within the Planning Area are subject to a Williamson Act Contract.⁴¹ As a result, the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not result in any impacts on existing Williamson Act contracts.

C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104(g))? • *No Impact.*

The area governed by the Moreno Valley Festival Specific Plan is located in the midst of a larger urban area and no forest lands are located within the City or within this portion of Riverside County. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? • *No Impact.*

There are no forest lands present within the Planning Area. This conclusion is supported by the field survey that was undertaken for the proposed project. As a result, the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not result in any impacts related to the loss or conversion of existing forest lands. Therefore, no impacts will result from the project's implementation.

E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or forest land to non-forest use? • *No Impact.*

No agricultural activities, farmland uses, or forest uses are located in the geographic area governed by the Moreno Valley Festival Specific Plan.⁴² As a result, the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not involve the conversion of any existing farmland area to urban uses or the conversion of forest land to non-forest uses. As a result, no impacts are anticipated.

3.2.3 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed Specific Plan's implementation.

3.3 AIR QUALITY IMPACTS

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality if it results in any of the following:

⁴¹ California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf](http://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)

⁴² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on August 9, 2017.

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or substantial contribution to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for criteria pollutants that include the following:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.⁴³
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled, causing

⁴³ A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, PM_{2.5} continues to be designated non-attainment.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* • *No Impact.*

The Planning Area governed by the Moreno Valley Festival Specific Plan is located within the SCAB which covers a 6,600-square-mile area within Orange County, the non-desert portions of Riverside County, and San Bernardino County. The SCAB is subject to the Final 2016 Air Quality Management Plan (AQMP), which was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).⁴⁴ The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:⁴⁵

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

⁴⁴ South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 2017.

⁴⁵ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. 2016.

The Plan’s potential build out includes up to 348,000 square feet of business park and 325,000 square feet of retail/mix of uses. As indicated in Tables 3-1 and 3-2, the project’s construction and operational emissions are anticipated to be below the thresholds of significance established by the SCAQMD. Therefore, the approval of the Specific Plan Amendment will not violate *Consistency Criteria 1*. In terms of *Consistency Criteria 2*, the potential build-out under the Specific Plan Amendment is within the three alternative build-out projections established for the General Plan. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • Less than Significant Impact.

The proposed development is conceptual in nature and the timeline for development is not yet known. Individual projects may be proposed upon approval of the Specific Plan amendment, or they may be proposed several years in the future. Therefore, construction timeline of seven years was used. This construction timeline would include the development of all seven planning areas. While the specific details of the development that will be proposed are not yet known, a potential maximum case build-out of 348,000 square feet of business park and 325,000 square feet of retail/mix of uses was used to calculate both construction and operational emissions. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). The Specific Plan amendment’s potential construction emissions are shown in Table 3-1.

**Table 3-1
Estimated Daily Construction Emissions**

Construction Phase (Estimated year of completion based on 7 year timeline)	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site) 2018	3.71	38.32	22.30	0.03	4.43	2.18
Demolition (off-site) 2018	0.15	3.17	1.10	0.01	0.38	0.11
Total Demolition 2018	3.86	41.49	23.40	0.04	4.81	2.29
Site Preparation (on-site) 2018	4.56	48.19	22.47	0.03	20.64	12.30
Site Preparation (off-site) 2018	0.10	0.06	0.89	--	0.20	0.05
Total Site Preparation 2018	4.66	48.25	23.36	0.03	20.86	12.35
Grading (on-site) 2019	4.73	54.52	33.37	0.06	9.32	5.60
Grading (off-site) 2019	0.11	0.06	0.88	--	0.22	0.06
Total Grading 2019	4.84	54.58	34.25	0.06	9.54	5.66
Building Construction (on-site) 2019	2.36	21.07	17.16	0.02	1.28	1.21
Building Construction (off-site) 2019	1.70	13.12	13.18	0.05	3.54	1.03
Total Building Construction 2019	4.06	34.19	30.34	0.07	4.82	2.24
Building Construction (on-site) 2020	2.11	19.18	16.84	0.02	1.11	1.05
Building Construction (off-site) 2020	1.54	11.84	11.91	0.05	3.50	1.00
Total Building Construction 2020	3.65	31.02	28.65	0.07	4.61	2.05
Building Construction (on-site) 2021	1.90	17.43	16.57	0.02	0.95	0.90
Building Construction (off-site) 2021	1.41	10.65	10.84	0.05	3.46	0.95
Total Building Construction 2021	3.31	28.08	27.41	0.07	4.41	1.85
Building Construction (on-site) 2022	1.70	15.61	16.36	0.02	0.80	0.76
Building Construction (off-site) 2022	1.32	10.02	10.01	0.05	3.46	0.95
Total Building Construction 2022	3.02	25.63	26.37	0.07	4.26	1.71

**Table 3-1
 Estimated Daily Construction Emissions**

Construction Phase (Estimated year of completion based on 7 year timeline)	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Paving (on-site) 2022	1.10	11.12	14.58	0.02	0.56	0.52
Paving (off-site) 2022	0.06	0.03	0.51	--	0.16	0.04
Total Paving 2022	1.16	11.15	15.09	0.02	0.72	0.56
Architectural Coatings (on-site) 2023	40.58	1.30	1.81	--	0.07	0.07
Architectural Coatings (off-site) 2023	0.20	0.10	1.54	--	0.55	0.14
Total Architectural Coatings 2023	40.78	1.40	3.35	--	0.62	0.21
Maximum Daily Emissions	40.79	54.58	34.26	0.08	20.84	12.35
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod V.2016.3.2. (the worksheet are included herein in Appendix A)

The construction emissions presented in Table 3-1 assume a seven-year construction timeline. In addition, these emissions also assume the simultaneous development of all seven planning areas with the maximum case build-out. These emissions are likely to be lower since the development of the area governed by the Specific Plan amendment will realistically occur in phases. Thus, the likelihood of all seven planning areas undergoing construction at once is slim.

The Planning Area is located in a non-attainment area for ozone and particulates. All construction undertaken in the Specific Plan area will be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55 percent. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the Cities and Counties governed by the SCAQMD. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD's significance thresholds.

The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; on-site stationary emissions related to the operation of machinery; and off-site stationary emissions associated with the off-site generation and consumption of energy (natural gas). The analysis of long-term operational impacts summarized in Table 3-2, also used the CalEEMod computer model developed for the SCAQMD. The maximum case build-out of 348,000 square feet of business park and 325,000 square feet of retail/mix of uses was used to determine the Specific Plan amendment's operational emissions.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	15.04	--	0.06	--	--	--
Energy	0.05	0.52	0.43	--	0.03	0.03
Mobile	12.42	53.21	93.68	0.28	83.54	23.08
Total (lbs/day)	27.52	53.73	94.19	0.28	83.58	23.12
Daily Thresholds	55	55	55o	15o	15o	55

Source: CalEEMod V.2016.3.2 (the worksheet are included herein in Appendix A)

As indicated in Table 3-2, the projected long-term emissions are anticipated to be below the thresholds of significance established by the SCAQMD. The operational emissions take into account the number of trips provided in the traffic report. In addition, the uses permitted under the specific plan will serve the local market. Adherence to the mitigation provided in Section 3.7.2.B will further reduce operational emissions. As a result, the potential impacts are considered to be less than significant.

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? • No Impact.

As indicated previously, the SCAB is a designated non-attainment area for ozone and particulates. As stated in the previous subsection, the projected long-term emissions related to the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will be the same as that envisioned for the implementation of the Moreno Valley General Plan. In addition, the project is an infill development, which is beneficial because it reduces urban sprawl and the overall vehicle miles traveled (VMT) by being located on an underutilized parcel in a developed area. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptors are located along the west side of Nita Drive. Additional sensitive receptors are depicted in Exhibit 3-3.

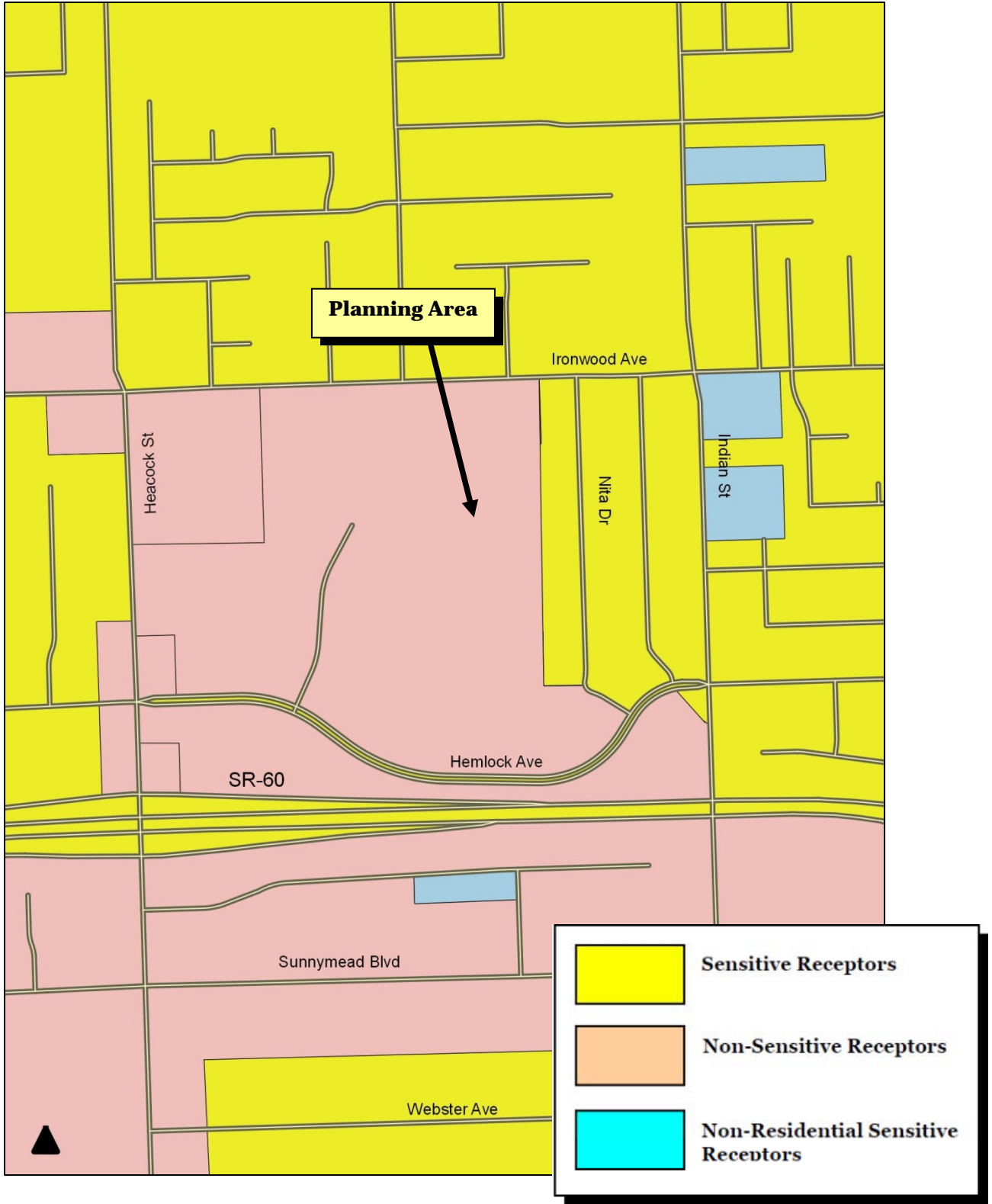


EXHIBIT 3-3
SENSITIVE RECEPTORS
Source: Quantum GIS

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As a result, the impacts related to the adoption and subsequent implementation of the Plan Amendment will be less than significant.

E. Would the project create objectionable odors affecting a substantial number of people? • No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.⁴⁶ The Plan will facilitate the development of retail, retail/mix of uses, and mix of uses. The nature of the tenant mix is not yet known. However, should any of the future tenants be involved in any odor generating use, the future tenant must be in compliance with all applicable SCAQMD regulations. Furthermore, no odors were observed coming from the uses located within the Planning Area based on the field survey that was undertaken. As a result, no impacts will result.

3.3.3 MITIGATION MEASURES

The analysis presented above indicated that the project's potential air quality impacts are considered to be less than significant. These emissions are further reduced with the implementation of the mitigation presented in Section 3.7.2.B.

3.4 BIOLOGICAL RESOURCES IMPACTS

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

⁴⁶ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • Less than Significant Impact with Mitigation.*

Hernandez Environmental Services conducted a literature review and reviewed aerial photographs and topographic maps of the project site and surrounding areas. The Sunnymead quadrangle and adjacent surrounding eight quadrangles were reviewed to identify sensitive species in the California Natural Diversity Data Base (CNDDB). Additional resources reviewed during the literature search included the United States Fish and Wildlife (USFWS) Endangered Species Lists, Forest Service List, and the California Native Plant Society's (CNPS) Rare plant lists to obtain species information for the project area.⁴⁷ In addition, Hernandez Environmental Services conducted field survey of the approximate 49-acre project site on July 13, 2015. The ambient temperature at 9:30 a.m. was 72° Fahrenheit, sunny, with zero to three mile per hour winds from the northeast. The purpose of the field survey was to document the existing habitat conditions, obtain plant and animal species information, view the surrounding uses, assess the potential for state and federal waters, and assess the potential for wildlife movement corridors, sensitive species, and nesting habitat.⁴⁸ The report considered 13 species that are listed as state and/or federally threatened, endangered, or candidate species. These 13 species are also identified for special consideration under the Riverside County MSHCP. The 13 species are outlined below:

- *Southern Mountain Yellow-Legged Frog;*
- *Tricolored Blackbird;*
- *Burrowing Owl;*
- *Western Yellow-Billed Cuckoo;*
- *Southwestern Willow Flycatcher;*
- *Bald Eagle;*

⁴⁷ Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival*. Report dated November 2015.

⁴⁸ Ibid.

- *Coastal California Gnatcatcher*;
- *Least Bell's Vireo*;
- *Santa Ana Sucker*; and,
- *Quino Checkerspot Butterfly*.⁴⁹

According to the report, none of the species identified above are likely to be encountered within the Planning Area due to the amount of disturbance that has occurred to accommodate the existing landscaping and development. Hernandez Environmental Services also conducted a Burrowing Owl Survey and prepared a report to summarize the findings. According to the Burrowing Owl Survey, there were no signs of Burrowing Owl habitation within the Planning Area.⁵⁰ Species exclusively identified in the Western Riverside MSHCP are listed below:

- *Cooper's Hawk*. Cooper's hawk is a CDFW watch list species and International Union for Conservation of Nature (IUCN) species of least concern. The species foraging habitat includes rivers, and woodlands including willows, cottonwoods, and sycamores. Nesting habitat for this species occurs at the project site in the Eucalyptus trees adjacent to the site. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.
- *Bell's Sage Sparrow*. Bell's sage sparrow is a CDFW watch list species and USFWS bird of conservation concern. The species nests in coastal sage scrub and chaparral. The project site supports some disturbed coastal sage scrub that may serve as habitat. This species is potentially present, though this species is considered adequately conserved.
- *Orange-throat Whiptail*. Orange-throat whiptail is a CDFW species of special concern and IUCN species of least concern. The species inhabits low elevation coastal scrub, chamise-redshank chaparral, mixed chaparral, and valley-foothill hardwood habitat. The project site supports some disturbed coastal sage scrub that may serve as habitat. This species is potentially present. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.⁵¹
- *Coastal Whiptail*. Coastal whiptail is a CDFW species of special concern and IUCN species of least concern. It is found in a variety of ecosystems, primarily in hot and dry open areas with sparse foliage – chaparral, woodland, and riparian areas. The project site supports habitat for this species. This species is potentially present. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.
- *Red-diamond Rattlesnake*. Red-diamond rattlesnake is a CDFW species of special concern. The species habitat includes coastal sage scrub or chaparral with granite boulders. The project site supports habitat for this species. This species is potentially present. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.

⁴⁹ Hernandez Environmental Services. *Burrowing Owl Memorandum*. Report dated November 23, 2015.

⁵⁰ Ibid.

⁵¹ Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival*. Report dated November 2015.

- *California Horned Lark.* California horned lark is a CDFW watch list species and IUCN species of least concern. The species is found in open areas dominated by sparse low herbaceous vegetation or widely scattered low shrubs. The project site supports habitat for this species. This species is potentially present. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.
- *Western Yellow Bat.* Western yellow bat is a CDFW species of special concern and IUCN species of least concern. The species occupies a range of habitats of extremely arid areas including savannas, secluded woodlands, regions dominated by pasture or croplands, and residential areas. It is insectivorous and often roosts in trees. The project site supports limited roosting habitat for this species. This species is potentially present.
- *San Diego Black-tailed Jackrabbit.* San Diego black-tailed jackrabbit is a CDFW species of special concern. The species habitat includes chaparral and coastal sage scrub. The project site supports limited habitat for this species. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.
- *Coast Horned Lizard.* Coast horned lizard is a CDFW species of special concern and IUCN species of least concern. The species inhabits open areas of sandy soils and low vegetation in valleys, foothills, and semiarid mountains. It is found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil. The project site supports limited habitat for this species. This species is potentially present. This species is covered by the Western Riverside MSHCP and is considered adequately conserved.
- *Lawrence's Goldfinch.* Lawrence's goldfinch is an IUCN species of least concern. The species inhabits open woodlands, chaparral, and weedy fields. The project site supports limited habitat for this species in the basin located adjacent to the eastern project boundary. This species is potentially present.⁵²

The implementation of the Specific Plan and all subsequent development may have the potential to impact the aforementioned Western Riverside MSHCP species. As a result, the following mitigation is required:

- The proposed project must be consistent with the Western Riverside MSHCP. Payment of the appropriate development mitigation fees will mitigate any impacts to these species.
- Prior to any land disturbance, a focused pre-construction burrowing owl survey shall be conducted prior to construction in accordance with the Burrowing Owl Survey instructions of the Western Riverside County MSHCP. This survey is to be conducted within 30 days prior to ground disturbance. After the pre-construction burrowing owl survey has been completed, a survey report will be prepared in accordance with the MSHCP 30-day Pre-construction Burrowing Owl Survey Report Format.

⁵² Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival.* Report dated November 2015.

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • Less than Significant Impact with Mitigation.

The project site contains seven habitat types: 23.4 acres of developed habitat, 20.2 acres of disturbed non-native vegetation habitat, 3.20 acres of disturbed non-native grasses habitat, 1.15 acres of disturbed coastal sage scrub, 0.87 acres of ornamental vegetation habitat, 0.16 acres of streambed, and 0.07 acres of mulefat habitat. The following is a description of each habitat type:

- *Developed Habitat.* Approximately 23.4 acres of developed habitat exists in the Planning Area. The developed habitat contains existing commercial and retail buildings and the majority of the buildings are currently being utilized. This habitat also included parking lot areas, and contain no native habitat and wildlife value.
- *Disturbed Non-native Vegetation Habitat.* The Planning Area contains approximately 20.2 acres of disturbed non-native vegetation habitat. This habitat type has been disturbed and native vegetation has been removed by disking or other anthropomorphic activities. Dominant plant species found in this habitat type consist of black mustard (*Brassia nigra*), mustard (*Brassica tournefortii*), tacalote (*Centaurea melitensis*), bullthistle (*Cirsium vulgare*), field bindweed (*Convolvulus arvensis*), heron's bill (*Erodium cicutarium*), horehound (*Marrubium vulgare*), tree tobacco (*Nicotiana glauca*), castor bean (*Ricinus communis*), and Russian thistle (*Salsola tragus*).
- *Disturbed Non-native Grasses Habitat.* The Planning Area contains approximately 3.20 acres of disturbed non-native grasses habitat. This habitat type has been disturbed and native vegetation has been removed by disking or other anthropomorphic activities. Dominant plant species found in this habitat type consist of slim oats (*Avena barbata*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), foxtail (*Bromus madritensis*), foxtail barley (*Hordeum murinum*), and common barley (*Hordeum vulgare*).
- *Disturbed Coastal Sage Scrub Habitat.* The Planning Area contains approximately 1.15 acres of disturbed coastal sage scrub habitat. This habitat type has shrubs commonly associated with coastal sage scrub, but shows evidence of having been disturbed in the past. The coastal sage scrub does not look very well developed, and has sections where it has obviously been disturbed by anthropomorphic activities. Dominant vegetation in this habitat type include: brittlebush (*Encelia farinosa*), California buckwheat (*Eriogonum fasciculatum*), lotus (*Acemison strigosus*), gord (*Cucurbita foetidissima*), tarweed (*Deinandra fasciculata*), black sage (*Salvia mellifera*), and telegraph weed (*Heterotheca grandifolia*).

- *Disturbed Coastal Sage Scrub Habitat.* The Planning Area contains approximately 0.87 acres of ornamental vegetation habitat. This habitat type has been created and is composed entirely of non-native trees and shrubs. Common species associated with this habitat type are eucalyptus (*Eucalyptus* sp.), oleander (*Nerium oleander*), and Peruvian pepper tree (*Schinus molle*).
- *Streambed Habitat.* The Planning Area contains approximately 0.16 acres of streambed habitat. This habitat is characterized by sandy streambed with small amounts of native and non-native vegetation. Vegetation species associated with this habitat include: Mexican fan palm (*Washingtonia robusta*), tree tobacco, horseweed (*Erigeron canadensis*), heliotrope (*Heliotropium curassavicum*), sunflower (*Helianthus annuus*), and tamarisk (*Tamarix* sp.).
- *Mulefat Habitat.* The Planning Area contains approximately 0.07 acres of mulefat habitat. The ephemeral drainage contains small patches of areas dominated by mulefat (*Baccharis salicifolia*).⁵³

Exhibit 3-4 illustrates the various types of habitat within the Planning Area. In addition, the project's implementation will not affect plant species covered under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The Planning Area is not located within the narrow endemic plant overlay and a habitat assessment for narrow endemic plants was not required. A total of 11 plant species covered under the MSHCP were also identified as state and/or federally listed as Threatened, Endangered, or Candidate species. These 11 species have a rank of 1B.1 or 1B.2 in the California Native Plant Society (CNPS) Rare Plant Inventory and are described below:

- *Munz's Onion.* Munz's onion (*Allim munzii*) is federally listed as Endangered and State listed as Threatened; the species rank is 1B.1 in the CNPS rare plant inventory. The species is found in grassy openings in coastal-sage scrub vegetation at elevations ranging from 300-900 meters. Its blooming period is from April to May. The Planning Area has been disked and there is no suitable habitat for this species. Thus, this species is not present within the Planning Area.
- *San Diego Ambrosia.* San Diego Ambrosia (*Ambrosia pumila*) is a federally listed Endangered species and is a rank 1B.1 species in the CNPS rare plant inventory. The species is found in disturbed sites at elevations ranging from 50 – 600 meters. Its blooming period is from April to July. The Planning Area has been disked and the disturbed habitat may be suitable for this species. Thus, this species is not present within the Planning Area.
- *Marsh Sandworth.* Marsh sandworth (*Arenaria paludicola*) is federally and State listed as Endangered and is ranked as 1B.1 in the CNPS rare plant inventory. The species is found in wet meadows and marshes at elevations less than 300 meters. The species blooms from late spring into summer.

⁵³ Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival.* Report dated November 2015.



EXHIBIT 3-4
TYPES OF HABITAT WITHIN THE PLANNING AREA
Source: Hernandez Environmental Services

The Planning Area has been disked and disturbed and is not suitable for this species. The basin area on the east side of the property is regularly maintained and does not support suitable habitat for marsh sandwort. Thus, this species is not present within the Planning Area.

- *San Jacinto Valley Crownscale*. San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*) is a federally listed endangered species and is ranked as 1B.1 in the CNPS rare plant inventory. The species is found in alkaline flats at elevations ranging from 400-500 meters. Its blooming period is April to August. The Planning Area has been disked and the disturbed habitat is not suitable for this species. Therefore, this species is not present within the Planning Area.
- *Nevin's Barberry*. Nevin's barberry (*Berberis nevinii*) is a federally and State listed endangered species and is a rank 1B.1 species in the CNPS rare plant inventory. The species is found in sandy to gravelly soils, washes, and chaparral habitats at elevations less than 650 meters. It blooms from March to May. The Planning Area has been disked and the disturbed habitat is not suitable for this species. Therefore, this species is not present within the Planning Area.
- *Thread-leaved Brodiaea*. Thread-leaved brodiaea (*Brodiaea filifolia*) is a federally listed threatened and State listed endangered species. The species is ranked 1B.1 in the CNPS rare plant inventory. This species occurs in grassland habitats and vernal pools at elevations ranging from 25 to 860 meters. Its blooming period is from March to June. The Planning Area has been disked and the disturbed habitat is not suitable for this species. The basin area on the east side of the Planning Area is regularly maintained and does not support suitable habitat for thread-leaved brodiaea. Therefore, this species is not present within the Planning Area.
- *Salt Marsh Bird's-Beak*. Salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*) is a federally and State listed endangered species and is ranked 1B.2 in the CNPS rare plant inventory. This species occurs in coastal salt marsh habitat at elevations less than 10 meters. Its blooming period is from May to October. The Planning Area has been disked and the disturbed habitat is not suitable for this species. Therefore, this species is not present within the Planning Area.
- *Slender-Horned Spineflower*. Slender-horned spineflower (*Dodecahema leptoceras*) is a federally and State listed Endangered species and is ranked 1B.1 in the CNPS rare plant inventory. This species occurs in sand or gravel soils at elevations ranging from 200 to 700 meters. Its flowering period is from May to June. The Planning Area does not support suitable habitat for this species. Therefore, this species is not present within the Planning Area.⁵⁴
- *Santa Ana River Woollystar*. Santa Ana River Woollystar (*Eriastrum densifolium* ssp. *sanctorum*) is a federally and state listed Endangered species and is ranked 1B.1 in the CNPS rare plant inventory. This species occurs in washes, floodplains, and dry riverbeds at elevations less than 500 meters. Its blooming period is from May to September. The Planning Area does not support suitable habitat for this species. Therefore, this species is not present within the Planning Area.

⁵⁴ Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival*. Report dated November 2015.

- *Gambel's Water Cress.* Gambel's water cress (*Nasturtium gambelii*) is a federally listed Endangered and State listed threatened species; it is ranked 1B.1 in the CNPS rare plant inventory. This species occurs in marshes, streambanks, and lake margins at elevations less than 350 meters. Its blooming period is from May to August. The Planning Area does not support suitable habitat for this species. Therefore, this species is not present within the Planning Area.
- *Spreading Navarretia.* Spreading navarretia (*Navarretia fossalis*) is a federally listed threatened species and is ranked 1B.1 in the CNPS rare plant inventory. This species is found in vernal pools and ditches at elevations ranging from 30 to 1,300 meters. Its blooming period is from April to June. The Planning Area does not support habitat suitable for this species. Therefore, this species is not present within the Planning Area.⁵⁵

The implementation of the Specific Plan Amendment will not affect any of the aforementioned plant species. However, the development envisioned under the Specific Plan will affect up to 0.23 acres (approximately 10,000 square feet) of riparian habitat. As a result, the following mitigation is required in order to reduce potential impacts to riparian habitat to levels that are less than significant:

- Future developers must consult with the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Santa Ana Regional Water Quality Control Board to determine the need for permits that must be obtained prior to initiation of construction of a proposed project.
- Prior to the start of construction activity, developers must prepare a Multiple Species Habitat Conservation Program (MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) should a future project affect Western Riverside MSHCP riverine resources.

Adherence to the aforementioned resources will result in impacts that are considered to be less than significant.

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • Less than Significant Impact.

A Jurisdictional Delineation Report was also prepared for the Planning Area. The purpose of this jurisdictional delineation is to:

- Determine if any state or federal jurisdictional waters are present within the project site boundaries;
- Quantify any impacts to jurisdictional waters due to the proposed project, if possible;
- Determine if the project will require state or federal permits for impacts to jurisdictional waters; and,

⁵⁵ Hernandez Environmental Services. *General Biological Assessment Report, Moreno Valley Festival.* Report dated November 2015.

- Recommend mitigation measures to offset impacts to state or federal jurisdictional waters.

Jurisdiction has been delineated for the following agencies:

- *California Department of Fish and Wildlife.* The Planning Area contains approximately 0.23 acres of ephemeral drainage. Approximately 0.16 acre of the Planning Area drainage is characterized by sandy streambed with small amounts of native and nonnative vegetation. Vegetation species associated with this habitat include: Mexican fan palm, tree tobacco, horseweed, heliotrope, sunflower, and tamarisk. Approximately 0.07 acres of the ephemeral drainage is characterized by riparian habitat dominated by mulefat. The entire 0.23 acre ephemeral drainage would be under the jurisdiction of Section 1602 of the California Department of Fish and Game Code Lake and Streambed Alteration Agreement Program.
- *United States Army Corps of Engineers.* The ephemeral drainage was determined to be a non-relatively permanent water that has no adjacent wetlands and flows directly or indirectly into a traditional navigable water. Approximately 0.20 acres of the ephemeral drainage are considered waters of the United States, which would be regulated under the Section 404 of the Clean Water Act and the United States Army Corps of Engineers. These waters were determined by identifying the ordinary high water mark within the banks of the ephemeral drainage. These waters eventually flow into the Pacific Ocean, but prior flow into Canyon Lake and Lake Elsinore.
- *Santa Ana Regional Water Quality Control Board.* The ephemeral drainage was determined to be a non-relatively permanent water that has no adjacent wetlands and flows directly or indirectly into a traditional navigable water. Approximately 0.20 acres of the ephemeral drainage are considered waters of the United States, which would be regulated under Section 401 of the Clean Water Act and the Santa Ana Regional Water Quality Control Board. Any 404 permit issued for these waters would also require a 401 certification.

United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and Santa Ana Regional Water Quality Control Board (RWQCB) jurisdictional waters are regulated by federal, state, and local governments under a no-net-loss policy, and all impacts are considered significant and should be avoided to the greatest extent possible. Unavoidable and authorized impacts would require mitigation through habitat creation, enhancement, or preservation as determined by a qualified restoration biologist in consultation with the regulatory agencies during the permitting process. Any impacts to USACE, CDFW, and RWQCB jurisdictional waters would require a Section 404 permit authorization from the USACE, a 1600 Streambed Alteration Agreement from the CDFW, and a 401 State Water Quality Certification from the RWQCB. Mitigation for impacts to jurisdictional resources will be addressed in a mitigation plan to be submitted for approval with the permit application packages. Coordination with the aforementioned agencies will reduce potential impacts to levels that are less than significant.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • Less than Significant Impact with Mitigation

According to the General Biological Assessment report, the Planning Area contains vegetation that is suitable for nesting and migrating birds. For future projects located within the Specific Plan area, the following mitigation measures will apply:

- Vegetation removal shall be conducted outside of the nesting season for migratory birds to avoid direct impacts. The migratory bird nesting season is between February 1 and September 15.
- If active nests are found during nesting bird surveys, they shall be flagged and a 200-foot buffer shall be fenced around the nests.
- If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, pre-construction nesting bird surveys must be performed within three days prior to vegetation removal.

Adherence to the mitigation measures identified above will reduce potential impacts to levels that are less than significant.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.

Chapter 9.17, Street Trees, of the City's Municipal Code governs the planting of trees within certain major arterials. According to the Code, street trees are installed a minimum of one foot, and a maximum of two feet, on the private side of the property line (single-family residential lots) or in the public right-of-way for all other projects. Should any trees be planted within the public right-of-way, future Applicants must consult with the City to determine the appropriate species of tree that will be planted. In addition, the Moreno Valley Festival Specific Plan also includes a focus on landscaping and tree planting with the new developments.

The project site is not located within a Western Riverside County MSHCP Criteria Area. As such, the proposed Project is not required to set aside conservation lands pursuant to the Western Riverside County MSHCP, and the proposed project is not subject to the MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process, or Joint Project Review (JPR). As a result, the adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not result in any impacts.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • No Impact.

The entire City is located within the Western Riverside MSHCP. However, the Planning Area is not located within a criteria cell of the MSHCP. The City of Moreno Valley Municipal Code contains provisions for the protection of the Stephens' Kangaroo Rat pursuant to the Stephens' Kangaroo Rat HCP (refer to Title 8,

Chapter 8.60 of the Municipal Code). The project site is not located within an identified reserve area for the Stephens' Kangaroo Rat and the species has a low to moderate potential to occur on the project site. In addition, the species was not observed during biological surveys of the project site or the off-site improvement area. Accordingly, the project is exempt from the focused survey requirements for the Stephens' Kangaroo Rat established by the City's Municipal Code. The project Applicant is required to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the habitat conservation plan for the Stephens' Kangaroo Rat.

The project Applicant is required to contribute a local mitigation fee to assist the Western Riverside County – Regional Conservation Authority in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP.

3.4.3 MITIGATION MEASURES

The analysis indicated that the proposed project may result in impacts to protected species and habitat. As a result, the following mitigation is required:

Mitigation Measure No. 1 (Biological Resources Impacts). The proposed project must be consistent with the Western Riverside MSHCP. Payment of the appropriate development mitigation fees will mitigate any impacts to these species.

Mitigation Measure No. 2 (Biological Resources Impacts). Prior to any land disturbance, a focused pre-construction burrowing owl survey shall be conducted prior to construction in accordance with the Burrowing Owl Survey instructions of the Western Riverside County MSHCP. This survey is to be conducted within 30 days prior to ground disturbance. After the pre-construction burrowing owl survey has been completed, a survey report will be prepared in accordance with the MSHCP 30-day Pre-construction Burrowing Owl Survey Report Format.

Mitigation Measure No. 3 (Biological Resources Impacts). Future developers must consult with the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Santa Ana Regional Water Quality Control Board to determine the need for permits that must be obtained prior to initiation of construction of a proposed project.

Mitigation Measure No. 4 (Biological Resources Impacts). Prior to the start of construction activity, developers must prepare a Multiple Species Habitat Conservation Program (MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) should a future project affect Western Riverside MSHCP riverine resources.

Mitigation Measure No. 5 (Biological Resources Impacts). Vegetation removal shall be conducted outside of the nesting season for migratory birds to avoid direct impacts. The migratory bird nesting season is between February 1 and September 15.

Mitigation Measure No. 6 (Biological Resources Impacts). If active nests are found during nesting bird surveys, they shall be flagged and a 200-foot buffer shall be fenced around the nests.

Mitigation Measure No. 7 (Biological Resources Impacts). If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, pre-construction nesting bird surveys must be performed within three days prior to vegetation removal.

3.5 CULTURAL & TRIBAL RESOURCES IMPACTS

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? • No Impact.

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. The U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance through a determination of eligibility for listing on the National Register of Historic Places. Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not involve any removal of historically buildings. Exhibit 3-5 shows locally designated historical resources in the vicinity of the Planning Area.

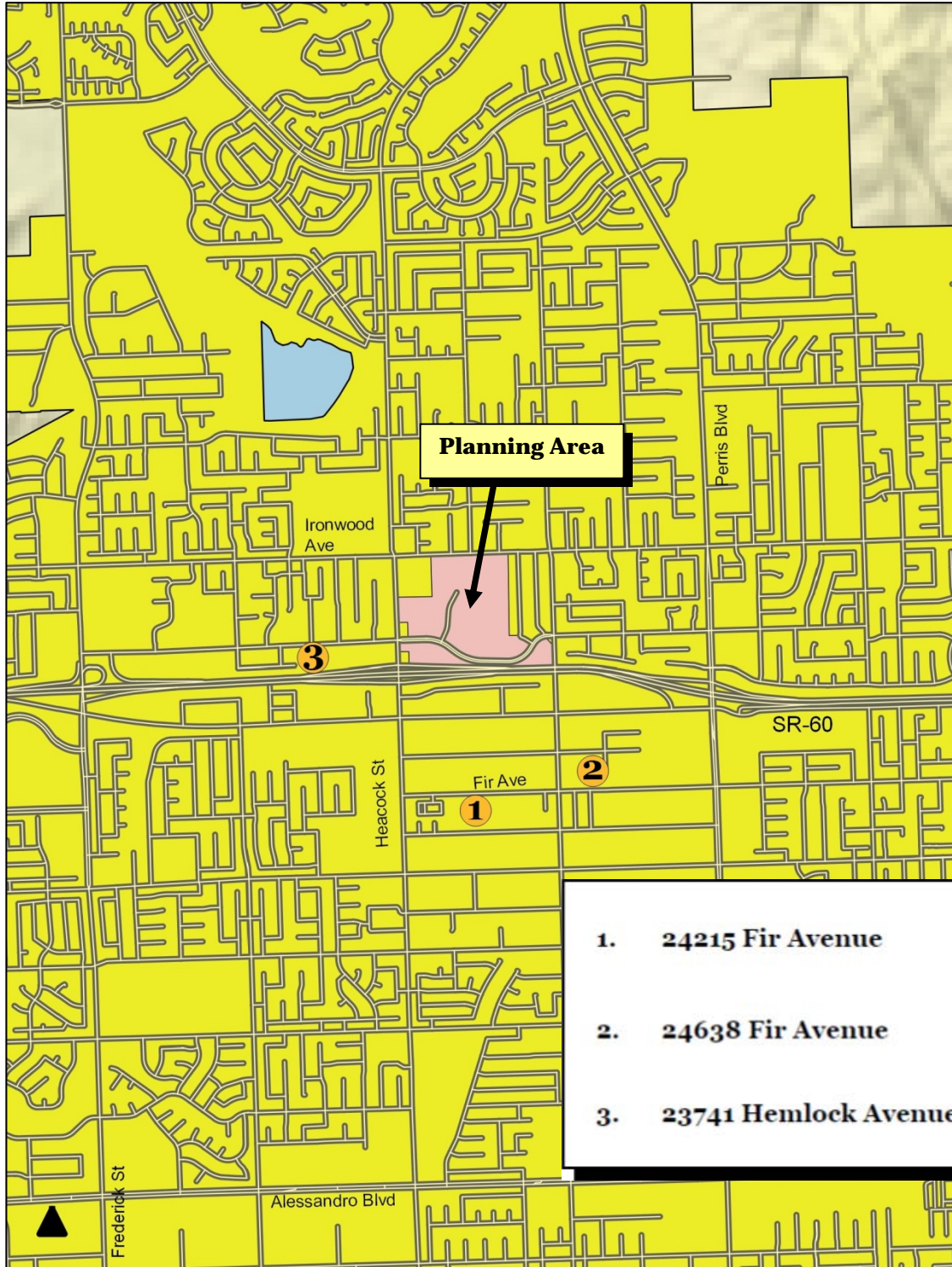


EXHIBIT 3-5
LOCALLY DESIGNATED HISTORICAL RESOURCES

Source: Moreno Valley General Plan

None of the buildings that are located within the Planning Area are on the list of historic resources compiled by the United States Department of the Interior, National Park Service.⁵⁶

In addition, none of the buildings that occupy the Planning Area are present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).⁵⁷ According to the City's General Plan, the Old Moreno Schoolhouse was designated a city landmark in 1988. This City landmark is located approximately five miles to the southeast of the Planning Area. The implementation of the Specific Plan and the subsequent development that will result will not affect the aforementioned historical resource. As a result, no impacts will occur.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? • Less than Significant Impact with Mitigation.

Ancestors of the Luiseno and Cahuilla Indian tribes were the first inhabitants of Moreno Valley. The Late Prehistoric Luiseño and Cahuilla peoples who occupied the region were generally believed to be semi-sedentary, meaning that they wintered in villages, then spread out in family groups during the spring and summer months to harvest seeds and acorns. Thus, smaller occupational locations tend to be associated with areas where plentiful milling stations are found. Milling stations are indicated by the presence of bedrock mortars and slicks. Rock art is also found within several complexes. This consists of "pictographs" or painted images and "petroglyphs" or rock engravings.

AB-52 consultation was completed and formal requests for consultation were sent to seven tribal bands identified by the Native American Heritage Commission. Responses have been received by the City from five tribes. The Pechanga Tribal Band requested a conference call, and mitigation measures were discussed. The Pechanga Tribal Band and Soboba Tribal Band have concurred with the mitigation measures, and the mitigation measures have been forwarded to all of the tribal bands that provided a response. Therefore, the following mitigation is required:

- Prior to the issuance of a grading permit, the developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The project archaeologist must have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The project archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, must develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB-52 to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB-52 tribal consultation process for the project, has not opted out of the AB-52 consultation process, and has completed AB-52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

⁵⁶ National Park Service. *National Register of Historic Places*. Website <http://npgallery.nps.gov/nrhp/SearchResults/>. Website accessed August 21, 2017.

⁵⁷ California Department of Parks and Recreation. *California Historical Resources*. Website <http://ohp.parks.ca.gov/ListedResources>. Website accessed in June 13, 2017.

- Project grading and development scheduling;
- The project archeologist and the Consulting Tribes(s) as defined in this mitigation must attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial training must take the Cultural Sensitivity Training prior to beginning work and the project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
- The protocols and stipulations that the contractor, City, Consulting Tribe(s) and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- Prior to the issuance of a grading permit, the developer shall secure agreements with the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and the Morongo Band of Mission Indians for tribal monitoring. The developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching 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. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the project archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the project archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.
- In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:
 - One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
 - i. Preservation-in-place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

- ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to the initial mitigation. 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 the first mitigation identified in Section 3.5.2.B.
- The City shall verify that the following note is included on the Grading Plan: "If any suspected archaeological resources are discovered during ground-disturbing activities and the project archaeologist or Native American Tribal 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."
- If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in previously identified mitigation before any further work commences in the affected area.
- 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 five-days 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).

Adherence to the aforementioned mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • Less than Significant Impact with Mitigation.

The Moreno Valley area contains sedimentary rock-units with potential to contain significant nonrenewable paleontological (fossil) resources. These sedimentary units are referred to as the Mt. Eden Formation and the San Timoteo Formation. The Mt. Eden Formation is described as being primarily

reddish sandstone and dark green and brown clay with local reddish agglomerate and conglomerate. The age of the fossils contained in the Formation and the dark reddish brown coloration distinguish the Mt. Eden Formation from the younger, green to gray, tan, and red weathering of the San Timoteo Formation. Fossilized fauna include cricetine rodent, horse, and proboscidean (extinct animals related to elephants). The San Timoteo Formation sediments consist of claytons, siltstones, shales, sandstones, gravels, and fanglomerates. Paleontological sites are abundant within the San Timoteo Formation, with vertebrate faunas (animals) and floras (plants) reported. These sites contain a variety of fossilized fauna including horse, peccary, antelope, camel, deer, mastodon, sloth, tortoise, sabertooth cat, bear, and rabbit. The Mt. Eden Formation and the San Timoteo Formation are known to be highly fossiliferous, and have produced abundant and diverse floral and faunal remains ranging in age from as old as 5 million years to 1.3 million years or less.⁵⁸ As a result, the following mitigation is required:

- If previously unidentified paleontological resources are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant must retain a qualified paleontologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the paleontologist will determine appropriate avoidance measures or other appropriate mitigation. All significant fossil materials recovered will be, as necessary and at the discretion of the qualified paleontologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

D. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less than Significant Impact.

There are no cemeteries located near the Planning Area. The nearest cemetery to the Planning Area is Riverside National Cemetery, located more than four miles to the southwest.⁵⁹ In the unlikely event that a human burial is encountered, all construction activities shall be halted and Moreno Valley Police Department will be contacted (the department will then contact the County Coroner). In the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the potential impacts are considered to be less than significant.

3.5.3 MITIGATION MEASURES

The following mitigation will be effective in minimizing potential impacts to possible cultural resources:

Mitigation Measure No. 8 (Cultural Resources Impacts). Prior to the issuance of a grading permit, the developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The project archaeologist must have the authority to temporarily redirect

⁵⁸ P and D Consultants. *Final Environmental Impact Report - City of Moreno Valley General Plan SCH# 200091075*. Report dated July 2006.

⁵⁹ Google Earth. Site accessed August 21, 2017.

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

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

Mitigation Measure No. 9 (Cultural Resources Impacts). Prior to the issuance of a grading permit, the developer shall secure agreements with the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and the Morongo Band of Mission Indians for tribal monitoring. The developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching 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. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the project archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the project archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.

Mitigation Measure No. 10 (Cultural Resources Impacts). In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
 - i. Preservation-in-place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
 - ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to the initial mitigation. 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 the first mitigation identified in Section 3.5.2.B.
- The City shall verify that the following note is included on the Grading Plan: “If any suspected archaeological resources are discovered during ground-disturbing activities and the project archaeologist or Native American Tribal 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.”

Mitigation Measure No. 11 (Cultural Resources Impacts). If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in previously identified mitigation before any further work commences in the affected area.

Mitigation Measure No. 12 (Cultural Resources Impacts). 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 five-days 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).

Mitigation Measure No. 13 (Cultural Resources Impacts). If previously unidentified paleontological resources are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant must retain a qualified paleontologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the paleontologist will determine appropriate avoidance measures or other appropriate mitigation. All significant fossil materials recovered will be, as necessary and at the discretion of the qualified paleontologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

3.6 GEOLOGY & SOILS IMPACTS

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), ground shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a 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;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), ground-shaking, liquefaction, or landslides? • Less than Significant Impact.*

The City of Moreno Valley is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the Planning Area. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁶⁰ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁶¹ The City of Moreno Valley is located within an Alquist-Priolo Special Studies Zone.⁶² The nearest Alquist-Priolo fault is the Claremont Fault located five miles to the east.⁶³ This fault trace is part of the larger San Jacinto Fault Zone.⁶⁴ This fault trace is shown in Exhibit 3-6. The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the Planning Area than for the rest of the City. In addition, conformance with the most recent 2016 Building Code standards will ensure all future development can properly withstand ground shaking and fault rupture.

As illustrated in Figure 4-1.1 of the Moreno Valley Hazard Mitigation, the Planning Area is not susceptible to liquefaction.⁶⁵ According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Lastly, the Planning Area is not at risk for landslides and is at no greater risk for ground shaking and fault rupture than the rest of the City. Therefore, the impacts are expected to be less than significant.

- B. *Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

A review of the United States Department of Agriculture Web Soil Survey was conducted to determine the type of soils that underlie the Planning Area. According to the results of the Web Soil Survey, the Planning Area contains the following soils associations: Greenfield Sandy Loam; Hanford Coarse Sandy Loam; Monserate Sandy Loam; Ramona Sandy Loam; and Tujunga Loamy Sand. The varying soils within the planning area are shown in Exhibit 3-7.

⁶⁰ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

⁶¹ Ibid.

⁶² California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

⁶³ GIS data provided by the California Department of Conservation

⁶⁴ Ibid.

⁶⁵ City of Moreno Valley. *Local Hazard Mitigation Plan*. Document updated December 2016.

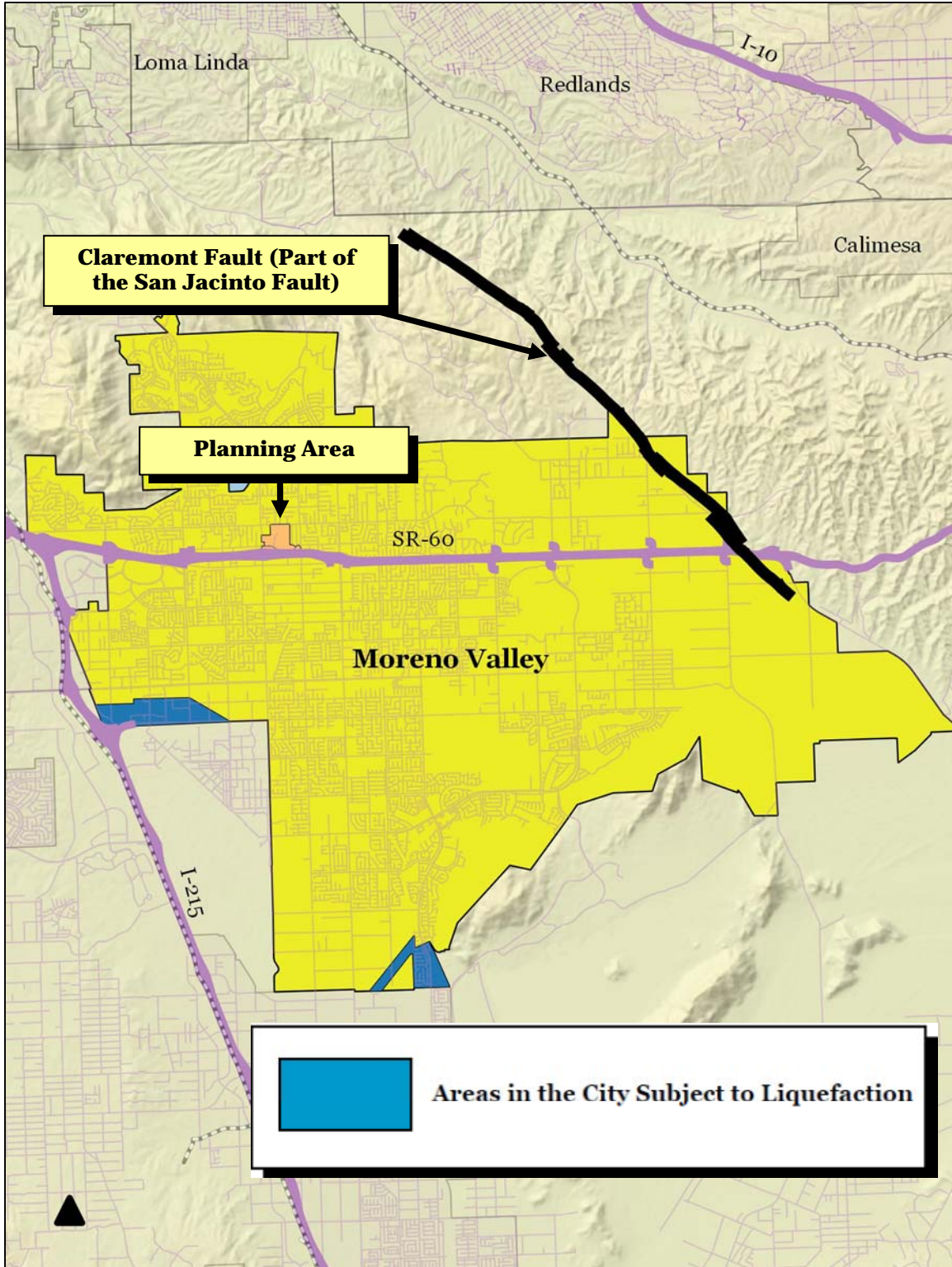


EXHIBIT 3-6
SEISMIC HAZARDS IN THE CITY
Source: California Department of Conservation

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
GyA	Greenfield sandy loam, 0 to 2 percent slopes	7.3	10.0%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	10.2	13.9%
GyD2	Greenfield sandy loam, 8 to 15 percent slopes, eroded	10.8	14.8%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	22.5	30.8%
MmB	Monserate sandy loam, 0 to 5 percent slopes	2.9	3.9%
RaB2	Ramona sandy loam, 2 to 5 percent slopes, eroded	17.6	24.1%
RaB3	Ramona sandy loam, 0 to 5 percent slopes, severely eroded	1.8	2.5%
Totals for Area of Interest		73.1	100.0%

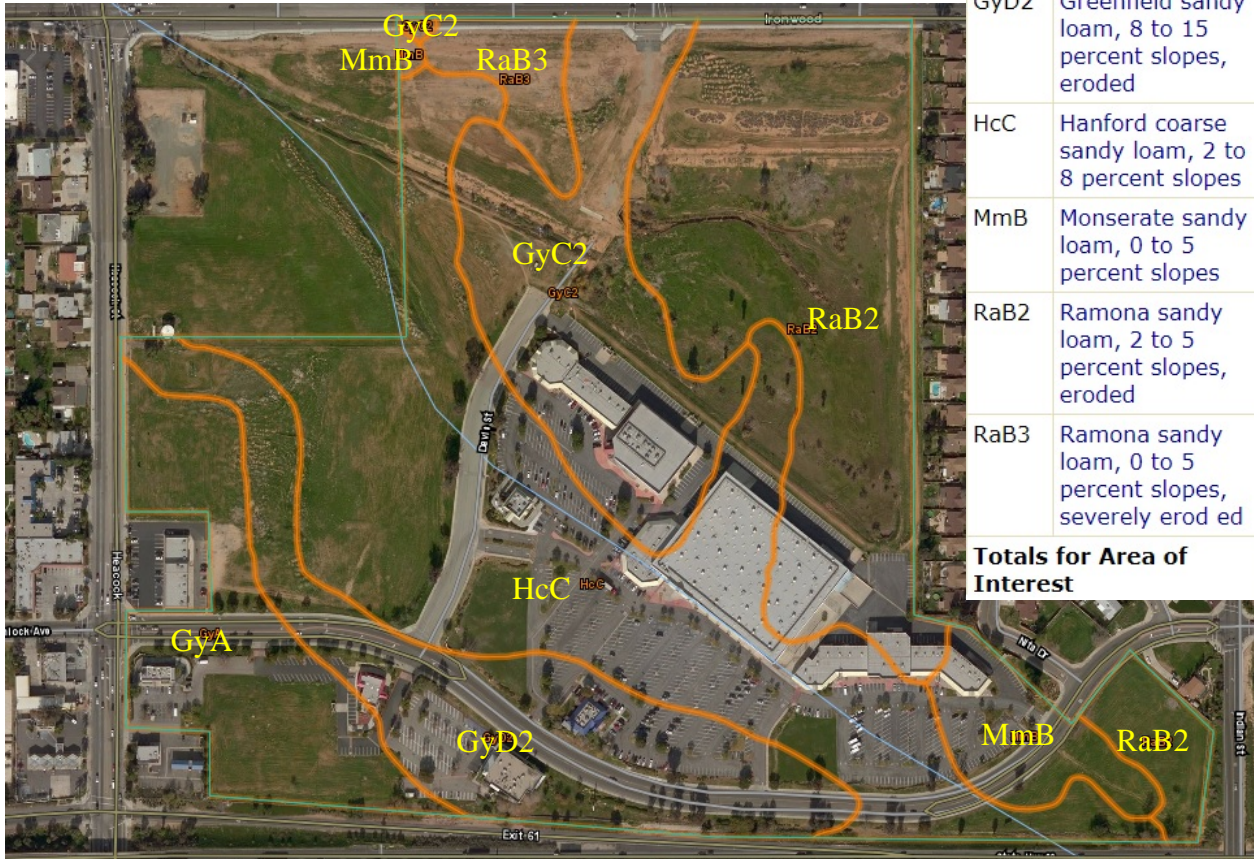


EXHIBIT 3-7
SOILS WITHIN THE PLANNING AREA
 Source: Web Soil Survey

All of the aforementioned soils possess some level of an erosion risk, ranging from slight to moderate. However, construction activities and the placement of “permanent vegetative cover” will reduce the soil’s erosion risk.⁶⁶ Deep rooting plants will secure loose topsoil as will the pavement of barren earth. In addition, prior to the approval of all project-specific development proposals, detailed geotechnical investigation, and analysis will be prepared and submitted to the City for review. The results of those studies will be incorporated into the detailed plans for each project. As a result, the potential impacts are considered to be less than significant.

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

The only soils identified within the Planning Area that are prone to shrinking and swelling are the Monserate soils.⁶⁷ Soils that are prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Monserate soils are located in two specific areas within the Planning Area. These soils become sticky when wet and expand according to the moisture content present at the time. An influx of groundwater may be absorbed by the soils and could lead to lateral spreading, though the impacts are considered to be less than significant since the building will be constructed with the strict adherence to the most pertinent State and City building codes.

As indicated above, there are two areas located within the Planning Area that contain soils that are prone to shrinking and swelling. These two areas are also prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.⁶⁸ Prior to the approval of all project-specific development proposals, detailed geotechnical investigation and analysis will be prepared and submitted to the City for review.

Grading and other construction activities are not expected to reach the depths required to encounter an underlying groundwater aquifer. In addition, any future development undertaken within the Planning Area will be required to be connected to the City’s water lines; therefore, future development will not directly affect underlying groundwater resources. As a result, the potential impacts are anticipated to be less than significant.

D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2010), creating substantial risks to life or property? • Less than Significant Impact.

The only soils identified within the Planning Area that are prone to shrinking and swelling are the Monserate soils.⁶⁹ Shrinking and swelling is influenced by the amount of clay present in the underlying

⁶⁶ United States Department of Agriculture. *Soil Survey, West Riverside Area, California*. Report dated November 1971.

⁶⁷ States Department of Agriculture. *Soil Survey, West Riverside Area, California*. Report dated November 1971.

⁶⁸ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidencesupport.co.uk/what-causes-subsidence.htm>

⁶⁹ United States Department of Agriculture. *Soil Survey, West Riverside Area, California*. Report dated November 1971.

soils.⁷⁰ According to the United States Department of Agriculture, clay is present in the composition of Monserate soils.⁷¹ Prior to the approval of all project-specific development proposals, detailed geotechnical investigation, and analysis will be prepared and submitted to the City for review. As a result, the potential impacts are considered to be less than significant.

E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.

No septic tanks will be used as part of any future development. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

3.6.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.7 GREENHOUSE GAS EMISSIONS IMPACTS

3.7.1 THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural processes and human activities include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the

⁷⁰ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*.
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁷¹ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Riverside County, California*. Revised 1969.

atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

The SCAQMD has established a threshold of significance of 10,000 metric tons of CO₂E (MTCO₂E) per year for new development. Table 3-3 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-3, the CO₂E total for the project is 29,636 pounds per day or 13 MTCO₂E per day. This translates into a generation of approximately 4,745 MTCO₂E per year, which is below the single established threshold of 10,000 MTCO₂E for new development. The project's operational GHG emissions were calculated using the CalEEMod V.2016.3.2. The GHG emissions estimates reflect what the land uses that have been identified previously of the same location and description would generate once fully operational. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type.

**Table 3-3
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Area	0.14	--	--	0.15
Energy	625.06	0.01	0.01	628.78
Mobile	28,964.17	1.74	--	29,007.90
Long-Term - Total	29,589.38	1.76	0.01	29,636.84

Source: CalEEMod.V.2016.3.2

Once operational, the development contemplated under the Specific Plan amendment is projected to fall below the 10,000 MTCO₂E per year threshold established for GHG emissions by the SCAQMD. The project's true emissions may be lower if future development that is proposed is smaller than the maximum case build-out. The Moreno Valley Festival Specific will promote in-fill development that will reduce overall VMT. In addition, mitigation measures are provided in the following subsection which will further reduce GHG emissions. Therefore, the potential impacts in regards to GHG emissions are considered to be less than significant.

B. Would the project conflict an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact with Mitigation.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.⁷²

⁷² Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>

On October 9, 2012, the Moreno Valley City Council approved the Energy Efficiency and Climate Action Strategy and the related Greenhouse Gas Analysis. The Strategy and Analysis documents and identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The Strategy also prioritizes implementation of programs, policies, and projects based upon energy efficiency, cost efficiency, and potential resources. The Greenhouse Gas Analysis provides a more scientific approach and recommends a target to reducing community-wide GHG emissions consistent with the State reduction goals in Assembly Bill (AB) 32, the legislation that provides the basis of the State's climate action initiatives. The Energy Efficiency and Climate Action Strategy contain 124 different strategies that would reduce the City's carbon footprint. In addition, the General Plan includes the following:

- *Chapter 5, Transportation Demand Management 5.3.5.* Transportation Demand Management (TDM) strategies reduce dependence on the single occupant vehicle, and increase the ability of the existing transportation system to carry more people. The goal of TDM is to reduce single occupant vehicle trips during peak hours and modify the vehicular demand for travel. A reduction in peak hour trips and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of the strategies include: carpooling, telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.
- *Policy 6.7.6.* Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code.
- *Policy 7-3.* Maintain a close working relationship with EMWD to ensure that EMWD plans for and is aware of opportunities to use reclaimed water in the City.
- *Policy 7.3.1.* Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged.
- *Policy 7.3.2.* Encourage the use of reclaimed wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation.
- *Policy 7-4.* Provide guidelines for preferred planting schemes and specific species to encourage aesthetically pleasing landscape statements that minimize water use.
- *Policy 7.5.1.* Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand.
- *Policy 7.5.2.* Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles.
- *Policy 7.5.3.* Locate areas planned for commercial, industrial, and multiple family density residential development within areas of high transit potential and access.

- *Policy 7.5.4.* Encourage efficient energy usage in all city public buildings.
- *Policy 7.5.5.* Encourage the use of solar power and other renewable energy systems.
- *Chapter 7 Issues and Opportunities 7.6.2.* The amount of energy consumed in automobile travel can be reduced if commercial and recreational opportunities are located near residential uses. Commuter travel can be minimized if there is a reasonable balance between jobs and housing within the area. Placing high intensity uses along transit corridors can also reduce automobile travel. Reducing residential street width can affect microclimates and reduce the summer cooling needs of adjacent homes. The orientation of buildings can be arranged to affect the amount of heat gain. Shade trees can also cool microclimates and aid in energy conservation. Building construction options are available to reduce energy consumption. Building construction methods include, but are not limited to, insulation of walls and ceilings, insulated windows and solar water heating systems. Many building energy conservation measures have been incorporated into Title 24 of the California Administrative Code and are required of all residential structures.
- *Policy 7.8.1.* Encourage recycling projects by individuals, non-profit organizations, corporations and local businesses, as well as programs sponsored through government agencies.

According to the Specific Plan, construction of the Moreno Valley Festival will be in conformance with California's "Cal-Green" building regulations, the most stringent, environmentally-friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption, and water use. The project will incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation;
- Accommodate the use of alternative means of transportation;
- Use recycled building materials to the extent feasible;
- Use local sources of building materials to the extent feasible; and,
- Minimize the use of impervious paved surfaces throughout the project.⁷³

In order to further ensure the project's conformance with the General Plan and the Energy Efficiency and Climate Action Strategy, the following mitigation measures are required:

- The Applicant must install ENERGY STAR appliances wherever appliances are installed.
- The Applicant shall install ENERGY STAR rated light emitting diodes (LEDs) for traffic, street, and outdoor lighting.
- The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when there are frequently turned off.

⁷³ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

- The Applicant must install sky-lights as part of the shopping center's revitalization.
- The Applicant must install light colored "cool" roofs.
- The Applicant must install "cool" (lighter colored) pavement throughout the parking areas.
- All landscape planted on-site must be watered by water dispensed through drip irrigation.
- The building contractors shall install bicycle racks consistent with the City's Municipal Code adjacent to each building.
- The building contractors shall install electric vehicle charging stations in the parking areas. Preferential parking spaces for electric vehicles must be provided.

These mitigation measures shall be required for individual projects proposed within the Planning Area. As a result, the potential impacts are considered to be less than significant.

3.7.3 MITIGATION MEASURES

The following mitigation is required to further reduce future projects greenhouse gas emissions impacts:

Mitigation Measure No. 14 (Greenhouse Gases Emissions Impacts). The Applicant must install ENERGY STAR appliances wherever appliances are installed.

Mitigation Measure No. 15 (Greenhouse Gases Emissions Impacts). The Applicant shall install ENERGY STAR rated light emitting diodes (LEDs) for traffic, street, and outdoor lighting.

Mitigation Measure No. 16 (Greenhouse Gases Emissions Impacts). The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when there are frequently turned off.

Mitigation Measure No. 17 (Greenhouse Gases Emissions Impacts). The Applicant must install sky-lights as part of the shopping center's revitalization.

Mitigation Measure No. 18 (Greenhouse Gases Emissions Impacts). The Applicant must install light colored "cool" roofs.

Mitigation Measure No. 19 (Greenhouse Gases Emissions Impacts). The Applicant must install "cool" pavement (lighter colored) throughout the parking areas.

Mitigation Measure No. 20 (Greenhouse Gases Emissions Impacts). All landscape planted on-site must be watered by water dispensed through drip irrigation.

Mitigation Measure No. 21 (Greenhouse Gases Emissions Impacts). The building contractors shall install bicycle racks consistent with the City's Municipal Code adjacent to each building.

Mitigation Measure No. 22 (Greenhouse Gases Emissions Impacts). The building contractors shall install electric vehicle charging stations in the parking areas. Preferential parking spaces for electric vehicles must be provided.

3.8 HAZARDS & HAZARDOUS MATERIALS IMPACTS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the Planning Area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.*

None of the buildings that are located within the Planning Area are listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site database.⁷⁴ Furthermore, none of the properties located within the Planning Area are identified on the California Department of Toxic Substances Control's EnviroStor database.⁷⁵ In addition, the Planning Area is not identified on any Leaking Underground Storage Tank database (LUST).

The United States Environmental Protection Agency's multi-system search was consulted to determine whether the Planning Area is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. There is one use located within the Planning Area that is identified in the database. This use is located at 24318 Hemlock Avenue Suite G3 and is identified as M and M Cleaners, a former dry cleaning service.⁷⁶ M and M Cleaners is listed as a small quantity generator which is typical for dry cleaning services. These uses are required to report to the EPA due to their use, storage, and disposal of hazardous materials such as the solvents used to clean clothing.

As individual development projects are proposed, future Applicants must obtain and submit a Phase I/II report to City staff for review. The Planning Area's re-development may first require remediation to prepare affected areas for development. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. The mandatory clean up of potential contamination is considered beneficial since removal of contaminated soils and or the control of possible vapor release is required prior to the start of construction activities. As a result, the potential impacts related to the project's construction are considered to be less than significant.

Once operational, the use of hazardous materials for the new development promoted by the Specific Plan Amendment will largely consist of those commonly found in a commercial setting used in routine maintenance and cleaning. All future tenants will need to comply with all Federal and State regulations regarding hazardous materials. Therefore, the potential construction and operational impacts are considered to be less than significant.

⁷⁴ CalEPA. *Cortese List Data Resources*. <http://www.calepa.ca.gov/sitecleanup/corteselist/>

⁷⁵ CalEPA. *EnviroStor Database*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=south%20gate&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true

⁷⁶ United States Environmental Protection Agency. *Environfacts Search Results*. https://oaspub.epa.gov/enviro/multisys2_v2.get_list?facility_uin=110006482573

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.

The proposed Specific Plan Amendment will permit a variety of retail, retail/mix of uses, and mix of uses. Many of these uses, including the business park, are still speculative. In the event that a future tenant is involved in the transport, use, storage, and disposal of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Moreno Valley. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. As a result, the potential impacts are anticipated to be less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.

The Planning Area is not located within a quarter mile of an existing school. The nearest school is Honey Hollow Elementary School, which is located 0.72 miles to the northwest of the Planning Area.⁷⁷ The proposed Specific Plan Amendment will permit a variety of retail, retail/mix of uses, and mix of uses. Many of these uses, including the business park, are still speculative. In the event that a future tenant is involved in the transport, use, storage, and disposal of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, future tenants will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Moreno Valley. As a result, no impacts from the operation of the future uses are anticipated.

The future development anticipated under the Specific Plan will involve the grading of the area and the removal of the existing development and improvements. During these activities, stained asphalt, concrete, and contaminated soil may be encountered. The handling, removal, and disposal of the aforementioned items are governed by State and Federal regulations. Therefore, adherence to all pertinent regulations governing the handling of hazardous materials will reduce potential impacts to levels that are less than significant.

⁷⁷ Google Earth. Website accessed August 23, 2017.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact.

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on an annual basis. The list is maintained as part of the DTSC's Brownfields and Environmental Restoration Program referred to as EnviroStor. The database currently contains 575 sites, including the Federal Superfund sites. The database was consulted in August of 2017. A search of the Envirostor Hazardous Waste and Substances Site List website was completed to identify whether the Planning Area is listed in the database as a Cortese site.⁷⁸ The Planning Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁷⁹ As a result, no impacts will result.

E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area? • No Impact.

The Planning Area is not located within two miles of an operational public airport. The March Air Reserve Base is the closest airport to the Planning Area. This airport is located 2.90 miles southwest of the Planning Area. In addition, the Riverside Municipal Airport is located in the City of Riverside approximately 12 miles to the west of the Planning Area. The Planning Area is not located within the Runway Protection Zone (RPZ) for the March Air Reserve Base, and the development envisioned under the Specific Plan will not penetrate the airport's slope. Essentially, the adoption and implementation of the Specific Plan will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport.

According to the Land Use Compatibility Plan that was prepared for the March Air Reserve Base, the planning area is not located within the RPZ or FAR Part 77 height restriction zone and no impacts will occur.⁸⁰

⁷⁸ California, State of. California Department of Toxic Substances Control Envirostor Hazardous Waste and Substances Site List. <http://www.envirostor.dtsc.ca.gov/public/search.asp> (Website accessed August 22, 2017).

⁷⁹ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

⁸⁰ Riverside County Airport Land Use Commission. *Riverside Municipal Airport Land Use Compatibility Plan*. Adopted March 2005.

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Planning Area? • No Impact.

The Planning Area is not located within two miles of a *private* airstrip.⁸¹ The nearest private airstrip is the helipad located at the Riverside County Regional Medical Center three miles southeast of the Planning Area. As a result, the development envisioned under the Specific Plan will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.

Future development proposals will be reviewed by the City to identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. As a result, no impacts are associated with the proposed project's implementation.

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No Impact.

The City of Moreno Valley is subject to both wild lands and urban fires. The natural vegetation in the area is highly prone to fire. The vegetation and geographical landscape consists of rolling hills covered in annual grasses with sage brush with no tree top canopy. The vegetation typically comes on an annual basis from annual rains which occur between the months of January and March.⁸²

Within the City of Moreno Valley, wildfire poses a threat to the northern and eastern portions of the city, as those areas are within the high fire hazard area. Also, the southeast area contains the largest potential for state land threat, Lake Perris, which is a California State Park that falls under the direct protection of the City of Moreno Valley for structure and wildland protection. Other areas of concern include Box Springs (northwest area), San Timoteo Canyon (north), and Reche Canyon (northeast area). The Planning Area is located outside of a wild lands fire risk zone. Therefore, no impacts will result.

3.8.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any potentially significant impacts in regards to hazards or hazardous materials. Any future industrial tenant will be required to adhere to all pertinent Federal and State regulations governing the handling and use of hazardous materials. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

⁸¹ Google Earth. Website accessed August 13, 2017.

⁸² City of Moreno Valley. *Local Hazard Mitigation Plan*. Document updated December 2016.

3.9 HYDROLOGY & WATER QUALITY IMPACTS

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? • Less than Significant Impact.

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside

County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012. Projects identified as a 'Priority Development project' are required to prepare a Project-Specific WQMP. The MS4 Permit mandates a Low Impact Development (LID) approach to storm water treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspire runoff where feasible. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspire, harvest, and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices. The project should also ensure that runoff does not create a hydrologic condition of concern. Site design BMPs are intended to create a functional project design that attempts to mimic the natural hydrologic regime. Methods of accomplishing the site design concepts include:

- Maximize the permeable area;
- Incorporate landscape buffer areas between sidewalks and streets;
- Use natural drainage systems;
- Where soil and conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration;
- Construct ponding areas or detention facilities to increase opportunities for infiltration consistent with vector control objectives;
- Sites must be designed to contain and infiltrate roof runoff, or direct roof runoff to vegetative swales or buffer areas, where feasible;
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping;
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales;
- Parking areas may be paved with a permeable surface, or designed to drain into landscaping prior to discharging to the MS4; and,
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.

Source control BMPs are also required to be implemented for each project as part of the Final WQMP. Source control BMPs are those measures which can be taken to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural. Non-structural source control BMPs include: education for property owners, operators, tenants, occupants, or employees; activity restrictions; irrigation system and landscape maintenance; common area litter control; street sweeping private streets and parking lots; and drainage facility inspection and maintenance. Structural source control BMPs include: stenciling and signage; landscape and irrigation system design; protection of slopes

and channels; and properly designing fueling areas, trash storage areas, loading docks, and outdoor material storage areas.

The treatment control BMP strategy for the project is to select Low Impact Development (LID) BMPs that promote infiltration and evapo-transpiration, including infiltration basins, bio detention facilities, and extended detention basins. Generally infiltration BMPs have advantages over other types of BMPs, including reduction of the volume and rate of runoff, as well as full treatment of all potential pollutants potentially contained in the storm water runoff. It is recognized however that infiltration may not be feasible on sites with low infiltration rates, or located on compacted engineered fill. Therefore, prior to final design, infiltration tests shall be performed within the boundaries of the proposed infiltration BMP to confirm the suitability of infiltration.

In situations where infiltration BMPs are not appropriate, bio detention and/or bio treatment BMPs (including extended detention basins, bio swales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration will be considered. Harvest and use BMPs will also be considered as a Treatment Control BMP to store runoff for later non-potable uses. Ponds may be used to collect storm water runoff for harvest and use. A description of the aforementioned treatment control BMPs is provided below:

- *Infiltration Basins.* An infiltration basin is a flat earthen basin designed to capture the design capture volume. The storm water infiltrates through the bottom of the basin into the underlying soil over a 72-hour drawdown period. Flows exceeding the design capture volume must discharge to a downstream conveyance system. Infiltration basins are highly effective in removing all targeted pollutants from storm water runoff. The use of infiltration basins may be restricted by concerns over groundwater contamination, soil permeability, and clogging at the site. Where this BMP is being used, the soil beneath the basin must be thoroughly evaluated in a geotechnical report since the underlying soils are critical to the basin's long term performance. To protect the basin from erosion, the sides and bottom of the basin must be vegetated, preferably with native or low water use plant species.
- *Bio detention Facility.* Bio detention facilities are shallow, vegetated basins underlain by an engineered soil media. In most cases, the bottom of a bio detention facility is unlined, which also provides an opportunity for infiltration to the extent that the underlying onsite soil can accommodate it. When the infiltration rate of the underlying soil is exceeded, fully bio treated flows are discharged via underdrains. Bio detention facilities therefore will inherently achieve the maximum feasible level of infiltration and evapotranspiration and achieve the minimum feasible (but highly bio treated) discharge to the storm drain system.
- *Extended Detention Basin.* The extended detention basin is designed to detain the design volume of storm water and maximize opportunities for volume losses through infiltration, evaporation, evapotranspiration, and surface wetting. Additional pollutant removal is provided through sedimentation, in which pollutants can attach to sediment accumulated in the basin through the process of settling. Storm water enters the basin through a forebay where any trash, debris, and sediment accumulate for easy removal. Flows from the forebay enter the top stage of the basin

which is vegetated with native grasses and interspersed with gravel-filled trenches which together enhance evapotranspiration and infiltration. Water that does not get infiltrated or evapotranspired is conveyed to the bottom stage of the basin. At the bottom stage of the basin, low or incidental dry weather flows will be treated through a media filter and collected in a sub drain structure. Any additional flows will be detained in the basin for an extended period by incorporating an outlet structure that is more restrictive than a traditional detention basin outlet. The restrictive outlet extends the drawdown time of the basin which further allows particles and associated pollutants to settle out before exiting the basin, while maximizing opportunities for additional incidental value losses.

Adherence to the site design concepts, source control BMP, and treatment control BMP recommendations outlined above will reduce potential impacts to levels that are less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • No Impact.

The majority of the City is situated within the Perris North Groundwater Basin, while the easternmost portion of the City is located within the San Jacinto Groundwater Basin. Groundwater depth ranges from approximately 100 feet to 150 feet below ground surface. The California State Department of Water Resources (DWR) has estimated the groundwater basins in the vicinity of the City to have capacity for approximately one million acre-feet of water. The adoption and subsequent implementation of the Specific Plan will not introduce any development that will affect underlying groundwater supplies. As indicated previously, groundwater depth ranges from 100 to 150 feet below ground surface. Grading and other construction related activities will not extend to depths where groundwater may be encountered. In addition, any new development will be connected to the City's water lines and is not anticipated to deplete groundwater supplies through the direct consumption of the water. The Specific Plan calls for the installation of xeriscape landscaping and water efficient appliances to reduce the burden placed on the City's water resources. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. Adherence to the required BMPs identified in the Specific Plan will restrict the discharge of contaminated runoff into the local groundwater aquifers. As a result, no impacts are anticipated.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? • No Impact.

The Planning Area contains a 12.9-acre detention basin. This detention basin is located north of Planning Area 4 and south of Planning Area 2. The basin would fall under the jurisdiction of the California Department of Fish and Wildlife, United States Army Corps of Engineers (USACE), and the Regional Water Quality Control Board (RWQCB). The basin contains approximately 11.22 acres of CDFW

jurisdiction and approximately 9.77 acres of waters of the United States.⁸³ The development of this detention basin will be prohibited. As stated previously, future projects must integrate BMPs identified in the mandatory WQMP plans. These BMPs will allow stormwater runoff to either percolate into the ground or discharge into the local storm drains. Stormwater runoff will not be discharged into the detention basin. Furthermore, stormwater will not discharge off-site and there will be no impacts regarding off-site erosion or siltation due to off-site stormwater discharge.

D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on-or off-site? • No Impact.

There are no natural lakes or streams within the Planning Area. The Planning Area is located in the midst of an urban area and no natural drainage features are found within the Planning Area or the adjacent parcels. The inclusion of the aforementioned BMPs will restrict the discharge of stormwater off-site. Therefore, no flooding impacts due to improperly drained stormwater runoff will occur.

E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? • Less than Significant Impact.

As indicated previously, future development proposals must include a WQMP. The WQMP shall include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapo-transpiration, bioretention, and/or rainfall harvest and use. The project applicant shall prepare a WQMP plan which implements set LID standards and practices for stormwater pollution mitigation and provides documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the city.

In addition, the proposed project will not create excess runoff that will exceed the capacity of the existing storm water drainage system. All future development will be required to implement operational BMPs identified in the Specific Plan. These operational BMPs will reduce the amount of stormwater runoff discharged into the streets. Implementation of the previously mentioned BMPs will reduce potential impacts to levels that are less than significant.

F. Would the project otherwise substantially degrade water quality? • No Impact.

The implementation of the BMPs acknowledged throughout this subsection will prevent the degradation of stormwater runoff and the discharge of contaminated runoff into the local storm drains and ground water supplies. As a result, no impacts are anticipated with the proposed project's implementation.

⁸³ Hernandez Environmental Services. *Basin Constraints Analysis*. Report dated February 22, 2016.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • No Impact.

According to maps obtained at the Federal Emergency Management System Map Service Center, a majority of the Planning Area is not located within a 100-year flood plain.⁸⁴ The entire Planning Area, with the exception of the detention basin, is located within Zone X.⁸⁵ This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.⁸⁶ Although the detention basin is located within Zone A, a high risk area with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage, no impacts will occur since the development of the detention basin will be prohibited. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? • No Impact.

As indicated previously, a majority of the Planning Area is not located within a designated 100-year flood hazard area as defined by FEMA (the site is located within a 500-year flood zone which represents minimal risk).⁸⁷ However, the detention basin is currently designated as Zone A. No development will occur within the aforementioned area. As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the development of the detention basin will be restricted. Therefore, no flood-related impacts are anticipated to occur with the implementation of the Moreno Valley Festival Specific Plan.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? • Less than Significant Impact.

According to the General Plan, the potential for dam inundation is considered to be remote. There are two locations of concern situated within the City: the Poorman Reservoir (Pigeon Pass Reservoir) and Lake Perris. Failure of the dam at Poorman Reservoir could result in extensive flooding along the downstream watercourse.⁸⁸ Flood waters will be conveyed through an existing channel where they will ultimately flow through the detention basin. The risk of flooding due to dam failure is limited to the period during and immediately after major storms. The reservoir does not retain water throughout the year. Therefore, the likelihood of dam inundation is considered to be less than significant.

⁸⁴ FEMA. *FEMA's National Flood Hazard Layer (official)*. <http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-117.29161196434968,33.93176642411599,-117.20852785790449,33.95526379253687>

⁸⁵ Ibid.

⁸⁶ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

⁸⁷ Federal Emergency Management Agency. *FEMA and ESRI Flood Insurance Rate Mapping*. 2010.

⁸⁸ City of Moreno Valley General Plan. *Chapter 6 Safety Element, 6.8 Flood Hazards, 6.8.1 Background*. Plan dated July 11, 2006.

Failure of the dam at Lake Perris would only affect a very small area south of Nandina Avenue along the Perris Valley Storm Drain and the Mystic Lake area in the southeast corner of the City.⁸⁹ Although the Planning Area is located within the path of potential flood waters, this water will be conveyed through a system of existing channels and detention basins. As a result, the potential impacts are considered to be less than significant.

J. Would the project result in inundation by seiche, tsunami, or mudflow? • No Impact.

The Planning Area is located between 42 to 70 miles north of the Pacific Ocean and the Planning Area would not be exposed to the effects of a tsunami.⁹⁰ A seiche in the Poorman Reservoir is not likely to happen due to the volume of water present. Lastly, the Planning Area will not be subject to mudslides because the Planning Area and surrounding areas are generally level. As a result, no impacts are likely to occur.

3.9.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.10 LAND USE & PLANNING IMPACTS

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? • No Impact.

The Planning Area is located in the midst of an urbanized area and is surrounded on all sides by urban development. The land uses and development that surround the Planning Area are outlined below:

⁸⁹ City of Moreno Valley General Plan. *Chapter 6 Safety Element, 6.8 Flood Hazards, 6.8.1 Background*. Plan dated July 11, 2006.

⁹⁰ Google Earth. Site accessed September 22, 2017.

- *North of the Plan Amendment Area.* Ironwood Avenue extends along the north side of the Planning Area. Single-family residential units are located further north, along the north side of Ironwood Avenue opposite the Planning Area.⁹¹
- *South of the Plan Amendment Area.* The Moreno Valley Freeway (SR-60) extends along the south side of the Planning Area. Commercial and residential uses are located further south, along the south side of the aforementioned Freeway.⁹²
- *East of the Plan Amendment Area.* Single-family residential units extend along the Planning Area's east side. A total of 22 units are located adjacent to the planning area. The units have frontage along Nita Drive. The majority of these existing homes are located adjacent to the storm water detention basin (Planning Area 5). Only five units are located next to Planning Area 2 that will undergo development.⁹³
- *West of the Plan Amendment Area.* Heacock Street abuts the Planning Area to the west. Various uses, including a State Farm Insurance office, a Rite Aid, and single-family residential are located further west, along the west side of Heacock Street.⁹⁴

The majority of the Planning Area is undeveloped though approximately 23.4 acres are occupied by the existing Festival Shopping Center buildings. The remainder consists of approximately 29 acres of undeveloped land and an approximate 12.9-acre stormwater detention basin. The existing Moreno Valley Festival Shopping Center occupies the frontage along the north side of Hemlock Avenue in the southern portion of the Planning Area. The open space areas are located in the northern and western portions of the Planning Area. Other smaller areas of open space are located in the southernmost portion of the Planning Area near the SR-60 Freeway.

The development contemplated under the Moreno Valley Festival Specific Plan will not divide or disrupt an established community since all of the development envisioned under the Specific Plan will be contained within the Planning Area. In addition, the adoption and subsequent implementation of the Specific Plan will not result in incompatible land uses. The Specific Plan contains provisions for buffers between industrial warehousing/business park type uses and the adjacent single-family units. These buffers will also provide separation between potential residential units and potential industrial uses. Landscaping (also serving as on-site BMPs), block walls, and adequate setbacks are examples of buffers that will maintain stability between the various existing uses and those that are proposed under the Specific Plan. As a result, no impacts will result.

⁹¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on August 9, 2017.

⁹² Ibid.

⁹³ Ibid.

⁹⁴ Ibid.

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.

The Planning Area is presently zoned Specific Plan 205 (refer to Exhibit 3-8). The Area's General Plan designation is Commercial (refer to Exhibit 3-9). The types of uses permitted under the Specific Plan are summarized herein in Table 2-4 included in Section 2.

The Moreno Valley Festival Specific Plan has been adopted pursuant to Government Code Section 65450 which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures.⁹⁵

Additionally, the Specific Plan complies with the City of Moreno Valley's Municipal Code (Chapter 9.13) governing the content of specific plans and procedures for their adoption and enforcement. With the approval of a General Plan Amendment and Zone Change, the Specific Plan Amendment will be consistent with the General Plan and Zoning and no impacts will result from the Plan's adoption and implementation.

C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.

The Planning Area is not located within the boundaries of a Western Riverside MSHCP criteria cell. Nevertheless, the mitigation provided throughout this section will reduce potential impacts to Western Riverside MSHCP identified species to levels that are less than significant.

3.10.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual projects is required.

⁹⁵ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

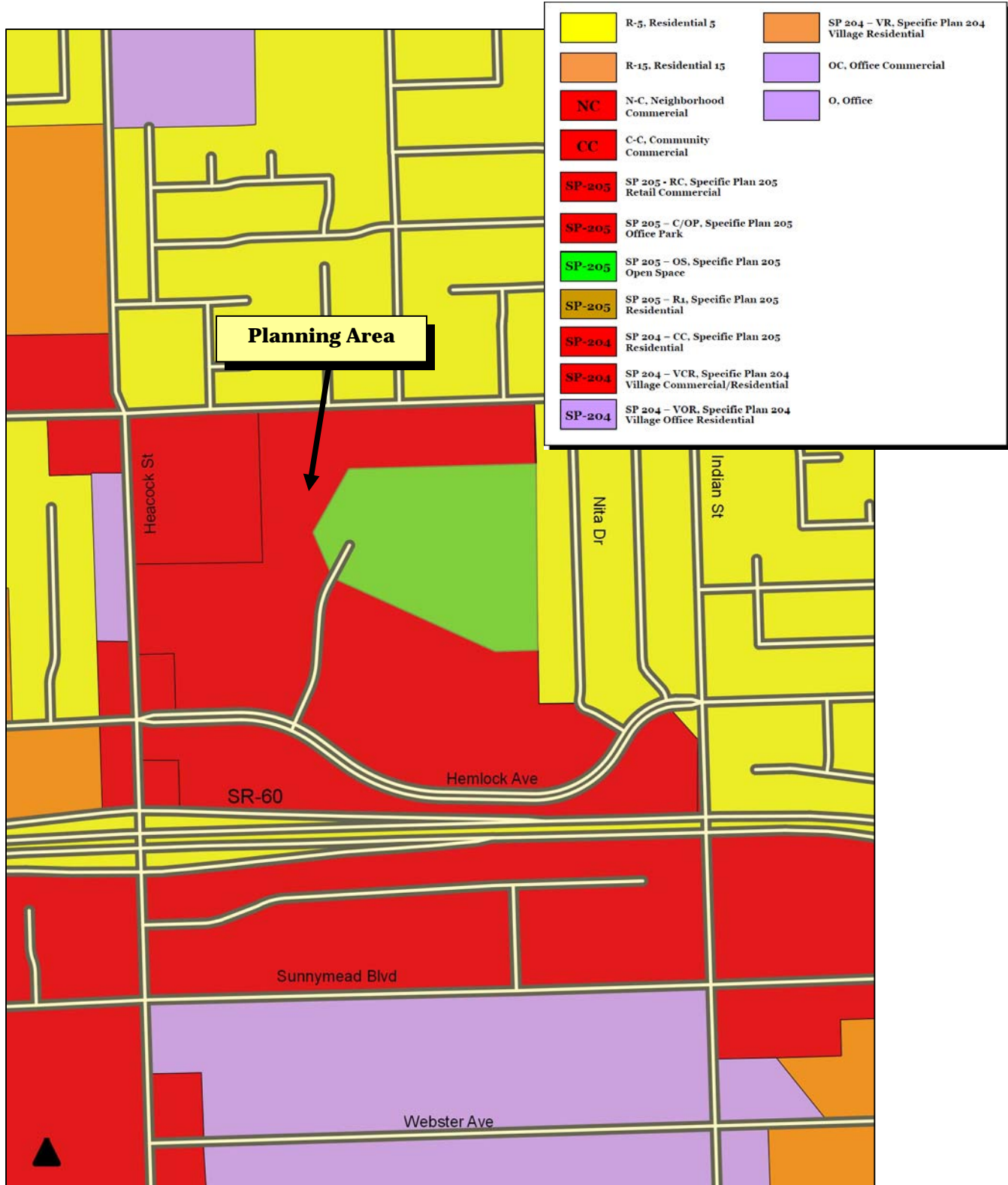


EXHIBIT 3-8
ZONING MAP
 Source: City of Moreno Valley

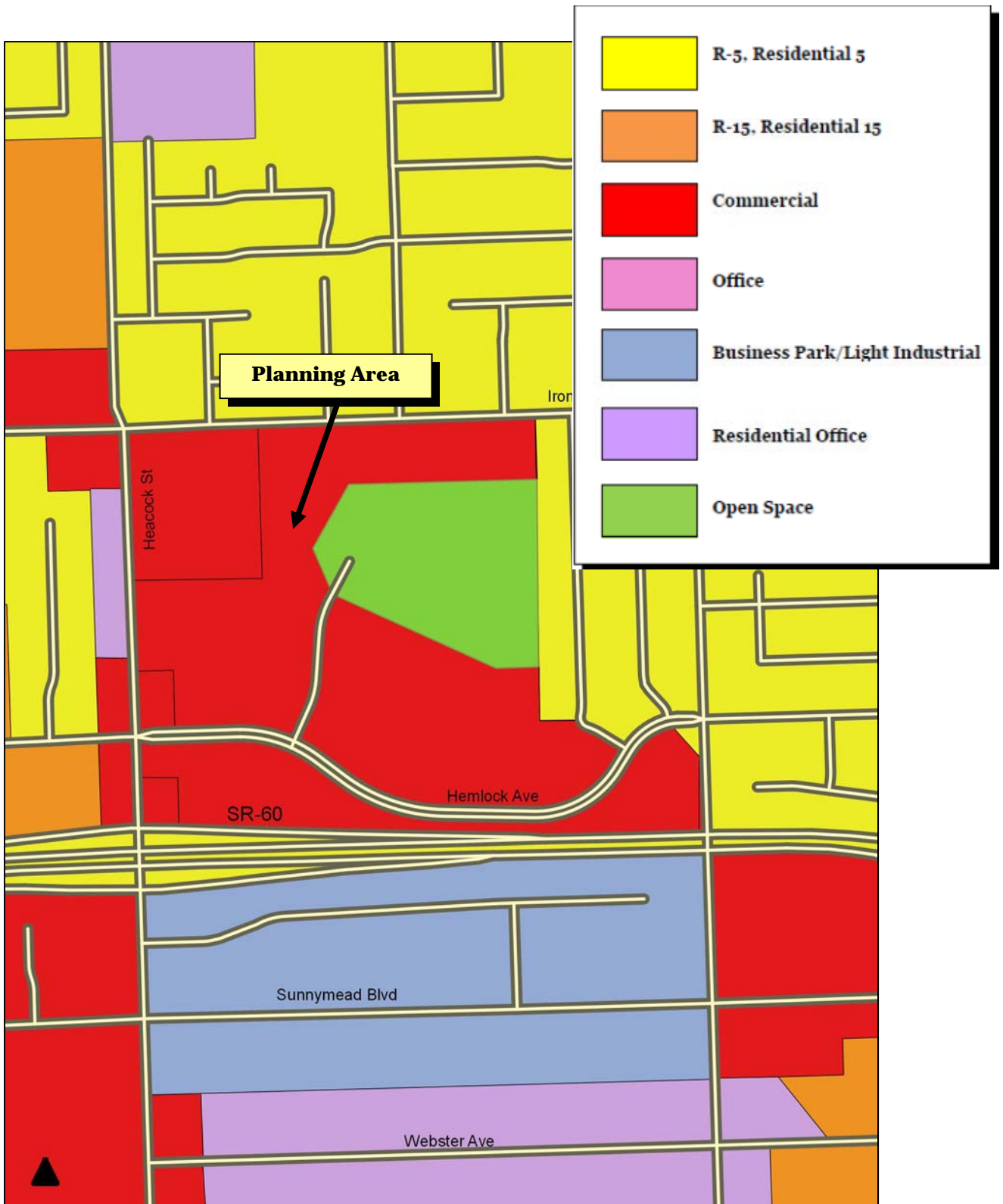


EXHIBIT 3-9
GENERAL PLAN LAND USE MAP
Source: City of Moreno Valley

3.11 MINERAL RESOURCES IMPACTS

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or,
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? • No Impact.*

The Planning Area is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. In addition, according to the SMARA study area maps prepared by the California Geological Survey, the City of Moreno Valley is located within the larger San Bernardino SMARA.⁹⁶ However, as indicated in the San Bernardino P-C region map, the Planning Area is not located in an area where there are significant aggregate resources present.⁹⁷ A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there are no wells located within the Planning Area.⁹⁸ The nearest well is located approximately five miles to the northeast along the northeast side of Highland Boulevard in the City of Moreno Valley.⁹⁹ This well is presently plugged and abandoned.¹⁰⁰ Since there are no active oil or mineral resource extraction operations present within the Planning Area, no impacts to these resources will occur.

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.*

A review of the San Bernardino P-C region map indicated that the Planning Area is not located in a location that contains aggregate extraction operations.¹⁰¹ Therefore, the project's implementation will not contribute to a loss of availability to locally important mineral resources. Furthermore, the resources and

⁹⁶ California Department of Conservation. *Southern San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California*. <http://www.conservation.ca.gov/smg/Misc/Documents/SanBernPlates.pdf> (NOTE: The Planning Area is located within the Sunnymead Quadrangle).

⁹⁷ Ibid.

⁹⁸ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#close>

⁹⁹ Google Earth. Site accessed August 24, 2017. The coordinates for the well were identified on the DOGGR website.

¹⁰⁰ California, State of. Department of Conservation. *Well Details*. <https://secure.conservation.ca.gov/WellSearch/Details?api=06500122>

¹⁰¹ Ibid.

materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, no impacts will result with the implementation of the Specific Plan.

3.11.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.12 NOISE IMPACTS

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the Planning Area to excessive noise levels.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may

rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.

The current noise environment within the area surrounding the Planning Area is dominated by traffic noise emanating from Ironwood Avenue, Heacock Street, Hemlock Avenue, and the Moreno Valley Freeway. A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 3-4. Three measurement locations were utilized (refer to Exhibit 3-10). These measurements were taken on a Monday morning at 10:15. Table 3-4 indicates the variation in noise levels over time during the measurement period.¹⁰² As indicated previously, the L₅₀ noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement periods were 57.3 dBA for location 1, 47.7 dBA location 2, and 60.7 dBA for location 3.

**Table 3-4
 Noise Measurement Results**

Noise Metric	Noise Level (dBA) Davis Street Terminus – Location 1	Noise Level (dBA) Nita Drive – Location 2	Noise Level (dBA) Heacock Street – Location 3
L ⁵⁰ (Noise levels <50% of time)	57.3 dBA	45.9 dBA	61.3 dBA
L ⁷⁵ (Noise levels <75% of time)	58.2 dBA	51.7 dBA	67.4 dBA
L ⁹⁰ (Noise levels <90% of time)	59.0 dBA	55.1 dBA	71.3 dBA
L ⁹⁹ (Noise levels <99% of time)	61.5 dBA	59.1 dBA	76.4 dBA
L _{min} (Minimum Noise Level)	54.3 dBA	40.8 dBA	48.6 dBA
L _{max} (Maximum Noise Level)	62.4 dBA	62.0 dBA	77.7 dBA
Average Noise Level	57.3 dBA	47.7 dBA	60.7 dBA

Source: Blodgett Baylosis Environmental Planning.

Title 11, Chapter 11.80 Noise Regulation, Table 11.80.030-2 illustrates the maximum permitted noise levels established for commercial and residential uses. According to the Table, the maximum permitted noise levels for commercial uses are 65 dBA during the day-time and 60 dBA during the evening hours. For residential, the maximum permitted noise levels are 60 dBA for day-time hours and 55 dBA for evening hours. As indicated previously, the areas adjacent to the surrounding roadways are subject to the highest noise levels, with an average noise reading of 60.7 dBA.

¹⁰² Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

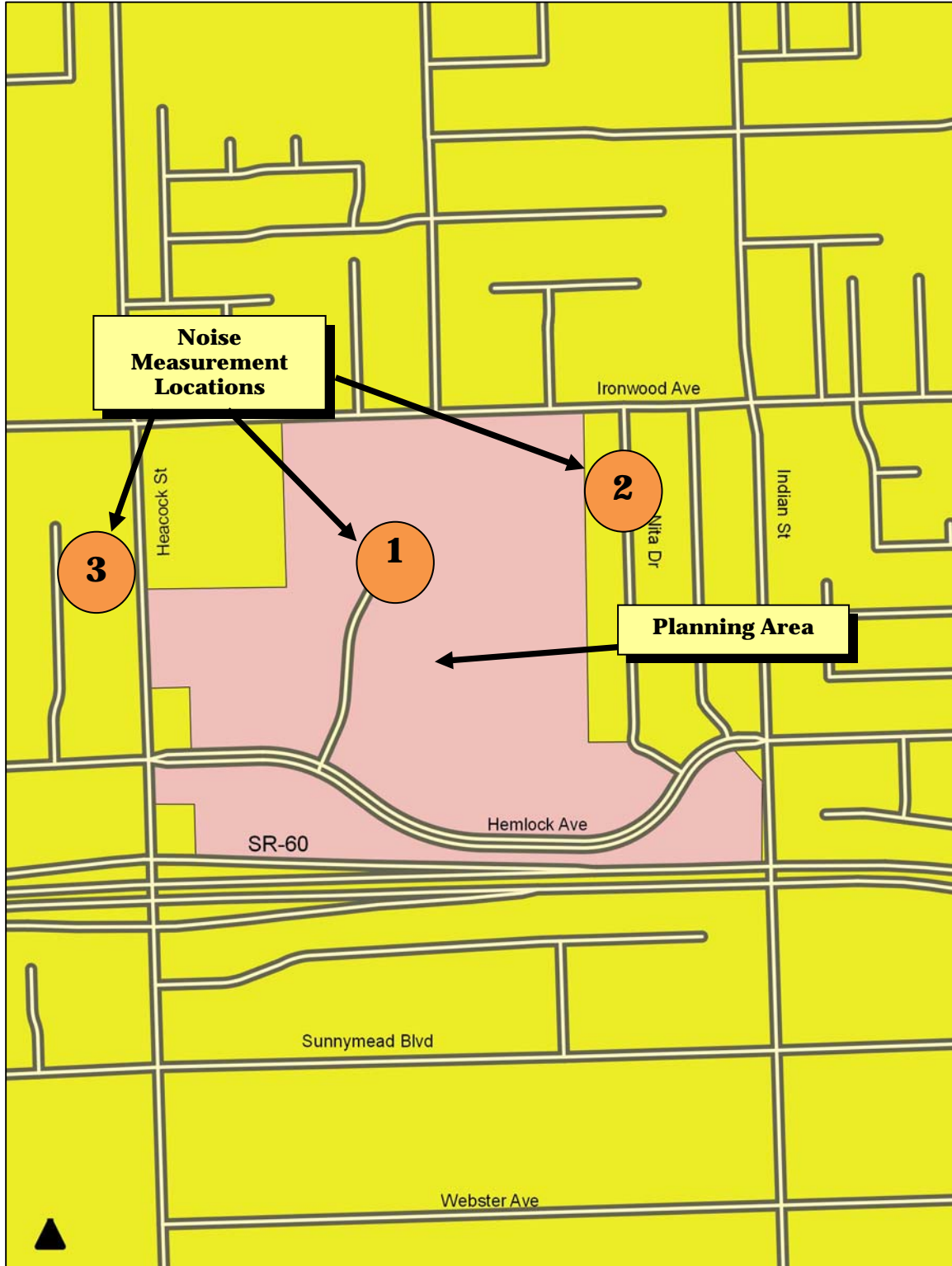


EXHIBIT 3-10
NOISE MEASUREMENT LOCATIONS
Source: Quantum GIS

These noise levels are within the maximum permitted noise levels for residential uses. It is important to note that these noise levels were recorded along the public right-of-way. Operational noise from Planning Area II will not affect the nearby residential uses located along Nita Drive. Planning Area II was originally going to encompass the entire parcel, extending from the Davis Street extension to the eastern property line. However, a 2.45-acre portion of the Planning Area II parcel will be under the ownership of the EMWD, who intends on using this segment of Planning Area II for access. No development will occur within this 2.45-acre segment. Therefore, this 2.45 acre portion of Planning Area II will serve as a buffer between the proposed mix of uses within Planning Area II and the adjacent single family along Nita drive. This 2.45-acre segment will provide 280 feet of separation between the development contemplated in Planning Area II and the aforementioned single family.

Planning Area VIII, located along the north side of the SR-60 Freeway and the south side of Hemlock Avenue, is targeted for retail or mix of uses. The Specific Plan calls for a 20-foot setback from the southern boundary of the Planning Area. The setbacks and landscape buffers will aid in the reduction of freeway noise. However, specific mitigation may be required as individual proposals for mix of use development are introduced.

Noise sensitive land uses consisting of single-family residential is located north of the Planning Area along the north side of Ironwood Avenue and east of the Planning Area along the west side of Nita Drive. The setback requirements will provide for a minimum reduction of six dBA from interior of the planning areas to the adjacent residential property lines. In addition, the Specific Plan mandates the installation of a decorative eight-foot-high concrete wall along the Planning Area's eastern property line. This wall, combined with mandatory landscaping will further reduce future increases in ambient noise. Should applications for fast-food restaurants be introduced, speaker boxes will be required to face away from adjacent residential. As individual projects are proposed, project specific conditions of approval and/or mitigation measures may be required.

The types of industrial uses permitted under the Specific Plan consist of business park and warehouse type uses. These uses generally produce noise from roll-up doors, back up alarms, forklift equipment, etc. Operational noise will be sufficiently mitigated by the inclusion of block walls, adequate setbacks, and landscaping. Building configuration will also help attenuate noise. If buildings are situated in a manner that directs operational noise away from sensitive receptors, this noise will be attenuated by the building itself. For example, for the residential uses located to the east, constructing a warehouse in Planning Area I whose dock high doors face west will reduce operational noise emanating from the parking areas because the warehouse will obstruct the line-of-sight between the parking areas and any future/existing residential. As a result, the potential impacts are considered to be less than significant.

B. Would the project result in exposure of people to or generation of excessive ground-borne noise levels? • Less than Significant Impact.

The current noise environment within the Planning Area is dominated by traffic noise emanating from the SR-60 freeway, nearby arterial roadways, and the adjacent uses. Any future development will be required to adhere to the City's noise control requirements. Once operational, future development permitted under the Specific Plan will not generate excessive ground-borne noise because the individual projects will not

require the use of equipment capable of creating ground-borne noise (the types of industrial uses that are preferred include warehousing and business park). Future sources of noise will include roadway noise as well as operational noise from future commercial and industrial uses. Roadway noise is estimated in the previous subsection. The inclusion of landscape buffers, decorative concrete walls, setbacks, and mitigation tailored to individual projects (such as the use of silent alarms, double paned windows, etc.) will be effective in reducing ground borne noise generated by an increase in daily traffic. As a result, the potential impacts are considered to be less than significant.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact.

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. This requires a doubling of traffic volumes along the adjacent roadways. The implementation of the Specific Plan and all subsequent development will result in approximately 7,612 net daily trips with 527 net trips in the PM Peak (231 inbound and 295 outbound). The streetscape plan, building design, and other development standards will be effective in attenuating any increased traffic noise. In addition, the future land uses and development will be required to comply with the City's noise control requirements as well as with the mitigation identified in the previous subsection. Adherence to all applicable City noise control requirements will reduce potential impacts to levels that are less than significant.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact with Mitigation.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.¹⁰³ In this study, the noisiest phases of construction for non-residential development is presented as 89 dBA as measured at a distance of 50 feet from the construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

As indicated previously, there are noise sensitive land uses (single-family residential) located north of the Planning Area along the north side of Ironwood Avenue and east of the Planning Area along the west side of Nita Drive and the north side of Hemlock Avenue. Due to the presence of the aforementioned sensitive receptors, the following mitigation will be required for all future construction undertaken within the Planning Area:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

¹⁰³ USEPA, Protective Noise Levels. 1971

- The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- Signs must be installed around the perimeter of the Planning Area that display the name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Department.
- Construction vehicles will be prohibited from traveling along Ironwood Avenue. This mitigation is designed to minimize the number of residential units that may be exposed to noise and vibration.
- The use of any such equipment which is capable of causing ground shaking is not permitted without prior written approval from the Public Works Director, or designee. If ground shaking vibratory equipment is requested and approved, the Contractor is responsible for making any repairs or replacements to facilities damaged due to nearby soils settling or other impacts of vibrating. The Contractor must install vibratory monitoring equipment to monitor for any settlement/damage caused.
- Construction staging must occur over 200 feet from the nearest residential use. The location of staging and queuing areas will be subject to the approval of the Community Development Department prior to the issuance of any building or grading permit.

Adherence to the aforementioned mitigation will reduce potential impacts to levels that are less than significant.

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 expose people residing or working in the Planning Area to excessive noise levels? • No Impact.

The Planning Area is not located within two miles of an operational public airport. The March Air Reserve Base is the closest airport to the Planning Area. This airport is located 2.90 miles southwest of the Planning Area. In addition, the Riverside Municipal Airport is located in the City of Riverside approximately 12 miles to the west of the Planning Area. According to the Land Use Compatibility Plan that was prepared for the March Air Reserve Base, the planning area is not located within the 65, 60, or 55 CNEL boundaries and no impacts will occur.¹⁰⁴ Therefore, the development envisioned under the Specific Plan will not be exposed to noise generated by the approach and take-off of aircraft utilizing the aforementioned airports. As a result, no impacts are anticipated.

¹⁰⁴ Riverside County Airport Land Use Commission. *Riverside Municipal Airport Land Use Compatibility Plan*. Adopted March 2005.

F. Within the vicinity of a private airstrip, would the project expose people residing or working in the Planning Area to excessive noise levels? • No Impact.

The Planning Area is not located within two miles of a *private* airstrip.¹⁰⁵ The nearest private airstrip is the helipad located at the Riverside County Regional Medical Center three miles southeast of the Planning Area. As a result, the development envisioned under the Specific Plan will not expose people residing or working in the Planning Area to excessive noise levels and no impacts is anticipated.

3.12.3 MITIGATION MEASURES

The following mitigation will be effective in reducing potential impacts in regards to construction noise:

Mitigation Measure No. 23 (Noise Impacts). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 24 (Noise Impacts). The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 25 (Noise Impacts). Signs must be installed around the perimeter of the Planning Area that display the name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Department.

Mitigation Measure No. 26 (Noise Impacts). Construction vehicles will be prohibited from traveling along Ironwood Avenue. This mitigation is designed to minimize the number of residential units that may be exposed to noise and vibration.

Mitigation Measure No. 27 (Noise Impacts). The use of any such equipment which is capable of causing ground shaking is not permitted without prior written approval from the Public Works Director, or designee. If ground shaking vibratory equipment is requested and approved, the Contractor is responsible for making any repairs or replacements to facilities damaged due to nearby soils settling or other impacts of vibrating. The Contractor must install vibratory monitoring equipment to monitor for any settlement/damage caused.

Mitigation Measure No. 28 (Noise Impacts). Construction staging must occur over 200 feet from the nearest residential use. The location of staging and queuing areas will be subject to the approval of the Community Development Department prior to the issuance of any building or grading permit.

¹⁰⁵ Google Earth. Website accessed August 25, 2017.

3.13 POPULATION & HOUSING IMPACTS

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No Impact.*

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan Amendment will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan.¹⁰⁶ The potential build-out under the Specific Plan Amendment is within the three alternative build-out projections established for the General Plan. The Specific Plan Amendment does not envision any residential at this time. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will result.

B. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

There are no housing units located within the Planning Area. Much of the Planning Area is undeveloped, though the predominant land uses within the area consist of retail and fast food restaurants. As a result, no impacts will occur.

C. *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • Less than Significant Impact.*

As indicated previously, there are no residential units located within the Planning Area. However, homeless encampments were discovered within sections of the Planning Area during the initial site survey conducted by Blodgett Baylosis Environmental Planning. These encampments will be removed at the time of development. As a result, the potential impacts are considered to be less than significant.

¹⁰⁶ P and D Consultants. *Final Environmental Impact Report - City of Moreno Valley General Plan SCH# 200091075*. Report dated July 2006.

3.13.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.14 PUBLIC SERVICES IMPACTS

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire department services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *law enforcement services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to other *government services*.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire department services?* • *Less than Significant Impact.*

Moreno Valley contracts with the Riverside County Fire Department for fire protection and emergency services. Fire Operations is the largest division within the Moreno Valley Fire Department, consisting of 72 sworn staff and two non sworn staff as of December 2011. The City of Moreno Valley has six fire stations with a seventh currently under construction. The closest first response station to the Planning

Area is the Sunnymead Station located 0.43 mile to the east at 24935 Hemlock Avenue. This station as well as other public facilities including schools, parks, and the City's Police Station are shown in Exhibit 3-11.

The retail, retail/mix of uses, and mix of uses once occupied, will be periodically inspected by the Moreno Valley Fire Department. In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, et cetera. As individual projects are proposed, the Applicants will be responsible for paying all pertinent Fire Department fees and impact fees. As a result, the potential impacts are considered to be less than significant.

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to law enforcement services? • Less than Significant Impact.

Law enforcement services in Moreno Valley are provided by the Moreno Valley Police Department, a local branch of the Riverside County Sherriff's Department. The Moreno Valley Police Station is located 2.27 miles to the southwest at 22850 Calle San Juan De Dos Lagos. The Moreno Valley Police Department (MVPD) has 162 sworn officers who provide field services in the City. The current officer to population ratio for MVPD is 0.9 officers per 1,000 residents. The average total response time for the period of January 01 to December 31, 2004, was over seven minutes for Priority 1 or emergency calls. As individual development is proposed, the Moreno Valley Police Department will review all development applications to ensure conformity with department requirements.

The Moreno Valley General Plan calls for the need to establish defensible space. Defensible space permits the identification of suspicious occurrences or persons, in part by increasing visibility and recognition by neighbors. Where a space is defensible, it is evident to a potential criminal that a crime could be observed and the criminal easily apprehended. Good lighting is a key ingredient of defensible space. The Specific Plan identifies several key policies designed to promote maximum visibility at all hours of the day.

These policies are consistent with the General Plan's goal of reducing property crime through the inclusion of defensible space. The following policies outlined in the Specific Plan will be effective in promoting exterior visibility:

- Onsite lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects.
- Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" lights are preferred.
- Parking lot light fixtures shall comply with guidelines provided by owner assigned design review agent.

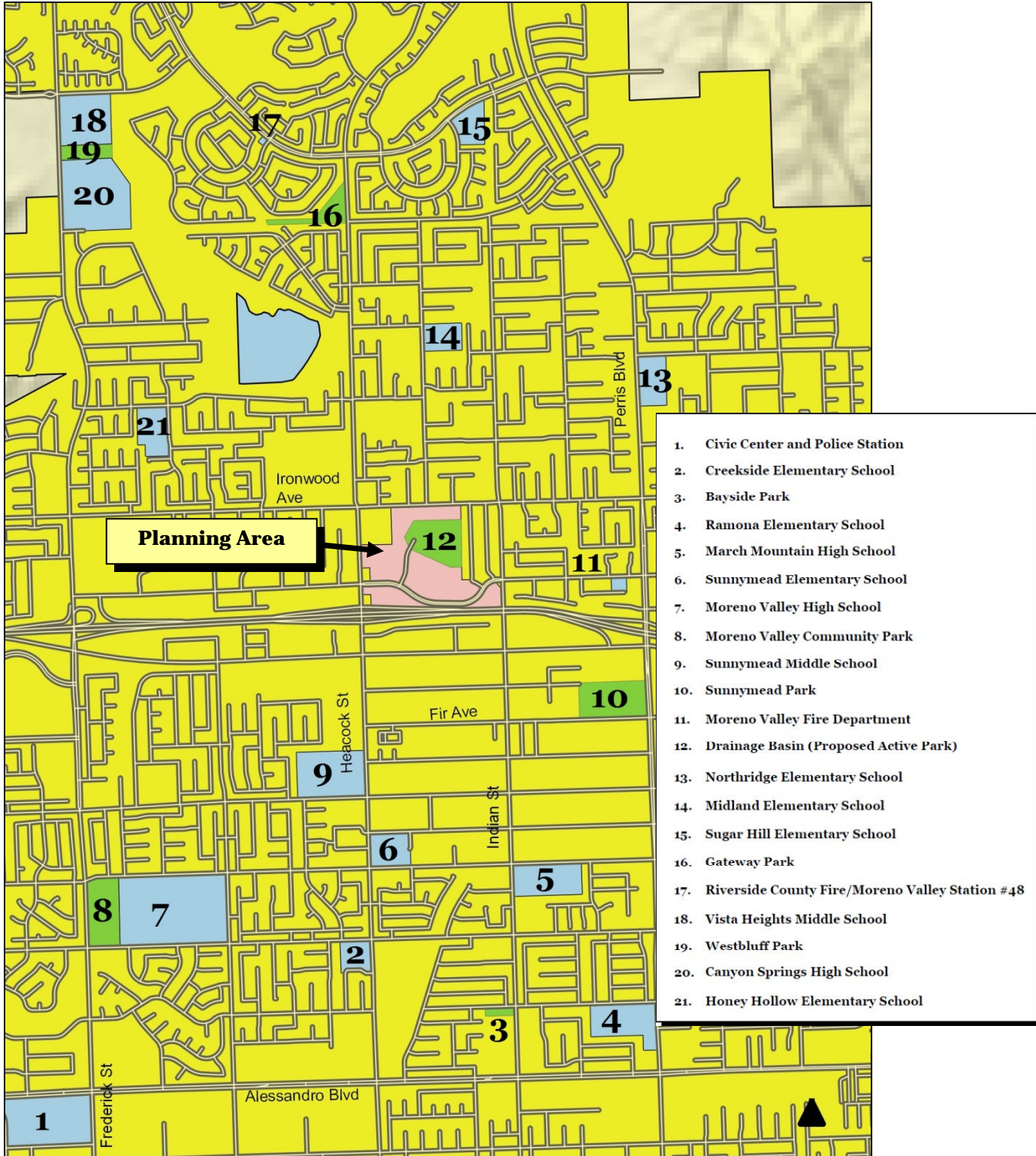


EXHIBIT 3-11
PUBLIC FACILITIES MAP
 Source: City of Moreno Valley

- Small scale walkway or building entry lighting is encouraged for safety and aesthetic purposes.¹⁰⁷

The Specific Plan also mandates the inclusion of security cameras. According to the Specific Plan, the location, appearance, and installation of exterior security cameras must be integrated with the architecture. Cameras should be mounted in the following locations:

- Cameras mounted on poles in parking lot (preferred)
- Cameras suspended from soffits (second choice)
- Cameras mounted on building walls with the top of the camera below the top of the parapet (third choice).¹⁰⁸

Adherence to the policies dictated in the Specific Plan and the recommendations made by the Moreno Valley Police Department will reduce impacts to levels that are less than significant.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • Less than Significant Impact.

The Planning Area is located within the service boundaries of the Moreno Valley Unified School District and is served by the following schools:

- Midland Elementary School, located 0.52 miles north of the site at 11440 Davis Street;
- Pal Middle School, located 1.41 miles east of the site at 11900 Slawson Avenue; and,
- Canyon Springs High School, located 1.40 miles northwest of the site at 23100 Cougar Canyon Road.

Any additional students indirectly associated with the future development will be accommodated by the aforementioned school district. In order to maintain acceptable student-teacher ratios and class sizes, developers must pay the following developer impact school fees: 60 cents per square foot. (effective: 7/1/2016).¹⁰⁹ As individual projects are proposed, the developers will be required to pay the above-mentioned development impact fees. These fees will generate revenue needed to expand and construct new facilities as well as hire additional staff members. As a result, the following impacts are considered to be less than significant.

¹⁰⁷ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

¹⁰⁸ Ibid.

¹⁰⁹ Moreno Valley Unified School District. *Developer Impact School Fees*.
https://www.mvusd.net/apps/pages/index.jsp?uREC_ID=786774&type=d&pREC_ID=1181763

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • Less than Significant Impact.

The development envisioned under the Plan is consistent with the growth projections developed for the City by the Southern California Association Governments (SCAG). In addition, any impacts to other governmental services such as libraries, parks, and recreation may be partially offset by the increase in the taxes and an increase in the assessed valuation of the property. As a result, no additional mitigation beyond that which may be required for individual development projects is required. Therefore, the potential impacts are considered to be less than significant.

3.14.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.15 RECREATION IMPACTS

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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? • Less than Significant Impact.

The City of Moreno Valley Parks and Community Services Department operates 40 parks and/or joint-use facilities (531.66 maintained acres) and includes a 9-hole executive golf course, 23 multi-use sports fields, 11 tennis courts, nine basketball courts, 28 play apparatus, and three recreation centers. The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan may lead to an incremental increase in the use of City park and recreational facilities. As individual development is proposed, the future Applicants will be required to pay all pertinent impact fees pursuant to Section 3.40.010 of the City's Municipal Code. The payment of in-lieu fees will ease the burden placed onto the City's park facilities. As

a result, the potential impacts are expected to be less than significant.

B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? • Less than Significant Impact.

There are no existing recreational facilities located within the Planning Area. The closest park to the Planning Area is Sunnymead Park, located 0.44 miles to the southeast along the north side of Fir Avenue.¹¹⁰ The development envisioned under the Specific Plan will not affect any recreational facilities since there all development will be constructed within the boundaries of the Planning Area. The residential component of the Specific Plan may have the potential for increasing use and demand for park services. As stated previously, future project Applicants will be required to pay all pertinent impact fees. Thus, the potential impacts are considered to be less than significant.

3.15.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.16 TRANSPORTATION & CIRCULATION IMPACTS

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that result in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

¹¹⁰ Google Maps. Site accessed August 28, 2017.

- Results in inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Per City TIA guidelines, the study area intersections were analyzed under the latest version of the *Highway Capacity Manual* (HCM) “Operations” methodology using the *Synchro* level of service (LOS) software program which is consistent with the HCM 2010 methodology. The HCM 2010 methodology determines the control delay a driver may experience at the intersection. If an intersection could not be analyzed using the HCM 2010 methodology because of a particular intersection configuration (e.g., U-turn movements), the HCM 2000 methodology was used.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. Brief descriptions of the six levels of service for signalized and unsignalized intersections based on the HCM methodology are shown in Table 3-5.

**Table 3-5
Level of Service Definitions**

Level of Service	Control Delay in Seconds (signalized)	Control Delay in Seconds (unsignalized)
A	0.0 – 10.0 seconds	0.0 – 10.0 seconds
B	10.1 – 20.0 seconds	10.1 – 15.0 seconds
C	20.1 – 35.0 seconds	15.1 – 25.0 seconds
D	35.1 – 55.0 seconds	25.1 – 35.0 seconds
E	55.1 – 80.0 seconds	35.1 – 50.0 seconds
F	80.1 seconds or greater	50.1 seconds or greater

Table 3-6 below provides detailed descriptions of each level of service.

**Table 3-6
Level of Service Description**

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: *Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.*

Per City TIA guidelines, Table 3-7 provides the LOS criteria for roadway segments based on daily traffic volumes.

**Table 3-7
 Level of Service Definitions for Roadway Segments**

Roadway	A	B	C	D	E
6-lane Divided Arterial	33,900	39,400	45,000	50,600	56,300
4-lane Divided Arterial	22,500	26,300	30,000	33,800	37,500
4-lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000
2-lane Industrial Collector	7,500	8,800	10,000	11,300	12,500
2-lane Undivided Residential	n/a	n/a	n/a	n/a	2,000

The City’s significance threshold is based on the *City of Moreno Valley General Plan* (July 2006) which states:

- *LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps, and/or adjacent land uses. LOS C is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.*

Therefore, if the project causes an intersection to operate below the minimum standard, the project would cause a significant project-specific impact at that intersection, and specific mitigation measures must be developed to improve the intersection’s LOS back to pre-project levels.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)? • Less than Significant Impact with Mitigation.

This traffic study analyzed the following traffic scenarios:

- *Existing Condition.* Existing traffic volumes were collected at the study intersections and roadway segments in August-2017 during a typical weekday. The existing traffic scenario constitutes the environmental setting in accordance with the *California Environmental Quality Act* (CEQA) analysis at the time that the hearing body reviews the proposed project.
- *Existing with-project Condition.* The Existing with-project condition traffic was developed by adding the proposed project traffic to the existing condition traffic volumes. This scenario was the basis for determining project-specific impacts and mitigation measures under existing conditions.
- *Near Term Year 2022 Baseline Condition.* Per City requirements, the near term year of analysis would be 2022, a five-year horizon from the existing traffic condition. The proposed project is anticipated to be built and occupied by year 2022. Near-Term year traffic in this scenario was forecast for 2022 by applying an annual ambient growth rate (2% per year per the City’s Scoping

Agreement) to the existing traffic volumes. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity was added.

- *Near Term Year 2022 with-Project Condition.* The near term year 2022 with-project condition traffic was developed by adding the proposed project traffic to the Near-Term Year Baseline Condition. This scenario was also the basis for determining project-specific impacts and mitigation measures for the Near Term Year.
- *General Plan Buildout Baseline Condition.* General Plan Buildout (2035) without project traffic conditions were derived from the Moreno Valley Transportation Analysis Model which in turn is based-upon the Riverside Transportation Analysis Model (RivTAM) refined to represent General Plan Buildout conditions for the City of Moreno Valley. The post-processed traffic forecasts reflect the area-wide growth anticipated between existing conditions and General Plan Buildout conditions.
- *General Plan Buildout with-Project Condition.* The General Plan build-out with-project traffic forecasts were determined by adding the project traffic to the General Plan Buildout Baseline (without project) traffic forecasts from the Transportation Analysis Model. The General Plan build-out traffic forecasts used in the traffic analysis were refined with existing peak hour traffic count data collected at intersection analysis locations.¹¹¹

Exhibit 3-12 illustrates the project study area and traffic control. Regional access to the project site is provided by State Route 60 (SR-60) via its interchange with Heacock Street. Local access is provided by Heacock Street, Hemlock Avenue, and Ironwood Avenue. Per Scoping Agreement, the study area intersections are as follows:

- Heacock Street (NS) at Ironwood Avenue (EW);
- Heacock Street (NS) at Project Access (EW);
- Heacock Street (NS) at Hemlock Avenue (EW);
- Heacock Street (NS) at SR-60 Freeway WB Ramps (EW);
- Heacock Street (NS) at SR-60 Freeway EB Ramps (EW);
- Project Access (NS) at Hemlock Avenue (EW);
- Davis Street (NS) at Hemlock Avenue (EW);
- Project Access (NS) at Hemlock Avenue (EW);
- Project Access (NS) at Hemlock Avenue (EW);
- Project Access (NS) at Hemlock Avenue (EW);
- Nita Drive (NS) at Hemlock Avenue (EW);
- Davis Street (NS) at Ironwood Avenue (EW);
- Indian Street (NS) at Ironwood Avenue (EW);
- Indian Street (NS) at Hemlock Avenue (EW); and,
- Indian Street (NS) at Sunnymead Boulevard (EW).

¹¹¹ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

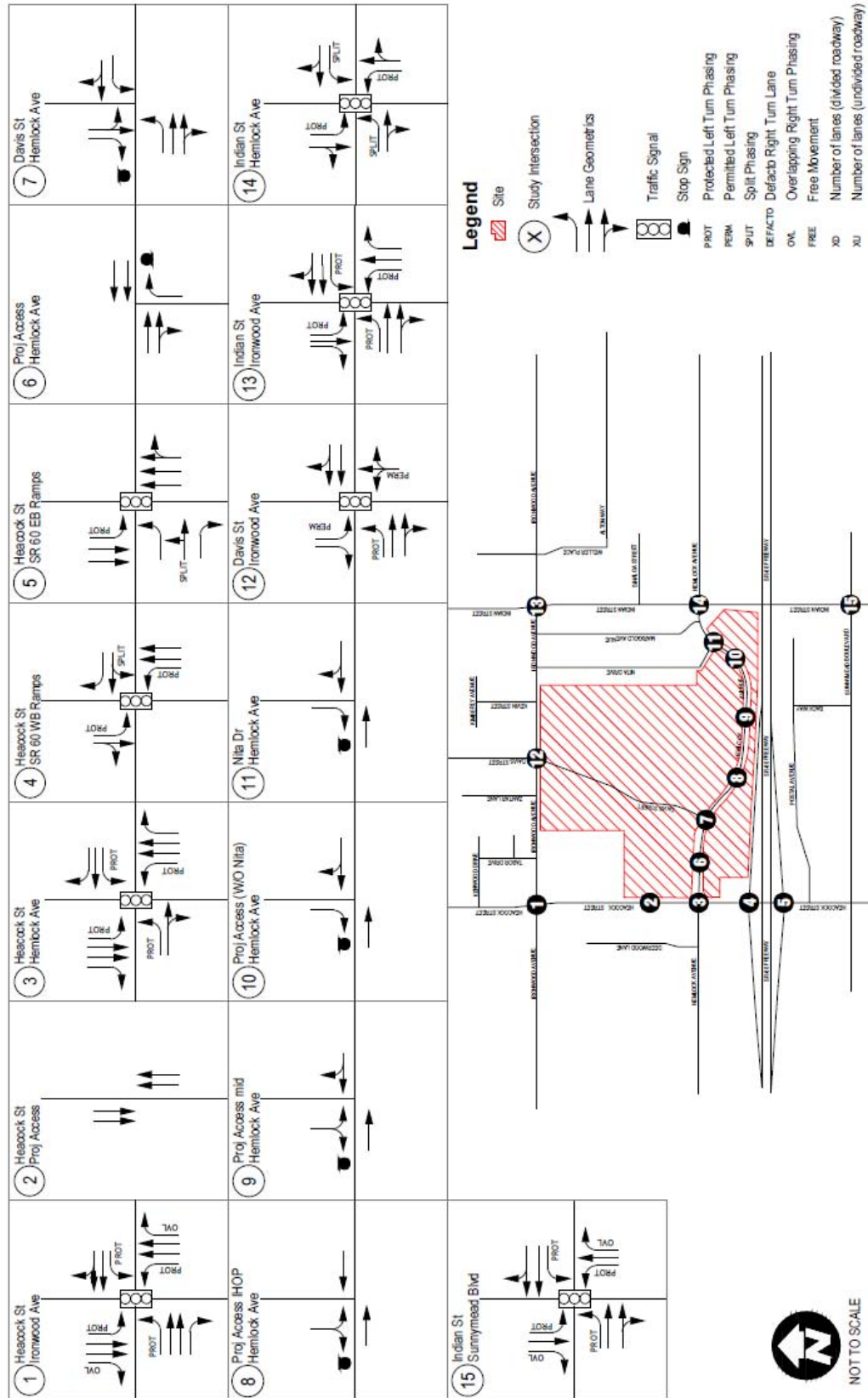


EXHIBIT 3-12
STUDY AREA ROADWAY GEOMETRICS AND TRAFFIC CONTROL
 Source: Transpogroup



Per Scoping Agreement, the study area roadway segments are as follows:

1. Heacock Street – Ironwood Avenue to Hemlock Avenue
2. Heacock Street – Hemlock Avenue to SR-60 Freeway WB Ramps
3. Indian Street – Ironwood Avenue to Hemlock Avenue
4. Indian Street south of Hemlock Avenue
5. Ironwood Avenue west of Heacock Street
6. Ironwood Avenue – Heacock Street to Indian Street
7. Ironwood Avenue – east of Indian Street
8. Hemlock Avenue west of Heacock Street
9. Hemlock Avenue – Heacock Street to Indian Street
10. Hemlock Avenue – east of Indian Street

Existing traffic volumes were collected at the study intersections and roadway segments in August 2017. Exhibit 3-13 shows the existing AM and PM peak hour traffic volumes at the study intersections, while Exhibit 3-14 shows the existing daily traffic volumes on the study area roadway segments.

Based on the analysis methodology described previously, the existing AM and PM peak hour traffic volumes were input into the *Synchro* LOS software to determine the existing intersection delay and LOS values.¹¹² Table 3-8 presents the results of the existing intersection LOS analysis.

**Table 3-8
Existing without-Project Weekday Peak Hour Intersection LOS**

Intersection	Traffic Control	City's LOS Standard	AM Peak		PM Peak	
			LOS ¹	Delay ²	LOS ¹	Delay ²
1. Heacock Street/Ironwood Avenue	Signal	LOS D	C	26.9	C	28.0
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0.0	A	0.0
3. Heacock Street/Hemlock Avenue	Signal	LOS D	B	18.1	C	21.7
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	21.8	B	19.6
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	C	21.9	C	21.8
6. Project Access/Hemlock Avenue	OWSC	LOS C	A	8.7	A	9.9
7. Davis Street/Hemlock Avenue	TWSC	LOS C	B	11.1	B	13.5
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.1	B	10.0
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	A	9.7	B	10.3
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.2	A	9.1
11. Nita Drive/Hemlock Avenue	OWSC	LOS C	A	9.2	A	9.2
12. Davis Street/Ironwood Avenue	Signal	LOS C	C	25.8	C	33.0
13. Indian Street/Ironwood Avenue	Signal	LOS D	C	32.1	C	25.9
14. Indian Street/Hemlock Avenue	Signal	LOS D	C	22.3	C	22.1
15. Indian Street/Sunnymead Boulevard	Signal	LOS D	C	21.2	C	27.3

1. Level of Service
2. Delay measured in seconds/vehicle
3. Delay and LOS are based on Highway Capacity Manual 2010
4. Signal = Traffic Signal (evaluated using the HCM Methodology)
5. TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)
6. OWSC = One Way Stop Controlled (evaluated using the HCM Methodology)

¹¹² Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

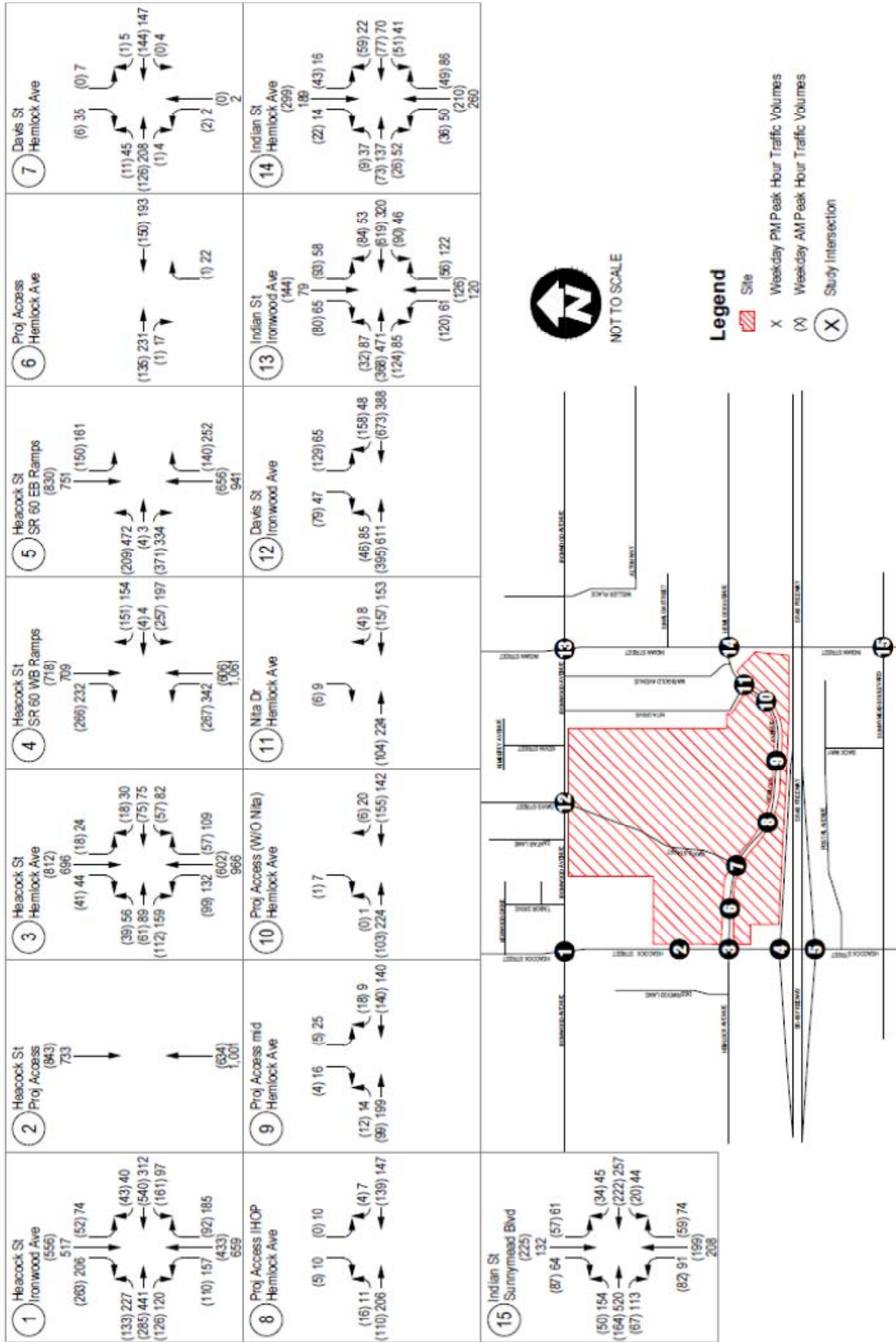


EXHIBIT 3-13
EXISTING AM AND PM PEAK HOUR TRAFFIC VOLUMES
 Source: Transpogroup

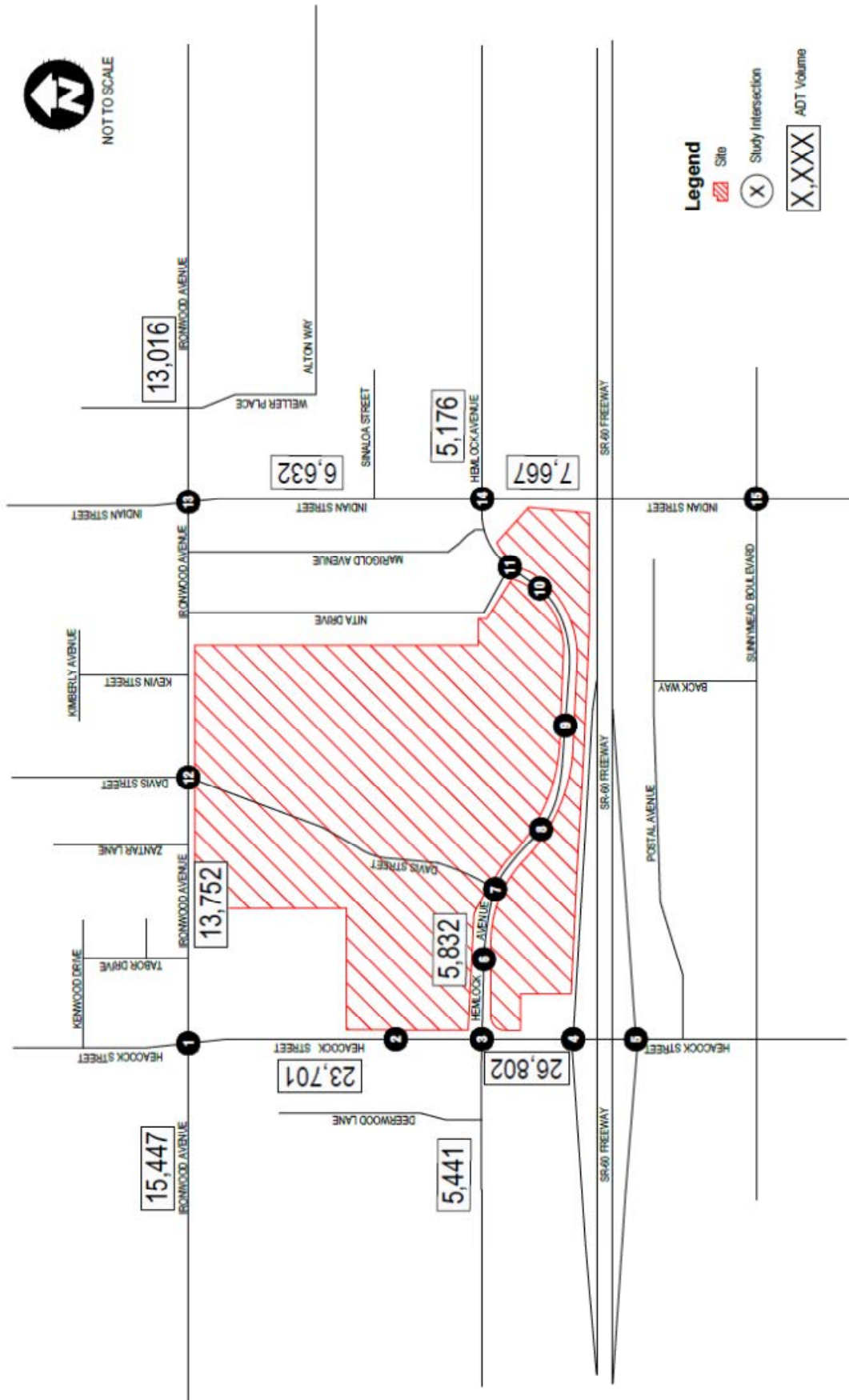


EXHIBIT 3-14
EXISTING DAILY TRAFFIC VOLUMES
 Source: Transpogroup

Based on the existing LOS analysis, all study area intersections are currently operating with a satisfactory LOS as per City's standards during both peak hours.

Based on the analysis methodology described previously, the existing daily traffic volumes at the study area roadway segments were compared to the City's roadway segment LOS values presented in Table 3-5. Table 3-9 presents the results of the existing roadway segment LOS analysis. Based on the existing roadway segment analysis, all study area roadway segments currently operate with LOS D or better.¹¹³

**Table 3-9
Existing Without-Project Weekday Peak Hour Intersection LOS**

Roadway Segment	Existing Classification	Number of Lanes	Divided/Undivided	ADT ¹	LOS Standard ²	Maximum Capacity ADT ³	V/C	LOS	Exceeds Threshold?
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	4	Divided	23,701	LOS D	37,500	0.632	B	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	4	Divided	26,802	LOS D	37,500	0.715	C	No
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	2	Undivided	6,632	LOS D	12,500	0.531	A	No
4. Indian Street - South of Hemlock Avenue	Minor Arterial	2	Undivided	7,667	LOS D	12,500	0.613	B	No
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	4	Divided	15,447	LOS C	37,500	0.412	A	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	4	Divided	13,752	LOS C	37,500	0.367	A	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	4	Divided	13,016	LOS C	37,500	0.347	A	No
8. Hemlock Avenue - West of Heacock Street ⁴	Minor Arterial	2	Undivided	5,441	LOS C	12,500	0.435	A	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	4	Divided	5,832	LOS C	37,500	0.156	A	No
10. Hemlock Avenue - East of Indian Street ⁴	Minor Arterial	2	Undivided	5,176	LOS C	12,500	0.414	A	No

Weekday daily, AM and PM peak hour trip generation estimates for the proposed project were developed using trip rates provided in the *Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017*.¹¹⁴ Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table 3-10.

¹¹³ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹¹⁴ Ibid.

**Table 3-10
Proposed Project Trip Generation**

	LU	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Shopping Center	Code 820	TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
Business Park	Code 770	TSF	12.44	0.24	0.16	0.40	0.19	0.23	0.42
Project Trip Generation									
Planning Area 1									
Business Park	135.000	TSF	1,679	33	21	54	26	31	57
<i>Subtotal</i>			<i>1,679</i>	<i>33</i>	<i>21</i>	<i>54</i>	<i>26</i>	<i>31</i>	<i>57</i>
Planning Area 2									
Business Park	35.000	TSF	435	9	5	14	7	8	15
<i>Subtotal</i>			<i>435</i>	<i>9</i>	<i>5</i>	<i>14</i>	<i>7</i>	<i>8</i>	<i>15</i>
Planning Area 3									
Business Park	178.000	TSF	2,214	43	28	71	34	40	75
Retail	15.000	TSF	566	9	5	14	27	30	57
<i>Subtotal</i>			<i>2,781</i>	<i>52</i>	<i>33</i>	<i>85</i>	<i>62</i>	<i>70</i>	<i>132</i>
Planning Area 4									
Retail	255.000	TSF	9,626	149	91	240	466	505	972
<i>Subtotal</i>			<i>9,626</i>	<i>149</i>	<i>91</i>	<i>240</i>	<i>466</i>	<i>505</i>	<i>972</i>
Planning Area 6									
Retail	35.000	TSF	1,321	20	13	33	64	69	133
<i>Subtotal</i>			<i>1,321</i>	<i>20</i>	<i>13</i>	<i>33</i>	<i>64</i>	<i>69</i>	<i>133</i>
Planning Area 7									
Retail	40.000	TSF	1,510	23	14	38	73	79	152
<i>Subtotal</i>			<i>1,510</i>	<i>23</i>	<i>14</i>	<i>38</i>	<i>73</i>	<i>79</i>	<i>152</i>
Planning Area 8									
Retail	20.000	TSF	755	12	7	19	37	40	76
<i>Subtotal</i>			<i>755</i>	<i>12</i>	<i>7</i>	<i>19</i>	<i>37</i>	<i>40</i>	<i>76</i>
Total Trip Generation			18,108	298	185	482	735	802	1,537
Internal Trip Capture ¹			-724	-21	-13	-34	-29	-32	-61
Pass-By Trips ²			-2,342	-29	-29	-58	-236	-237	-473
Net Trip Generation With Internal Trip Capture and Pass By			15,041	248	142	390	469	533	1,003
Existing Land Uses (includes Internal Trip Capture and Pass-By Reductions)⁵			7,429	269	199	468	238	238	476
Net New Trips (Project – Existing)			7,612	-21	-56	-78	231	295	527

Note: TSF = Thousand Square Feet

1. Internal capture calculated using methodology from NCHRP 684 Mixed Use Spreadsheet (AM = 7%, PM/Daily = 4%)
2. Pass-by trip rate for Retail Uses (34% during PM peak hour, 17% during the AM peak hour and Daily based on weekend mid-day) from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. Land Use Code 820 - Shopping Center.

The total trip generation of the project (before accounting for internal capture, pass-by or existing uses) was found to be 18,108 daily trips with 482 trips in the AM Peak (298 inbound and 185 outbound) and 1,537 trips in the PM Peak (735 inbound and 802 outbound). These trip generation numbers are compared to the approved Festival at Moreno Valley Specific Plan 205 trip generation numbers (Greiner Engineering

Study 1986) and the results are illustrated in Table 3-11. As shown in Table 3-11, the current proposed specific plan generates less trips than the Specific Plan 205 to the order of 214 trips Daily and 900 trips in the PM Peak (note that AM Peak period was not assessed in the Greiner Engineering Study).¹¹⁵

**Table 3-11
Proposed Project Trip Generation Versus Greiner Engineering (SP 205)**

	LU	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Total Traffic (No Internal Trip Capture or Pass-by Reductions)			18,108	298	185	482	735	802	1,537
Greiner Engineering Study (Table 3) (No Internal Trip Capture or Pass-by Reductions)			18,322	--	--	--	1,081	1,356	2,437
Trip Generation With Internal Trip Capture and Pass By			-214	--	--	--	-346	-554	-900

1. Greiner Engineering – Specific Plan 205 Site Specific Analysis – December 1986
Greiner Engineering Study did not evaluate the AM Peak Hour as PM is the time with the highest number of trips

Internal capture was calculated using methodology from NCHRP 684 Mixed Use Spreadsheet which yields an internal trip capture of 7% in the AM peak and 4% in PM Peak and Daily. Pass-by trip rates for the retail component of the project were estimated at 34% during PM peak hour and 17% during the AM peak hour and Daily based on the *Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017*.¹¹⁶

The net new trips of the project are calculated by accounting for the existing uses as shown in Table 3-12. The net new trips generated by the project are calculated to be 7,612 daily trips with 527 trips in the PM Peak (231 inbound and 295 outbound). During the AM peak the project would produce less trips than existing conditions whereby the project is forecasted to remove 78 trips from the street system (21 inbound and 56 outbound).

Regional and local trip distribution percentages for the proposed project were based on logical peak hour commute patterns and approved in the City’s Scoping Agreement. Exhibit 3-15 and Exhibit 3-16 illustrate the retail outbound and inbound trip distribution percentages respectively, while Exhibit 3-17 and Exhibit 3-18 illustrate the outbound and inbound trip distribution percentages for the Business Park component of the project respectively. The trip distribution percentages at each intersection were applied to the proposed project’s weekday AM and PM peak hour trip generation estimates to calculate the project trip assignment.¹¹⁷ The resulting weekday AM, and PM peak hour trip assignments are also shown on Exhibit 3-19.

¹¹⁵ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹¹⁶ Ibid.

¹¹⁷ Ibid.

**Table 3-12
Existing Project Site Trip Generation**

	LU	Units	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rates¹									
Shopping Center	820	TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
Fast Food Restaurant With Drive Through	934	TSF	470.95	20.50	19.69	40.19	16.99	15.68	32.67
Fast Food Restaurant Without Drive Through	933	TSF	346.23	15.06	10.04	25.10	14.17	14.17	28.34
High-Turnover Sit-down Restaurant	932	TSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Automobile Service	941	SP	40.00	2.01	0.99	3.00	2.72	2.13	4.85
Project Trip Generation									
Planning Area 1	Vacant								
Planning Area 2	Vacant								
Planning Area 3	Vacant								
Planning Area 4									
Shopping Center (Retail Center)	162.250	TSF	6,125	95	58	153	297	321	618
Fast Food Restaurant With Drive Through (Yoshinoya)	3.900	TSF	1,837	80	77	157	66	61	127
<i>Subtotal</i>			<i>7,962</i>	<i>174</i>	<i>135</i>	<i>309</i>	<i>363</i>	<i>383</i>	<i>746</i>
Planning Area 6									
Fast Food Restaurant With Drive Through (Arby's)	2.700	TSF	1,272	55	53	109	46	42	88
Fast Food Restaurant Without Drive Through (KFC)	2.700	TSF	935	41	27	68	38	38	77
Auto Service (Jiffy Lube)	3	SP	120	6	3	9	8	6	15
High-Turnover Sit-down Restaurant (Centenario)	8.800	TSF	987	48	39	87	53	33	86
<i>Subtotal</i>			<i>3,314</i>	<i>150</i>	<i>123</i>	<i>273</i>	<i>146</i>	<i>120</i>	<i>265</i>
Planning Area 7									
Shopping Center (Retail Center)	33.675	TSF	1,271	20	12	32	62	67	128
<i>Subtotal</i>			<i>1,271</i>	<i>20</i>	<i>12</i>	<i>32</i>	<i>62</i>	<i>67</i>	<i>128</i>
Planning Area 8	Vacant								
Total Trip Generation			12,546	344	269	614	570	569	1,139
Internal Trip Capture ²			-2,886	-17	-13	-31	-131	-131	-262
Pass-By Trips For Shopping Center ³			-1,257	-16	-15	-31	-131	-130	-261
Pass-By Trips For Fast Food With Drive Through ⁴			-777	-33	-33	-66	-53	-53	-106
Pass-By Trips For High-Turnover Sit-down Restaurant ⁵			-197	-9	-8	-17	-17	-17	-34
Total Pass-by Trips			-2,232	-58	-57	-115	-201	-200	-401
Net Trip Generation With Internal Trip Capture and Pass By			7,429	269	199	468	238	238	476

Traffic Conditions prior to the time that the proposed development is completed will be estimated by increasing the existing traffic counts by a growth rate of 2% per year. The ambient growth rate will be applied from 2017 till 2022. The cumulative project list includes reasonably foreseeable development projects which are either approved or being processed concurrently in the study.¹¹⁸ A list of these projects was compiled in collaboration with the City's Planning Department (Economic Development) and location of each cumulative project is shown in Exhibit 3-20, while the trip generation of each cumulative project is shown in Table 3-13. The cumulative project trips were then distributed and assigned on the study area intersections as shown in Exhibit 3-21.

¹¹⁸ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

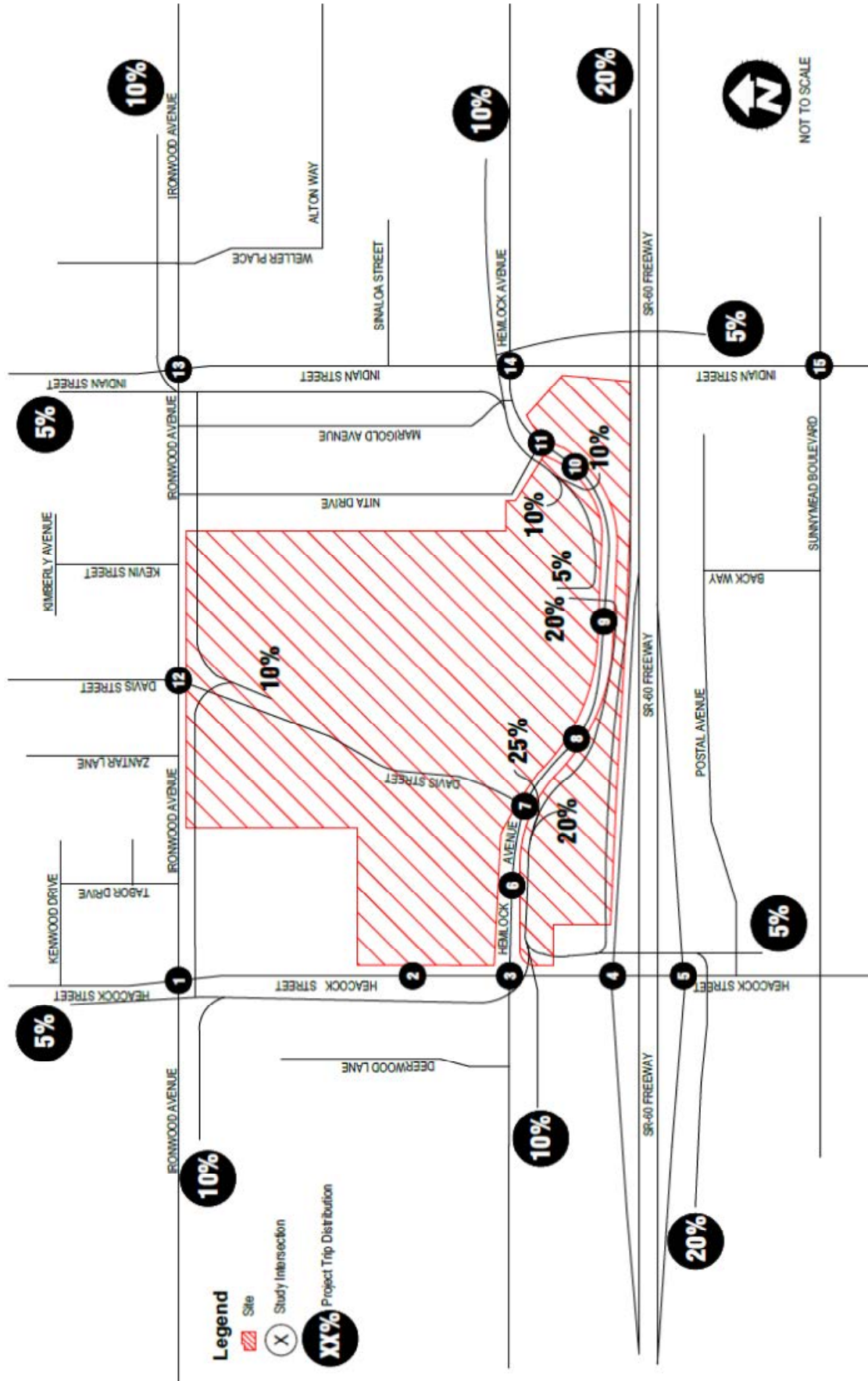


EXHIBIT 3-16
RETAIL DISTRIBUTION INBOUND
 Source: Transpogroup

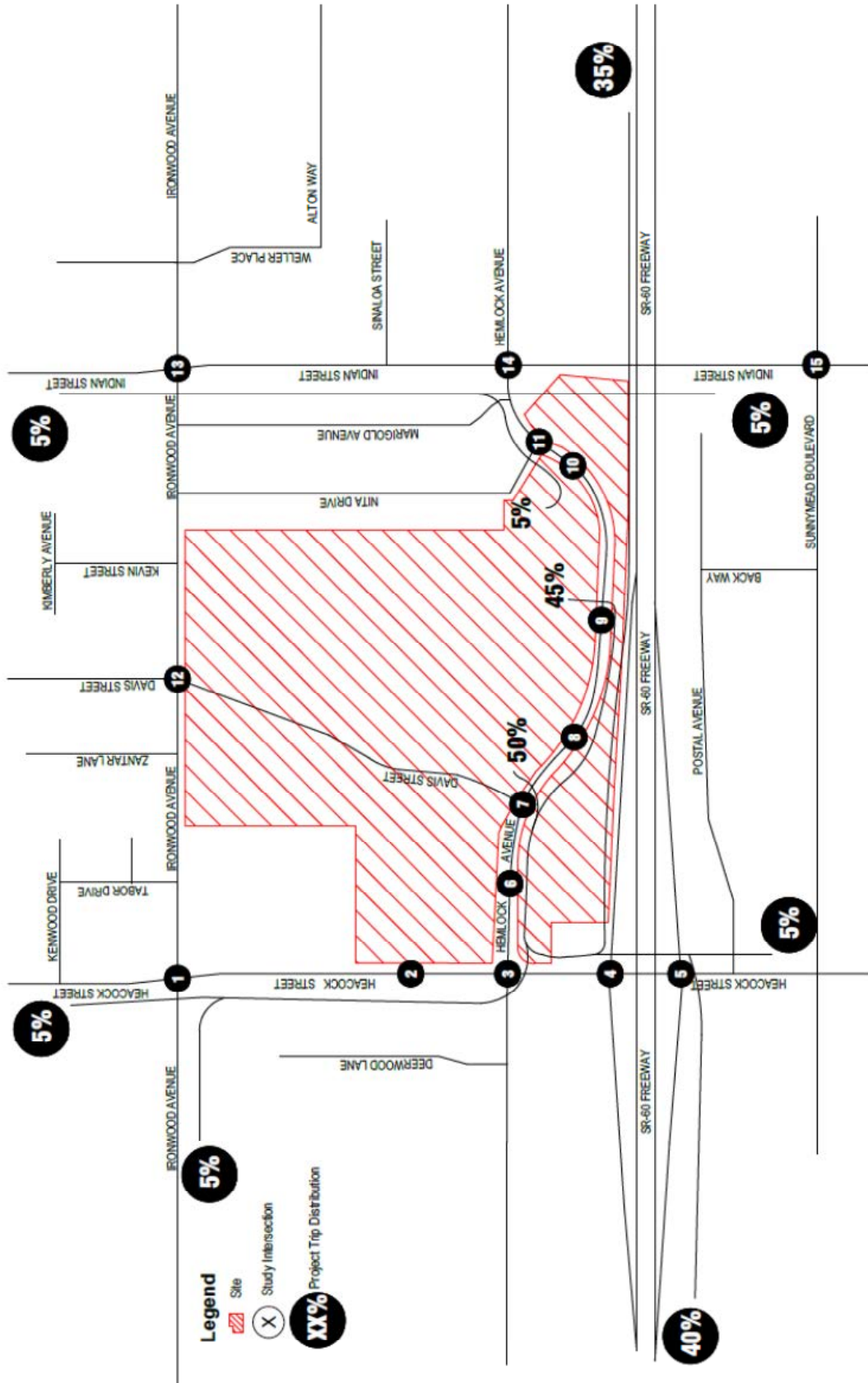


EXHIBIT 3-18
BUSINESS PARK DISTRIBUTION INBOUND
 Source: Transpogroup

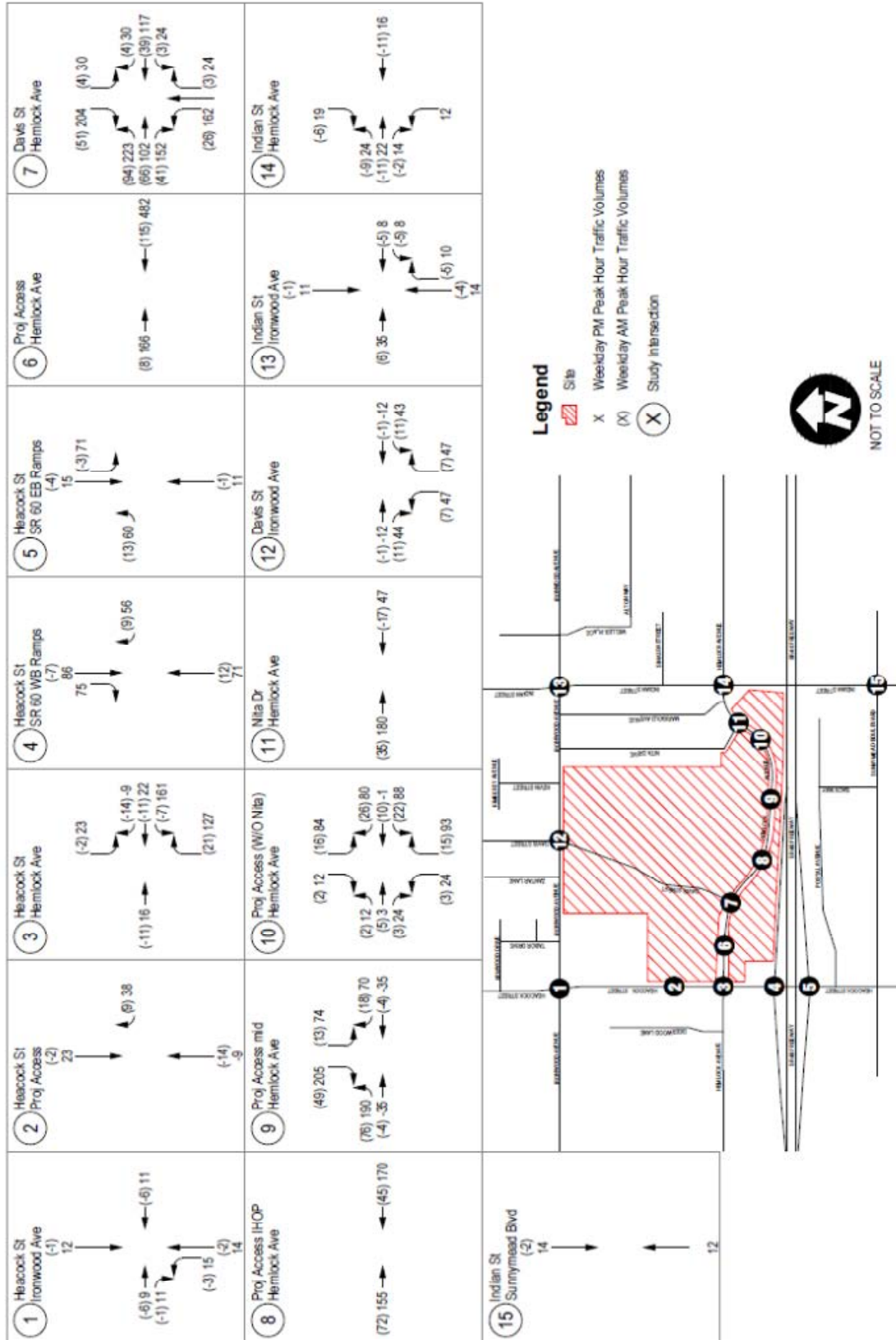
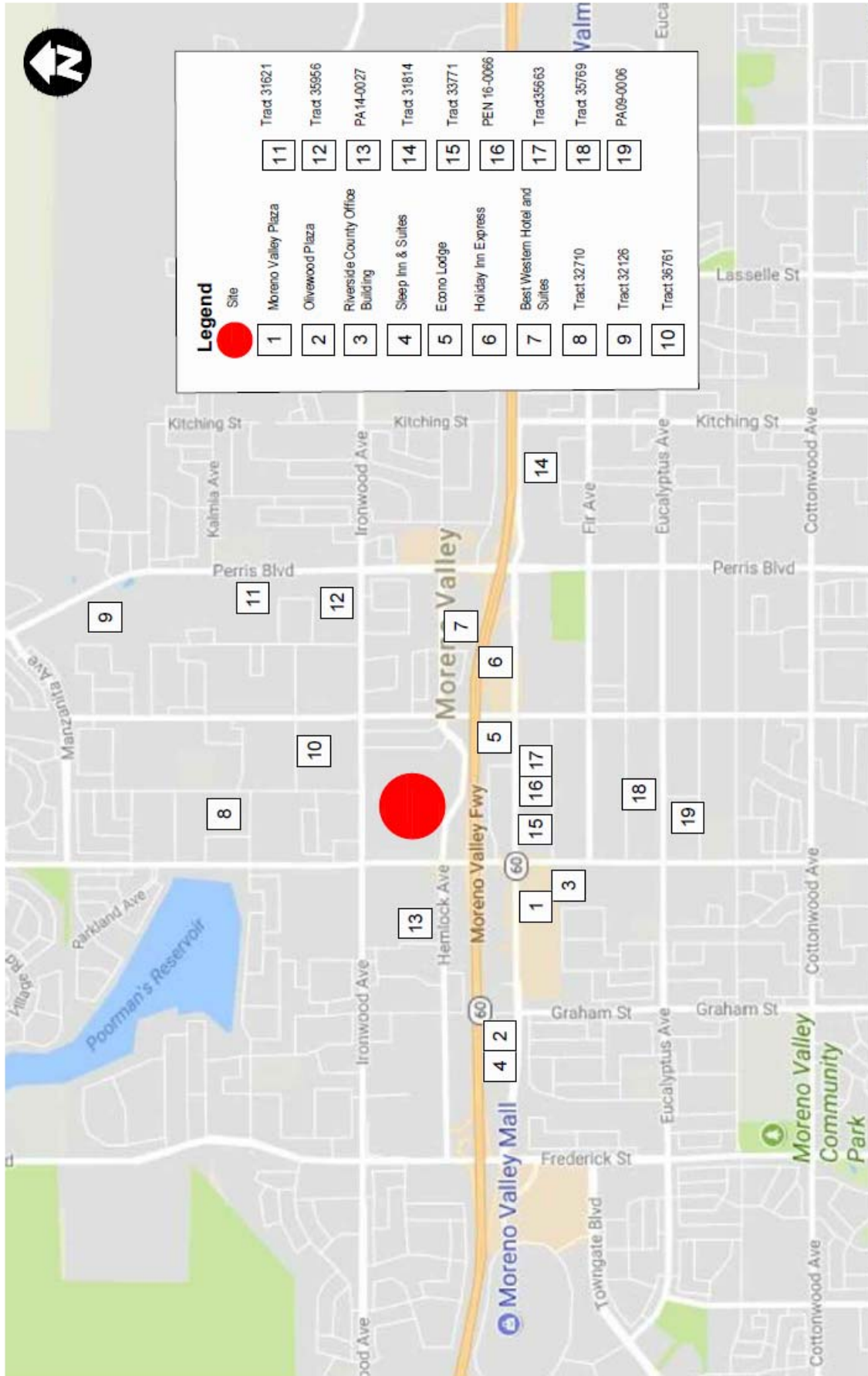


EXHIBIT 3-19
PROJECT TRIP ASSIGNMENT
 Source: Transpogroup



Source: City of Moreno Valley, November 2017.

EXHIBIT 3-20
CUMULATIVE PROJECTS (LOCATION MAP)
 Source: Transpogroup

A “buildup” and “buildout” analysis were carried out as part of this traffic analysis. The “buildup” scenario corresponds to Near Term Year 2022 and was used to approximate the Opening Year Cumulative traffic forecasts. The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast the Near Term Year 2022 background traffic conditions. The Opening Year Cumulative traffic forecasts include background traffic, traffic generated by other cumulative development projects within the study area, and the traffic generated by the proposed project. The 2022 roadway network is similar to the existing conditions roadway network with the exception of future roadways and intersections proposed to be developed by the project. The “build-out” approach is used to forecast the General Plan build-out without and with project conditions of the study area. The Moreno Valley Transportation Analysis Model (based on RivTam) was used for this analysis.¹¹⁹

Intersection with-project traffic volumes were obtained by adding the project trip assignments during the AM and PM peak hours to the existing volumes at the intersection. Exhibit 3-22 illustrates the existing with-project traffic volumes at the study area intersections. An intersection operations analysis was conducted for the study area to evaluate the existing with-project weekday AM and PM peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Table 3-13 provides a comparison between the Existing without and with-project conditions for the weekday AM and PM peak hours.

**Table 3-13
Existing and Existing with-Project Peak Hour Intersection LOS**

Intersection	Traffic Control	City LOS Standard	Existing				Existing with-Project				Delay Change		Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay				
1. Heacock Street/Ironwood Avenue	Signal	LOS D	C	26.9	C	28	C	26.7	C	28.9	-0.2	0.9	NO	NO
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0	A	0	B	10.5	B	12.6	10.5	12.6	NO	NO
3. Heacock Street/Hemlock Avenue	Signal	LOS D	B	18.1	C	21.7	B	17.2	C	30.6	-0.9	8.9	NO	NO
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	21.8	B	19.6	C	21.7	C	22.6	-0.1	3.0	NO	NO
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	C	21.9	C	21.8	C	21.9	C	23.8	0.0	2.0	NO	NO
6. Project Access/Hemlock Avenue	OWSC	LOS C	A	8.7	A	9.9	A	8.7	A	9.7	0.0	-0.2	NO	NO
7. Davis Street/Hemlock Avenue	TWSC	LOS C	B	11.1	B	13.5	C	18.4	F	1371.9	7.3	1358.4	NO	YES
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.1	B	10	A	9.4	B	11.7	0.3	1.7	NO	NO
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	A	9.7	B	10.3	B	10.2	C	18.1	0.5	7.8	NO	NO
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.2	A	9.1	B	11.6	C	22.8	2.4	13.7	NO	NO
11. Nita Drive/Hemlock Avenue	OWSC	LOS C	A	9.2	A	9.2	A	9.1	A	9.4	-0.1	0.2	NO	NO
12. Davis Street/Ironwood Avenue	Signal	LOS C	C	25.8	C	33	C	25.9	C	28.4	0.1	-4.6	NO	NO
13. Indian Street/Ironwood Avenue	Signal	LOS D	C	32.1	C	25.9	C	32.0	C	26.3	-0.1	0.4	NO	NO

¹¹⁹ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

**Table 3-13
Existing and Existing with-Project Peak Hour Intersection LOS (continued)**

Intersection	Traffic Control	City LOS Standard	Existing				Existing with-Project				Delay Change		Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay				
14. Indian Street/Hemlock Avenue	Signal	LOS D	C	22.3	C	22.1	C	21.4	C	23.6	-0.9	1.5	NO	NO
15. Indian Street/Sunnymead Boulevard	Signal	LOS D	C	21.2	C	27.3	C	21.2	C	27.2	0.0	-0.1	NO	NO

As shown in the Table 3-13, the Davis Street/Hemlock Avenue intersection is forecast to operate at LOS F during the PM peak hour with the project. The addition of project traffic is expected to increase the delay at the intersection leading to a LOS F under Existing with-Project PM peak hour conditions. This increase is considered a significant impact per the City’s unsignalized intersection significance criteria (LOS C). Mitigation measures are discussed in the following section. The signal warrant analysis as per the latest edition of the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), was used for all study area intersections. No unsignalized intersection was found to meet the warrants for signalization.

Based on the analysis methodology described previously, the existing with-project traffic daily traffic volumes at the study area roadway segments were compared to the City’s roadway segment LOS values (presented in Table 3-5) and the existing traffic daily volumes LOS values. Table 3-14 presents the results of the existing with-project roadway segment LOS analysis. Based on the existing with-project roadway segment analysis, all study area roadway segments currently operate with LOS D or better.¹²⁰

**Table 3-14
Existing Condition Roadway Segment LOS Summary**

Roadway Segment	Existing Classification	Maximum Capacity ADT ³	Existing ADT ¹	Existing V/C Ratio	Existing LOS ²	Existing with-Project ADT ⁵	Existing with-Project V/C Ratio	Existing with Project LOS ²	V/C Ratio Change	Impact
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	37,500	23,701	0.632	B	24,768	0.660	B	0.028	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	37,500	26,802	0.715	C	33,124	0.883	D	0.169	No
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	12,500	6,632	0.531	A	7,483	0.599	A	0.068	No
4. Indian Street - South of Hemlock Avenue	Minor Arterial	12,500	7,667	0.613	B	8,202	0.656	B	0.043	No
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	37,500	15,447	0.412	A	16,299	0.435	A	0.023	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	37,500	13,752	0.367	A	14,070	0.375	A	0.008	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	37,500	13,016	0.347	A	13,527	0.361	A	0.014	No

¹²⁰ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

**Table 3-14
Existing Condition Roadway Segment LOS Summary (continued)**

Roadway Segment	Existing Classification	Maximum Capacity ADT	Existing ADT	Existing V/C Ratio	Existing LOS	Existing with-Project ADT	Existing with-Project V/C Ratio	Existing with Project LOS	V/C Ratio Change	Impact
8. Hemlock Avenue - West of Heacock Street ⁴	Minor Arterial	12,500	5,441	0.435	A	6,077	0.486	A	0.051	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	37,500	5,832	0.156	A	13,715	0.366	A	0.210	No
10. Hemlock Avenue - East of Indian Street ⁴	Minor Arterial	12,500	5,176	0.414	A	5,812	0.465	A	0.051	No

Traffic volumes for the Near Term Year (2022) without-project (baseline) scenario were obtained by adding existing traffic, ambient growth (assuming 2 percent growth per year) and cumulative traffic volumes. Exhibit 3-23 shows the AM and PM Near Term Year (2022) AM and PM traffic volumes at study area intersections and Table 3-15 illustrates the Peak Hour Level of Service Analysis.

**Table 3-15
Near Term Year Without-Project Weekday Peak Hour Intersection LOS**

Intersection	Traffic Control	City's LOS Standard	AM Peak		PM Peak	
			LOS ¹	Delay ²	LOS ¹	Delay ²
1. Heacock Street/Ironwood Avenue	Signal	LOS D	C	30.3	D	35.1
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0.0	A	0.0
3. Heacock Street/Hemlock Avenue	Signal	LOS D	C	21.1	C	31.5
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	34.8	E	58.6
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	C	34.3	D	42.0
6. (new) Project Access/Hemlock Avenue	OWSC	LOS C	A	8.8	B	10.0
7. Davis Street/Hemlock Avenue	TWSC	LOS C	B	11.5	B	14.2
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.2	B	10.2
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	A	9.9	B	10.6
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.3	A	9.2
11. Nita Drive/Hemlock Avenue	OWSC	LOS C	A	9.3	A	9.3
12. Davis Street/Ironwood Avenue	Signal	LOS C	C	27.5	D	36.5
13. Indian Street/Ironwood Avenue	Signal	LOS D	D	36.0	C	28.4
14. Indian Street/Hemlock Avenue	Signal	LOS D	C	23.7	C	24.6
15. Indian Street/Sunnymead Boulevard	Signal	LOS D	C	23.4	E	61.0

As shown in the table, the Heacock Street/State Route (SR 60) WB Ramps intersection as well as the Indian Street/Sunnymead Boulevard intersection are forecast to operate at LOS E during the PM peak hour with-out the project. Both intersections are considered to be sub-standard per the City's guidelines.¹²¹

¹²¹ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

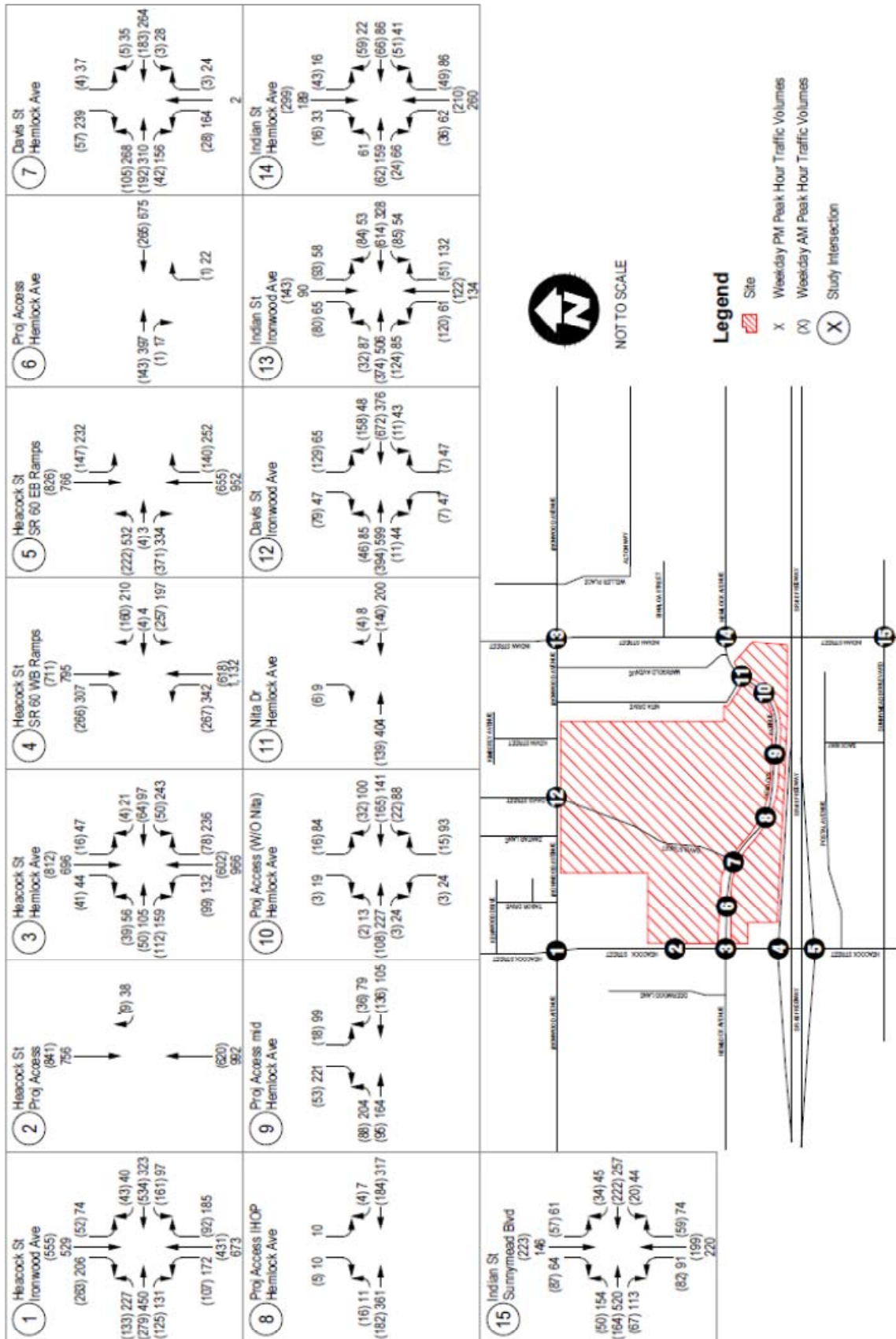


EXHIBIT 3-22
EXISTING WITH-PROJECT PEAK HOUR TRAFFIC VOLUMES
 Source: Transpogroup

A queuing analysis was conducted at the study area intersections to determine if the left turn pocket (storage) lengths are able to accommodate queues. The 95th percentile queue calculations were calculated using Synchro for the weekday AM and weekday PM peak hours and results summary is presented in Table 17 with detailed calculation in Appendix C of the traffic study. As shown in the Appendix, the existing 95th percentile queue lengths exceed storage space under existing with-project conditions.¹²² The signal warrant analysis as per the latest edition of the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), was used for all study area intersections. No unsignalized intersection was found to meet the warrants for signalization.

Roadway traffic volumes were calculated by adding existing volumes to ambient growth and cumulative projects daily volumes. Based on the analysis methodology described previously, the Near Term Year (2022) without-project traffic daily traffic volumes at the study area roadway segments yield the LOS values illustrated in Table 3-16.

**Table 3-16
Near Term Year With-out Project Roadway Segment LOS Summary**

Roadway Segment	Existing Classification	Maximum Capacity ADT	LOS Standard	ADT	V/C	LOS	Exceeds Threshold?
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	37,500	LOS D	29,320	0.782	C	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	37,500	LOS D	34,101	0.909	E	Yes
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	12,500	LOS D	9,206	0.737	C	No
4. Indian Street - South of Hemlock Avenue	Minor Arterial	12,500	LOS D	11,507	0.921	E	Yes
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	37,500	LOS C	18,329	0.489	A	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	37,500	LOS C	15,284	0.408	A	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	37,500	LOS C	15,618	0.416	A	No
8. Hemlock Avenue - West of Heacock Street	Minor Arterial	12,500	LOS C	7,450	0.596	A	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	37,500	LOS C	6,439	0.172	A	No
10. Hemlock Avenue - East of Indian Street	Minor Arterial	12,500	LOS C	6,873	0.550	A	No

Based on the Near Term Year (2022) without-project segment analysis, all study area roadway segments currently operate with LOS D or better with the exception of Heacock Street between Hemlock and the SR 60 WB Ramps and Indian Street South of Hemlock Avenue which operate at a LOS E.¹²³

Traffic volumes for the Near Term Year (2022) with-project scenario were obtained by adding project traffic volumes to the Near Term (2022) without-project volumes. Exhibit 3-24 shows the AM and PM Near Term Year (2022) with-project AM and PM traffic volumes at study area intersections and Table 3-17 illustrates the Peak Hour intersection Level of Service Analysis.

¹²² Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹²³ Ibid.

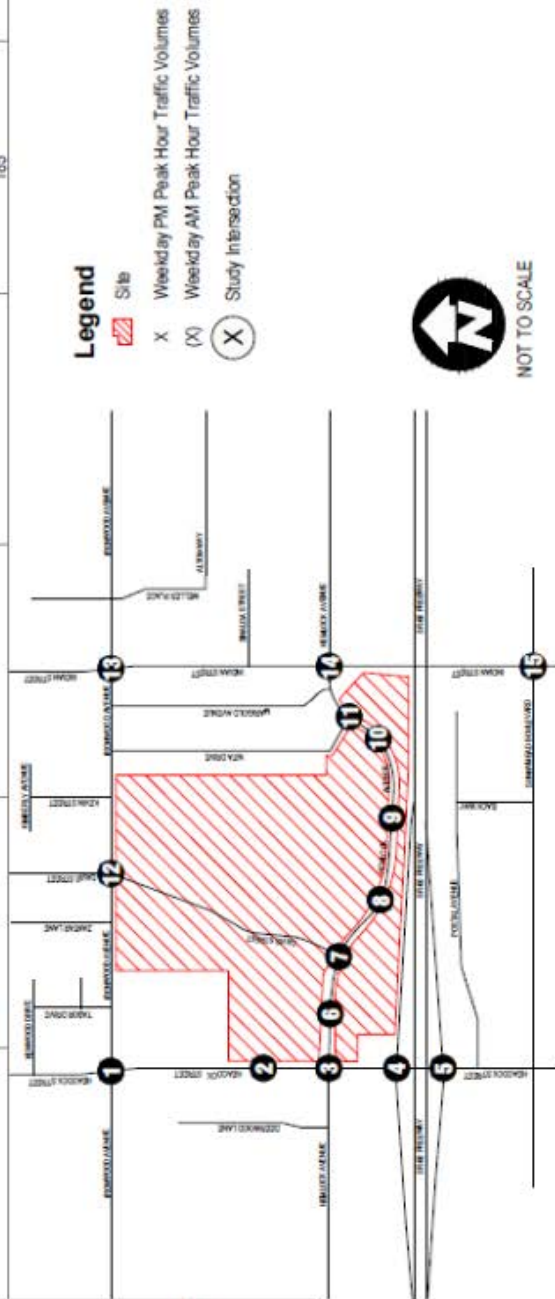
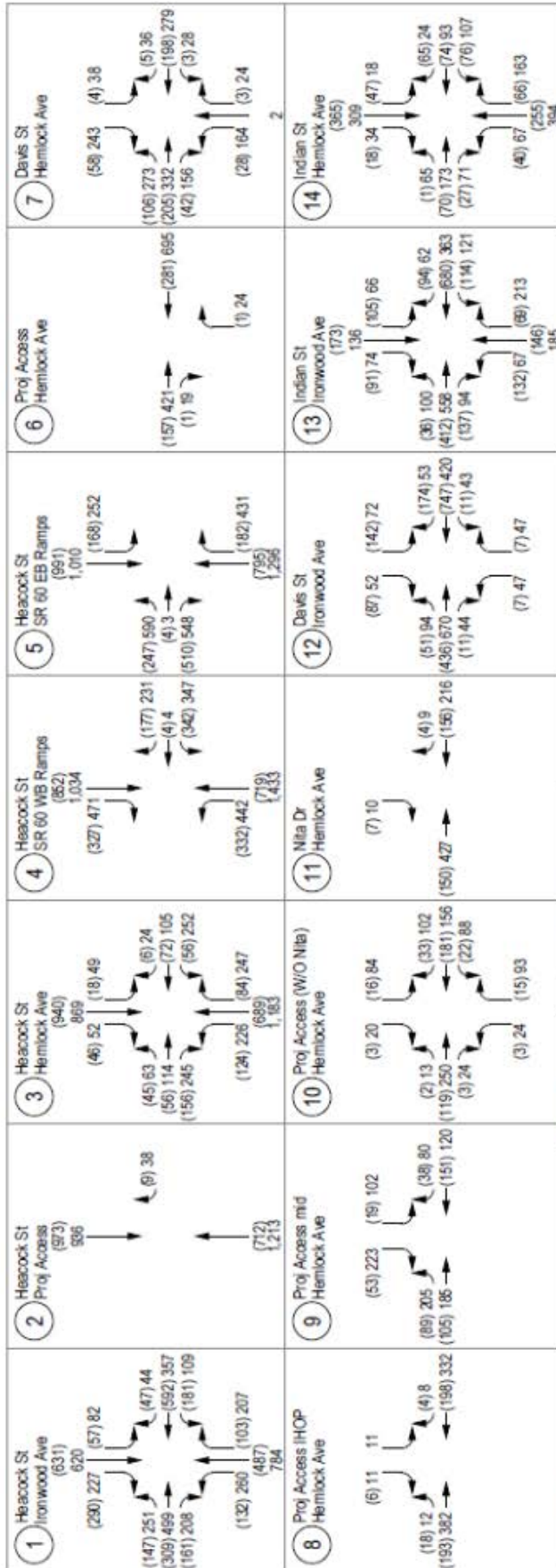


EXHIBIT 3-24
NEAR TERM YEAR (2022) WITH-PROJECT PEAK HOUR TRAFFIC VOLUMES
 Source: Transpogroup

**Table 3-17
Near Term with-Project Peak Hour Intersection LOS**

Intersection	Traffic Control	City LOS Standard	Near Term (2022) without-Project				Near Term (2022) with-Project				Delay Change		Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay				
1. Heacock Street/ Ironwood Avenue	Signal	LOS D	C	30.3	D	35.1	C	30.0	D	36.7	-0.3	1.6	NO	NO
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0.0	A	0.0	B	10.9	B	14.2	10.9	14.2	NO	NO
3. Heacock Street/ Hemlock Avenue	Signal	LOS D	C	21.1	C	31.5	C	20.3	D	46.4	-0.8	14.9	NO	NO
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	34.8	E	58.6	C	34.4	F	81.1	-0.4	22.5	NO	YES
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	C	34.3	D	42.0	C	34.2	D	46.1	-0.1	4.1	NO	NO
6. Project Access/ Hemlock Avenue	OWSC	LOS C	A	8.8	B	10.0	A	8.8	B	10.7	0.0	0.7	NO	NO
7. Davis Street/ Hemlock Avenue	TWSC	LOS C	B	11.5	B	14.2	C	19.4	F	1617.9	7.9	1603.7	NO	YES
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.2	B	10.2	A	9.5	B	11.9	0.3	1.7	NO	NO
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	A	9.9	B	10.6	B	10.4	C	19.5	0.5	8.9	NO	NO
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.3	A	9.2	B	11.9	C	24.7	2.6	15.5	NO	NO
11. Nita Drive/ Hemlock Avenue	OWSC	LOS C	A	9.3	A	9.3	A	9.2	A	9.5	-0.1	0.2	NO	NO
12. Davis Street/ Ironwood Avenue	Signal	LOS C	C	27.5	D	36.5	C	27.7	D	35.7	0.2	-0.8	NO	YES
13. Indian Street/ Ironwood Avenue	Signal	LOS D	D	36.0	C	28.4	D	35.8	C	29.1	-0.2	0.7	NO	NO
14. Indian Street/ Hemlock Avenue	Signal	LOS D	C	23.7	C	24.6	C	22.9	C	26.2	-0.8	1.6	NO	NO
15. Indian Street/ Sunnymead Boulevard	Signal	LOS D	C	23.4	E	61.0	C	23.4	E	60.6	0.0	-0.4	NO	YES

As shown in the table, the Heacock Street/State Route (SR 60) WB Ramps intersection as well as the Davis Street/Hemlock Avenue is forecast to operate at LOS F during the PM peak hour with project. Davis Street/Ironwood Avenue are Indian Street/Sunnymead Boulevard are forecast to operate at LOS D and LOS E respectively during the PM peak hour with project. All these intersections are considered to be sub-standard per the City’s guidelines.¹²⁴

A queuing analysis was conducted at the study area intersections to determine if the left turn pocket (storage) lengths are able to accommodate queues. The 95th percentile queue calculations were calculated using Synchro for the weekday AM and weekday PM peak hours and results summary is presented in Table in Appendix C of the traffic study. The existing 95th percentile queue lengths exceed storage space under near term with-project conditions.¹²⁵ The signal warrant analysis as per the latest edition of the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), was used for all study area intersections. No unsignalized intersection was found to meet the warrants for signalization.

¹²⁴ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹²⁵ Ibid.

Based on the analysis methodology described previously, the Near Term Year (2022) with-project traffic daily traffic volumes at the study area roadway segments were compared to the City’s roadway segment LOS values and the with-out project traffic daily volumes LOS values.¹²⁶ Table 3-18 presents the results of the Near Term Year (2022) with-project roadway segment LOS analysis.

**Table 3-18
Near Term Year Roadway Segment LOS Summary**

Roadway Segment	Existing Classification	Maximum Capacity ADT	Near Term With-out Project ADT	Near Term With-out Project V/C Ratio	Near Term With-out Project LOS	Near Term With Project ADT	Near Term with-Project V/C Ratio	Near Term with-Project LOS	V/C Ratio Change	Impact
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	37,500	29,320	0.782	C	30,387	0.810	D	0.028	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	37,500	34,101	0.909	E	40,423	1.078	F	0.169	Yes
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	12,500	9,206	0.737	C	10,057	0.805	D	0.068	Yes
4. Indian Street - South of Hemlock Avenue	Minor Arterial	12,500	11,507	0.921	E	12,042	0.963	E	0.043	Yes
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	37,500	18,329	0.489	A	19,181	0.511	A	0.023	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	37,500	15,284	0.408	A	15,602	0.416	A	0.008	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	37,500	15,618	0.416	A	16,129	0.430	A	0.014	No
8. Hemlock Avenue - West of Heacock Street ⁴	Minor Arterial	12,500	7,450	0.596	A	8,086	0.647	B	0.051	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	37,500	6,439	0.172	A	14,322	0.382	A	0.210	No
10. Hemlock Avenue - East of Indian Street ⁴	Minor Arterial	12,500	6,873	0.550	A	7,509	0.601	B	0.051	No

Table 3-18 shows that, all study area roadway segments operate with an acceptable LOS except Heacock Street (Hemlock Avenue to SR 60 WB Ramps), Indian Street (Ironwood Avenue to Hemlock Avenue and also South of Hemlock Avenue).¹²⁷

Traffic volumes for the General Plan Buildout Year (2035) without-project (baseline) scenario were obtained from the Moreno Valley Transportation Analysis Model. The model results were post-processed using the 2007 model data, the existing 2017 traffic counts, and the 2035 model outputs. Exhibit 3-25 shows the AM and PM General Plan Buildout Year (2035) without-project AM and PM traffic volumes at study area intersections and Table 3-19 illustrates the Peak Hour Level of Service Analysis.

¹²⁶ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹²⁷ Ibid.

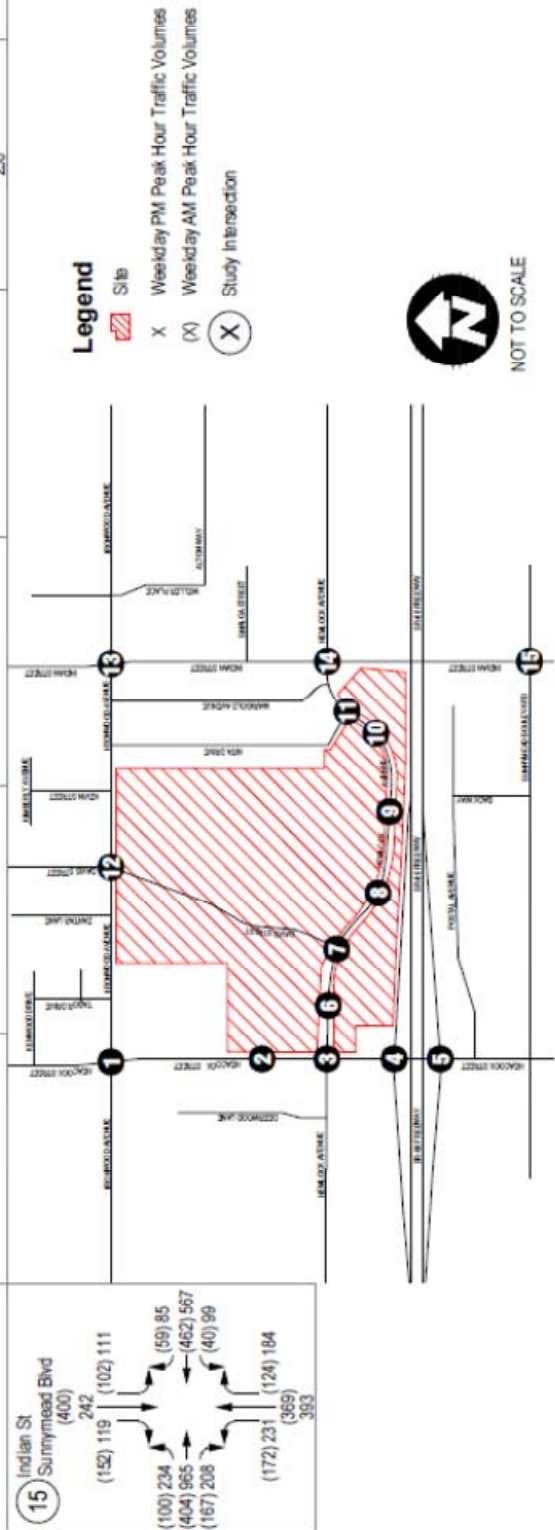
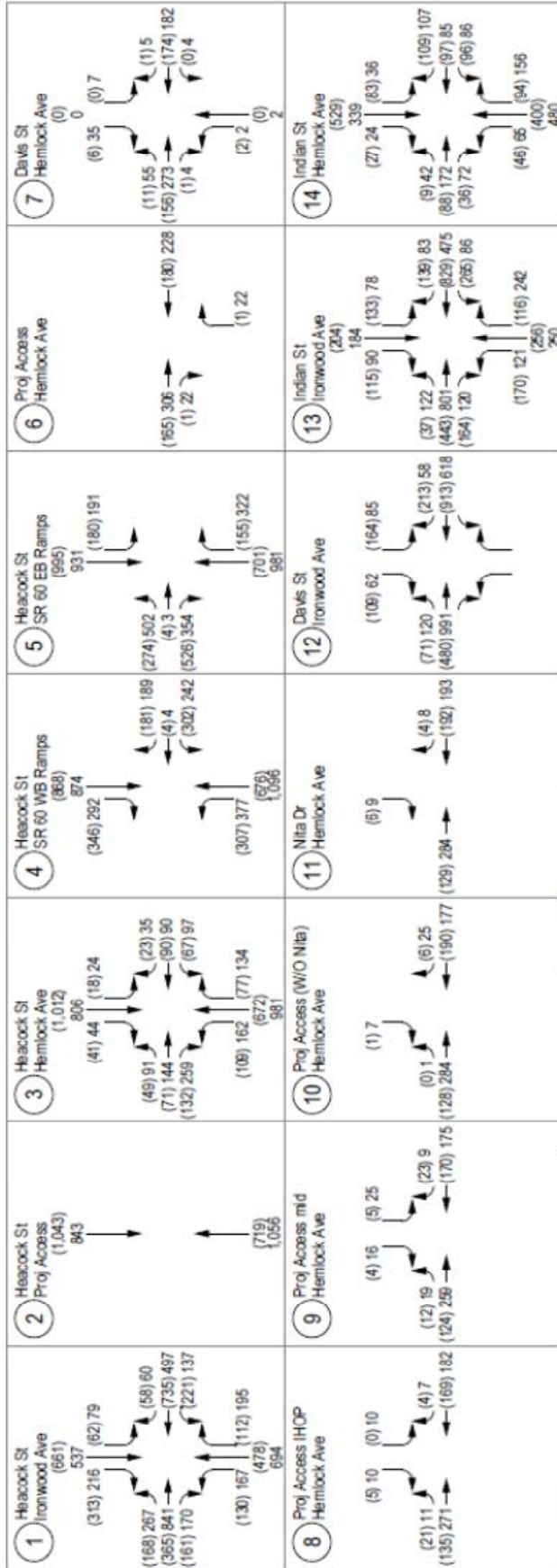


EXHIBIT 3-25
GENERAL PLAN BUILDOUT YEAR WITHOUT-PROJECT PEAK HOUR TRAFFIC VOLUMES
 SOURCE: TRANSPROGROUP

**Table 3-19
General Plan Build-out Year Without-Project Peak Hour Intersection LOS**

Intersection	Traffic Control	City's LOS Standard	AM Peak		PM Peak	
			LOS ¹	Delay ²	LOS ¹	Delay ²
1. Heacock Street/Ironwood Avenue	Signal	LOS D	D	35.9	D	37.8
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0.0	A	0.0
3. Heacock Street/Hemlock Avenue	Signal	LOS D	C	20.6	C	30.9
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	30.2	C	26.9
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	D	37.6	C	23.2
6. (new) Project Access/Hemlock Avenue	OWSC	LOS C	A	8.8	B	10.2
7. Davis Street/Hemlock Avenue	TWSC	LOS C	B	11.8	C	15.5
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.3	B	10.4
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	B	10.0	B	10.9
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.4	A	9.3
11. Nita Drive/Hemlock Avenue	OWSC	LOS C	A	9.4	A	9.4
12. Davis Street/Ironwood Avenue	Signal	LOS C	D	37.1	D	47.1
13. Indian Street/Ironwood Avenue	Signal	LOS D	E	63.3	D	38.6
14. Indian Street/Hemlock Avenue	Signal	LOS D	C	33.3	C	32.5
15. Indian Street/Sunnymead Boulevard	Signal	LOS D	C	31.6	E	74.9

As shown in the table, the Davis Street/Ironwood Avenue intersection is forecast to operate at LOS D during the AM and PM peak hour with-out the project (City's LOS Standard is C). Indian Street/Ironwood Avenue is forecast to operate at LOS E during the AM peak hour without the project (City's LOS Standard is D). Indian Street/Sunnymead Boulevard is forecast to operate at LOS E during the PM peak hour with-out the project (City's LOS Standard is D).¹²⁸

A queuing analysis was conducted at the study area intersections to determine if the left turn pocket (storage) lengths are able to accommodate queues. The 95th percentile queue calculations were calculated using Synchro for the weekday AM and weekday PM peak hours and results summary is presented in Appendix C. The existing 95th percentile queue lengths exceed storage space under Existing with-Project conditions. As mentioned earlier, the 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations. It is however used by many jurisdictions as the basis for calculating storage lengths.¹²⁹ The signal warrant analysis as per the latest edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), was used for all study area intersections. No unsignalized intersection was found to meet the warrants for signalization.

Roadway traffic volumes were also obtained from the Moreno Valley Transportation Analysis Model. The model plots are presented in Appendix D. Based on the analysis methodology described previously, the General Plan Buildout Year (2035) without-project traffic daily traffic volumes at the study area roadway segments yield the LOS values illustrated in Table 3-20.

¹²⁸ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹²⁹ Ibid.

**Table 3-20
General Plan Without Project Roadway Segment LOS Summary**

Roadway Segment	Existing Classification	Maximum Capacity ADT ³	LOS Standard ²	ADT ¹	V/C	LOS	Exceeds Threshold?
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	37,500	LOS D	25,951	0.692	B	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	37,500	LOS D	31,311	0.835	D	No
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	12,500	LOS D	14,795	1.184	F	Yes
4. Indian Street - South of Hemlock Avenue	Minor Arterial	12,500	LOS D	16,539	1.323	F	Yes
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	37,500	LOS C	22,495	0.600	A	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	37,500	LOS C	19,237	0.513	A	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	37,500	LOS C	20,601	0.549	A	No
8. Hemlock Avenue - West of Heacock Street ⁴	Minor Arterial	12,500	LOS C	5,076	0.406	A	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	37,500	LOS C	15,932	0.425	A	No
10. Hemlock Avenue - East of Indian Street ⁴	Minor Arterial	12,500	LOS C	5,642	0.451	A	No

Table 3-20 shows that, all study area roadway segments operate with an acceptable LOS except for Indian Street between Ironwood and Hemlock and south of Hemlock. Traffic volumes for the General Plan Buildout Year (2035) with-project scenario were obtained by adding project traffic volumes to the General Plan Buildout Year (2035) without-project volumes.¹³⁰

Exhibit 3-26 shows the AM and PM General Plan Buildout Year (2035) with-project AM and PM traffic volumes at study area intersections and Table 3-21 illustrates the Peak Hour intersection Level of Service Analysis.

¹³⁰ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

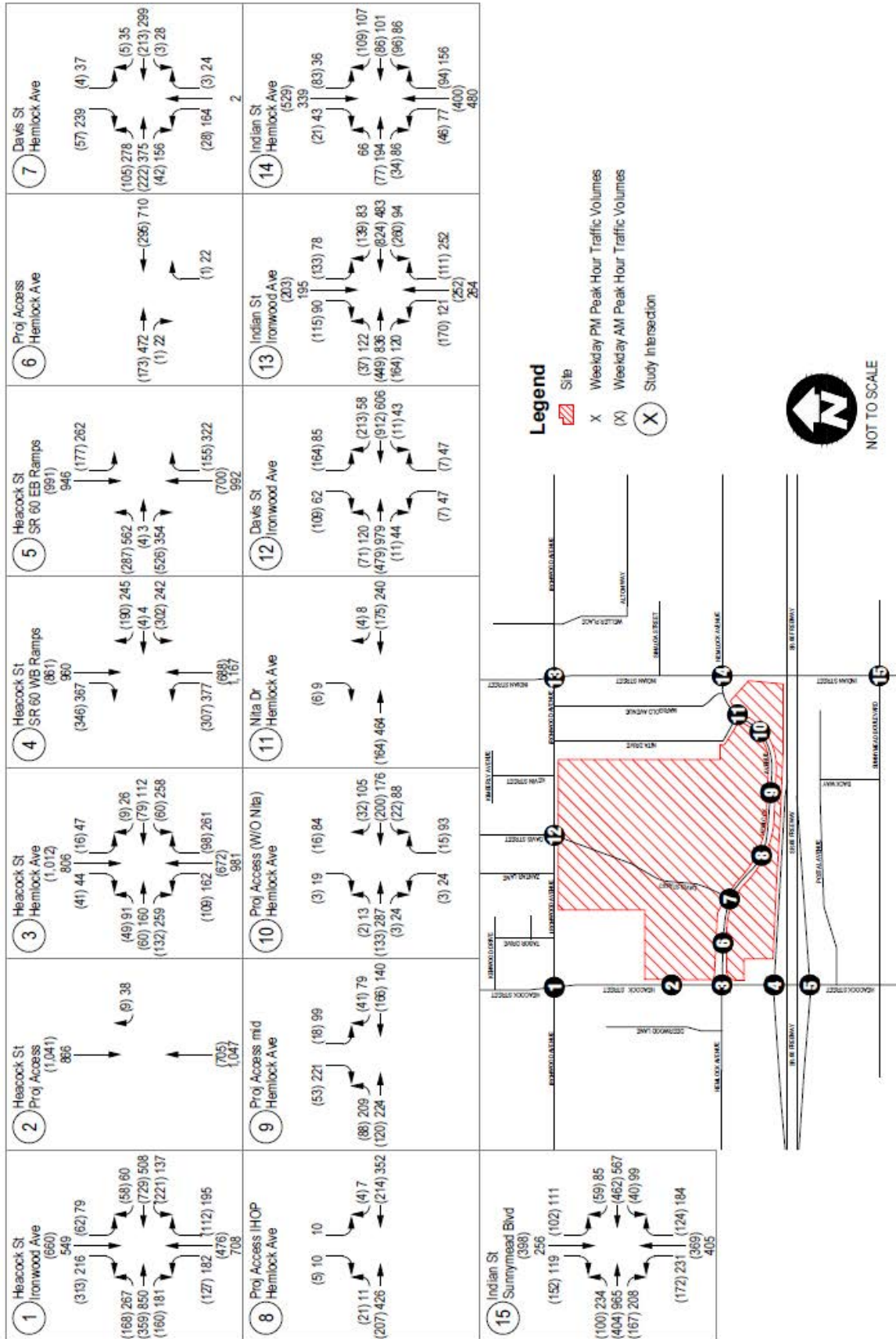


EXHIBIT 3-26
GENERAL PLAN BUILDOUT YEAR WITH-PROJECT PEAK HOUR TRAFFIC VOLUMES
 SOURCE: TRANSPPOGROUP

**Table 3-21
General Plan Build-out with-Project Peak Hour Intersection LOS**

Intersection	Traffic Control	City LOS Standard	General Plan Buildout without-Project				General Plan Buildout with-Project				Delay Change		Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay				
1. Heacock Street/Ironwood Avenue	Signal	LOS D	D	35.9	D	37.8	D	35.5	D	339.0	-0.4	301.2	D	35.9
2. Heacock Street/(new) Project Access	OWSC	LOS D	A	0.0	A	0.0	B	10.9	B	13.0	10.9	13.0	A	0.0
3. Heacock Street/Hemlock Avenue	Signal	LOS D	C	20.6	C	30.9	B	19.8	D	45.5	-0.8	14.6	C	20.6
4. Heacock Street/State Route (SR 60) WB Ramps	Signal	LOS D	C	30.2	C	26.9	C	29.9	D	39.1	-0.3	12.2	C	30.2
5. Heacock Street/State Route (SR 60) EB Ramps	Signal	LOS D	D	37.6	C	23.2	D	37.6	C	25.3	0.0	2.1	D	37.6
6. Project Access/Hemlock Avenue	OWSC	LOS C	A	8.8	B	10.2	A	8.8	B	11.0	0.0	0.8	A	8.8
7. Davis Street/Hemlock Avenue	TWSC	LOS C	B	11.8	C	15.5	C	20.4	F	1997.3	8.6	1981.8	B	11.8
8. Project Access IHOP/Hemlock Avenue	OWSC	LOS C	A	9.3	B	10.4	A	9.6	B	12.2	0.3	1.8	A	9.3
9. Project Access (middle dwy)/Hemlock Avenue	OWSC	LOS C	B	10.0	B	10.9	B	10.5	C	20.9	0.5	10.0	B	10.0
10. Project Access (w/o Nita Dr)/Hemlock Avenue	OWSC	LOS C	A	9.4	A	9.3	B	12.3	D	28.6	2.9	19.3	A	9.4
11. Nita Drive/Hemlock Avenue	OWSC	LOS C	A	9.4	A	9.4	A	9.3	A	9.7	-0.1	0.3	A	9.4
12. Davis Street/Ironwood Avenue	Signal	LOS C	D	37.1	D	47.1	D	37.5	D	47.4	0.4	0.3	D	37.1
13. Indian Street/Ironwood Avenue	Signal	LOS D	E	63.3	D	38.6	E	62.0	D	41.6	-1.3	3.0	E	63.3
14. Indian Street/Hemlock Avenue	Signal	LOS D	C	33.3	C	32.5	C	31.9	C	35.0	-1.4	2.5	C	33.3
15. Indian Street/Sunnymead Boulevard	Signal	LOS D	C	31.6	E	74.9	C	31.6	E	74.6	0.0	-0.3	C	31.6

As shown in the table, the Davis Street/Hemlock Avenue intersection is forecast to operate at LOS F during the PM peak hour with project. Davis Street/Ironwood Avenue, Ironwood Avenue/Indian Street and Indian Street/Sunnymead Blvd are also forecast to operate at sub-standard levels of services during the peak hour periods with project.¹³¹

A queuing analysis was conducted at the study area intersections to determine if the left turn pocket (storage) lengths are able to accommodate queues. The 95th percentile queue calculations were calculated using Synchro for the weekday AM and weekday PM peak hours and results summary is presented in Appendix C of the traffic study. The existing 95th percentile queue lengths exceed storage space under the General Plan with-Project conditions.¹³²

¹³¹ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹³² Ibid.

The signal warrant analysis as per the latest edition of the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), was used for all study area intersections. No unsignalized intersection was found to meet the warrants for signalization.¹³³

Based on the analysis methodology described previously, the General Plan Buildout Year (2035) with-project traffic daily traffic volumes at the study area roadway segments were compared to the City’s roadway segment LOS values in Table 3-5 and the with-out project traffic daily volumes LOS values. Table 3-22 presents the results of the General Plan Buildout Year (2035) with-project roadway segment LOS analysis.

**Table 3-22
General Plan Buildout Condition Roadway Segment LOS Summary**

Roadway Segment	Existing Classification	Maximum Capacity ADT	Buildout With-out Project ADT	Buildout With-out Project V/C Ratio	Buildout With-out Project LOS ²	Buildout With Project ADT ⁵	Buildout with-Project V/C Ratio	Buildout with-Project LOS	V/C Ratio Change	Impact
1. Heacock Street - Ironwood Avenue to Hemlock Avenue	Arterial	37,500	25,951	0.692	B	27,018	0.720	C	0.03	No
2. Heacock Street - Hemlock Avenue to SR 60 WB Ramps	Arterial	37,500	31,311	0.835	D	37,633	1.004	F	0.17	Yes
3. Indian Street - Ironwood Avenue to Hemlock Avenue	Minor Arterial	12,500	14,795	1.184	F	15,646	1.252	F	0.07	Yes
4. Indian Street - South of Hemlock Avenue	Minor Arterial	12,500	16,539	1.323	F	17,074	1.366	F	0.04	Yes
5. Ironwood Avenue - West of Heacock Street	Minor Arterial	37,500	22,495	0.600	A	23,347	0.623	B	0.02	No
6. Ironwood Avenue - Heacock Street to Davis Street	Minor Arterial	37,500	19,237	0.513	A	19,555	0.521	A	0.01	No
7. Ironwood Avenue - East of Indian Street	Minor Arterial	37,500	20,601	0.549	A	21,112	0.563	A	0.01	No
8. Hemlock Avenue - West of Heacock Street ⁴	Minor Arterial	12,500	5,076	0.406	A	5,712	0.457	A	0.05	No
9. Hemlock Avenue - Heacock Street to Davis Street ⁴	Minor Arterial	37,500	15,932	0.425	A	23,815	0.635	B	0.21	No
10. Hemlock Avenue - East of Indian Street ⁴	Minor Arterial	12,500	5,642	0.451	A	6,278	0.502	A	0.05	No

Based on the capacity analysis, all study area roadway segments operate with an acceptable LOS except for Indian Street (south and north of Hemlock) as well as Heacock St between Hemlock Ave and SR-60 westbound Ramps.¹³⁴

¹³³ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹³⁴ Ibid.

Based on the traffic analysis presented in the earlier sections, the following four intersections were observed to perform at a LOS below the City's standards:¹³⁵

- Davis Street and Hemlock Avenue under all with-Project scenarios in the PM Peak Hour. A warrant analysis was performed for this intersection and it was found that it does not meet the warrant conditions for signalization under the current geometric configuration. Adding lanes (with at least two lanes on each approach) still yields a LOS D versus the City's standard of LOS C.
- Heacock Street and SR 60 westbound ramps under near term with-project scenario in the PM Peak Hour.
- Davis Street and Ironwood Avenue under the near term PM peak hour scenarios and the General Plan AM and PM peak scenarios.
- Indian Street and Sunnymead Blvd under the near term PM peak and the General Plan PM peak hour scenarios.

As a result, the following mitigation is required:¹³⁶

- For the Heacock Street and Westbound SR-60 ramps, the Applicant must optimize the cycle length (90 second cycle length), splits, and offsets and restripe the defacto right-turn lane to a southbound right-turn lane with 50-foot storage and a southbound through lane. This mitigation will improve the LOS to C;
- The Applicant must optimize the cycle length (60 second cycle length), splits, and offsets for the intersection of Davis Street and Ironwood Avenue. This mitigation will yield a LOS B;
- The Applicant must optimize the cycle length (60 second cycle length), splits, and offsets for the intersection of Indian Street and Sunnymead Boulevard. This mitigation will yield a LOS C.

Based on the queuing analysis, Table 3-23 presents a set of recommended measures to address storage lengths at the various approaches of the study area intersections. It is important to note that much of the analysis is based on the 95th percentile queue lengths which has a low (5%) probability of occurring.¹³⁷

¹³⁵ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹³⁶ Ibid.

¹³⁷ Ibid.

**Table 3-23
General Plan Build-out With-Project Weekday Peak Hour Queuing Analysis**

Intersection	Movement	Existing Pocket Length (ft)	Maximum Queue Length ¹ (ft)	Proposed Mitigation
1. Heacock Street/Ironwood Avenue	EBL	90	149	Restripe left turn lanes to provide 150ft storage to accommodate 95 th percentile queues.
	WBL	135	189	Restripe left turn lanes to provide 190ft storage to accommodate 95 th percentile queues.
	NBL	140	208	Restripe left turn lanes to provide 210ft storage to accommodate 95 th percentile queues.
3. Heacock Street/Hemlock Avenue	EBL	70	104	Restripe left turn lanes to provide 105ft storage to accommodate 95 th percentile queues.
	NBL	100	170	Restripe left turn lanes to provide 170ft storage to accommodate 95 th percentile queues.
	SBL	95	148	Restripe left turn lanes to provide 150ft storage to accommodate 95 th percentile queues.
4. Heacock Street/State Route (SR 60) WB Ramps	NBL	200	264	A storage lane is provided south of the Heacock/ SR60 EB ramps intersection. No further mitigation is recommended.
5. Heacock Street/State Route (SR 60) EB Ramps	EBL	0	272	Length of the left turn lane is over 600ft. No further mitigation is recommended.
	SBL	190	232	Restripe 50ft of the TWLT lane north of the Heacock/ SR60 WB ramps intersection as "Freeway Only" lane.
12. Davis Street/Ironwood Avenue	EBL	150	219	Restripe left turn lanes to provide 220ft storage to accommodate 95 th percentile queues.
	SBL	40	141	Restripe left turn lanes to provide 145ft storage to accommodate 95 th percentile queues.
13. Indian Street/Ironwood Avenue	EBL	95	142	Restripe left turn lanes to provide 145ft storage to accommodate 95 th percentile queues.
	WBL	100	140	Restripe left turn lanes to provide 140ft storage to accommodate 95 th percentile queues.
	NBL	110	162	Restripe left turn lanes to provide 165ft storage to accommodate 95 th percentile queues.
	SBL	80	153	Restripe left turn lanes to provide 155ft storage to accommodate 95 th percentile queues.
14. Indian Street/Hemlock Avenue	WBL	80	109	Restripe left turn lanes to provide 110ft storage to accommodate 95 th percentile queues.
	NBL	145	177	Restripe left turn lanes to provide 180ft storage to accommodate 95 th percentile queues.
15. Indian Street/Sunnymead Boulevard	EBL	90	138	Restripe left turn lanes to provide 140ft storage to accommodate 95 th percentile queues. This might require replacing the concrete island with striping.
	WBL	100	114	Restripe left turn lanes to provide 115ft storage to accommodate 95 th percentile queues.
	NBL	145	197	Restripe left turn lanes to provide 200ft storage to accommodate 95 th percentile queues.
	SBL	90	126	Restripe left turn lanes to provide 125ft storage to accommodate 95 th percentile queues.

As shown in Table 3-23 the following mitigation measures are required:

- For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 150 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 190 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 210 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 105 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 170 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 150 feet of storage to accommodate 95th percentile queues;
- For the Heacock Street/State Route (SR 60) eastbound ramps, the Applicant must restripe 50 feet of the two-way left turn lane north of the Heacock/ SR-60 westbound ramps intersection as a “Freeway Only” lane;
- For the Davis Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 220 feet of storage to accommodate 95th percentile queues;
- For the Davis Street/Ironwood Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 145 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 145 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 140 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 165 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 155 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Hemlock Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 110 feet of storage to accommodate 95th percentile queues;

- For the Indian Street/Hemlock Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 180 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the eastbound left turn lanes to provide 140 feet of storage to accommodate 95th percentile queues. This might require replacing the concrete island with striping;
- For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the westbound left turn lanes to provide 115 feet of storage to accommodate 95th percentile queues;
- For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the northbound left turn lanes to provide 200 feet of storage to accommodate 95th percentile queues; and,
- For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the southbound left turn lanes to provide 125 feet of storage to accommodate 95th percentile queues.¹³⁸

Adherence to the mitigation provided above will reduce potential impacts to levels that are less than significant.

B. Would the project result in a conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways? • Less than Significant Impact.

The Congestion Management Program (CMP) was first established in 1990 under Proposition 111. Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. The Riverside County Transportation Commission (RCTC) was designated as the CMA in 1990, and therefore, prepares the CMP updates in consultation with the Technical Advisory Committee (TAC), which consists of local agencies, the County of Riverside, transit agencies, and sub regional agencies.

The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. The Riverside County CMP was significantly modified in 1997 to focus on federal Congestion Management System (CMS) requirements as well as incorporate elements of the State CMP requirements. The 1997 CMP also focused on development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the CMS, as well as meet other monitoring requirements at the state and federal levels. This monitoring effort was completed in 2004, which consisted of installing Smart Call Boxes (traffic counters in Call Box equipment) and traffic counters at Caltrans' Traffic

¹³⁸ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

Management Center (TMC) sites along the state highway system. Monitoring of the CMP system on local arterials will continue to occur through the Coachella Valley Association of Governments' (CVAG) monitoring program and through local agency monitoring efforts in Western Riverside County. RCTC's adopted minimum Level of Service (LOS) threshold is LOS "E". Therefore, when a CMP street or highway segment falls to "F", a deficiency plan must be required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency.¹³⁹

A list of CMP arterials and highways is presented in Table 2-1 of the 2011 Riverside County Congestion Management Program.¹⁴⁰ According to the Traffic Study prepared for the proposed project, the project will not affect any CMP monitored arterial or highway to the extent that would require the completion of a deficiency plan.¹⁴¹ As a result, the potential impacts will be less than significant.

C. *Would the project results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?* • *No Impact.*

The development contemplated under the Moreno Valley Festival Specific Plan will not result in a change or disturbance in traffic air traffic patterns. As a result, no impacts will result.¹⁴²

D. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* • *Less than Significant Impact.*

The mitigation provided in subsection 3.16.2.A will improve intersection performance and safety. This mitigation will also improve site access. Trucks travelling to and from the project site will not travel down local residential streets. All trucks will be required to use existing truck routes. The Specific Plan Amendment contains minimum distance requirements for street trees and landscaping. These distance requirements will ensure that no trees obstruct the line-of-sight between a driveway and the adjacent roadways. Trees will be planted on each side of the street within the 12 foot parkway. Examples of the requirements include the following:

- All trees shall be planted at least 10 feet from sidewalks and driveways; and,
- A minimum of 25 feet shall be allowed from any street intersection or street lighting standard, and shall defer to line of sight requirements for distance from intersection per Public Works Standard No. 125 and 126). (Ord. 786 § 2, 2009).

¹³⁹ Riverside County Transportation Commission. *2011 Riverside County Congestion Management Program*. Report dated December 14, 2011.

¹⁴⁰ Ibid.

¹⁴¹ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹⁴² P and D Consultants. *Final Environmental Impact Report - City of Moreno Valley General Plan SCH# 200091075*. Report dated July 2006.

Adherence to the design guidelines contained in the Specific Plan Amendment will reduce potential impacts to levels that are less than significant.

E. Would the project result in inadequate emergency access? • No Impact.

The future development supported by the Moreno Valley Festival Specific Plan would comply with applicable regulations established by the Riverside County Fire Department and the Moreno Valley Division of Building and Safety, in addition to the standard design requirements of the Uniform Building Code. The Fire Department will review any development plan including all buildings, fences, drive gates, or other features that might affect Fire Department access. This review process, along with the proponent's compliance with the applicable regulations and standards, would ensure that adequate emergency access would be provided. Therefore, no impacts will occur.

F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • Less than Significant Impact.

Characteristics of the existing street system in the proposed project vicinity are summarized in Table 3-24. The roadway classifications are as per the City of Moreno Valley General Plan Circulation Element. Cross-sections described are those in the vicinity of the project and they might vary at intersections to accommodate turning lanes.¹⁴³

Heacock Street is a multi-modal corridor with pedestrian, bicycle, auto, and transit uses. It is also designated as a truck route while at the same time having Class 2 bicycle lanes on both sides between Ironwood Avenue and the SR-60 ramps. Riverside Transit Agency (RTA) Bus 11 runs on Heacock Street south of Hemlock Avenue, Hemlock Avenue, and Ironwood Avenue. Bus stops are in the vicinity of the Hemlock/Davis, Hemlock/Indian, Indian/Ironwood, and Ironwood/Heacock intersections. Service frequencies are about one bus every hour on both weekdays and weekends.

Bicycle lanes described in Table 3-24 are as per the City's Bicycle Master Plan. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths also are located along a street edge, but are not striped. These paths are identified by street signs only.¹⁴⁴

¹⁴³ Transpogroup. *Draft Traffic Impact Analysis – Festival at Moreno Valley*. Report dated December 2017.

¹⁴⁴ Ibid.

**Table 3-24
 Street Characteristics**

	Heacock St	Ironwood Ave	Indian St	Hemlock Ave	Davis St
Classification	Arterial	Minor Arterial	Minor Arterial	-	-
Traffic Cross-section	4 lanes + TWLT	4 lanes + TWLT	2 lanes	Varies ³	2 lanes + TWLT ⁴
Posted Speed Limit	35	40	35	30	-
Truck Route	Yes	Yes ⁵	No	No	No
Transit	RTA 11	RTA 11	-	RTA 11	-
Bicycle Lanes	Class 2	Class 3	Class 3	-	-
Sidewalks	Both Sides	Both Sides	SB Only	Both Sides	Both Sides

To estimate potential transit use, the project’s trip generation (without the pass-by reduction) was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for two transit trips during the weekday AM peak hour and four transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 737 weekday daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $68 \times 1.4 \times 0.035 = 19$ transit patron trips;
- Weekday PM Peak Hour = $40 \times 1.4 \times 0.035 = 49$ transit patron trips; and,
- Weekday Daily Trips = $548 \times 1.4 \times 0.035 = 737$ transit patron trips.

Therefore, given the number of transit trips generated by the project and the existing transit routes in the project vicinity, it is concluded that the existing public transit system would not be significantly impacted by the proposed project and any potential impacts are expected to be less than significant. The project’s implementation will not require the removal of the existing bicycle lanes. Furthermore, no pedestrian facilities (sidewalks, crosswalks, etc) will be removed to accommodate the project. As a result, the potential impacts are considered to be less than significant.

3.16.3 MITIGATION MEASURES

The traffic report indicated that the following mitigation measures will be required:

Mitigation Measure No. 29 (Transportation & Circulation Impacts). For the Heacock Street and Westbound SR-60 ramps, the Applicant must optimize the cycle length (90 second cycle length), splits, and offsets and restripe the defacto right-turn lane to a southbound right-turn lane with 50-foot storage and a southbound through lane. This mitigation will improve the LOS to C;

Mitigation Measure No. 30 (Transportation & Circulation Impacts). The Applicant must optimize the cycle length (60 second cycle length), splits, and offsets for the intersection of Davis Street and Ironwood Avenue. This mitigation will yield a LOS B;

Mitigation Measure No. 31 (Transportation & Circulation Impacts). The Applicant must optimize the cycle length (60 second cycle length), splits, and offsets for the intersection of Indian Street and Sunnymead Boulevard. This mitigation will yield a LOS C.

Mitigation Measure No. 32 (Transportation & Circulation Impacts). For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 150 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 33 (Transportation & Circulation Impacts). For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 190 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 34 (Transportation & Circulation Impacts). For the Heacock Street/Ironwood Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 210 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 35 (Transportation & Circulation Impacts). For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 105 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 36 (Transportation & Circulation Impacts). For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 170 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 37 (Transportation & Circulation Impacts). For the Heacock Street/Hemlock Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 150 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 38 (Transportation & Circulation Impacts). For the Heacock Street/State Route (SR 60) eastbound ramps, the Applicant must restripe 50 feet of the two-way left turn lane north of the Heacock/ SR-60 westbound ramps intersection as a “Freeway Only” lane;

Mitigation Measure No. 39 (Transportation & Circulation Impacts). For the Davis Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 220 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 40 (Transportation & Circulation Impacts). For the Davis Street/Ironwood Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 145 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 41 (Transportation & Circulation Impacts). For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the eastbound left turn lanes to provide 145 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 42 (Transportation & Circulation Impacts). For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 140 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 43 (Transportation & Circulation Impacts). For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 165 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 44 (Transportation & Circulation Impacts). For the Indian Street/Ironwood Avenue intersection, the Applicant must restripe the southbound left turn lanes to provide 155 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 45 (Transportation & Circulation Impacts). For the Indian Street/Hemlock Avenue intersection, the Applicant must restripe the westbound left turn lanes to provide 110 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 46 (Transportation & Circulation Impacts). For the Indian Street/Hemlock Avenue intersection, the Applicant must restripe the northbound left turn lanes to provide 180 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 47 (Transportation & Circulation Impacts). For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the eastbound left turn lanes to provide 140 feet of storage to accommodate 95th percentile queues. This might require replacing the concrete island with stripping;

Mitigation Measure No. 48 (Transportation & Circulation Impacts). For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the westbound left turn lanes to provide 115 feet of storage to accommodate 95th percentile queues;

Mitigation Measure No. 49 (Transportation & Circulation Impacts). For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the northbound left turn lanes to provide 200 feet of storage to accommodate 95th percentile queues; and,

Mitigation Measure No. 50 (Transportation & Circulation Impacts). For the Indian Street/Sunnymead Boulevard intersection, the Applicant must restripe the southbound left turn lanes to provide 125 feet of storage to accommodate 95th percentile queues.

3.17 TRIBAL CULTURAL RESOURCES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the

California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native tribe.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? • Less than Significant Impact.

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 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.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

As part of the AB-52 consultation with the tribal representatives, review of the project was completed. AB-52 consultation was mailed out to seven individuals indentified by the NAHC. The project team has received five responses from various tribes including the San Manuel Band of Mission Indians; the Morongo Band of Mission Indians; the Soboba Band of Luiseno Indians; the Pechanga Band of Luiseno

Indians; and the Rincon Band of Luiseño Indians. The tribes each requested consultation and separate mitigation measures. As a result, the project team contacted Mrs. Gayle Totton, Associate Governmental Program Analyst for the Native American Heritage Commission. According to Mrs. Totton, when conflicting mitigation is provided by different tribes, it is ultimately up to the lead agency to determine which mitigation to use. The decision to use a particular mitigation over another must be clarified in the Tribal Cultural Resources Section of an MND/EIR.

The mitigation provided in Subsection 3.5.2.B was drafted by the City of Moreno Valley in coordination with the Pechanga and the Soboba. This mitigation was ultimately selected because it is comprehensive and calls for an archaeologist to monitor all mass grading and trenching activities. A summary of the AB-52 responses is provided in Appendix E. Adherence to the aforementioned mitigation will minimize the potential impacts to levels that are less than significant.

Two of the responses to the AB-52 consultation, Morongo Band of Mission Indians and the Rincon Band of Luiseño Indians requested that a copy of the Cultural Resources Report that included the results of a records search at the Riverside County Archaeological Information Center (AIC) at the University of California, Riverside. A comprehensive survey of the entire City was undertaken as part of the Citywide General Plan Update which included the preparation of an Environmental Impact Report and Master Environmental Assessment. The General Plan EIR included a citywide inventory of both historic and archaeological resources. The proposed project site was not identified as being either historically or culturally significant and the California Historic Resources Inventory Search (CHRIS) for the City. The citywide inventory is included in Appendix E. The mitigation identified in Section 3.5.2.B will mitigate any potentially significant impacts related to the disturbance of soils and the potential impact on cultural resources.

B. Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native tribe? • Less than Significant Impact.

As part of the AB-52 consultation with the tribal representatives, review of the project was completed. AB-52 consultation was mailed out to seven individuals indentified by the NAHC. The project team has received five responses from various tribes including the San Manuel Band of Mission Indians; the Morongo Band of Mission Indians; the Soboba Band of Luiseno Indians; the Pechanga Band of Luiseno Indians; and the Rincon Band of Luiseño Indians. The tribes each requested consultation and separate mitigation measures. The mitigation provided in Subsection 3.5.2.B was drafted by the City of Moreno Valley in coordination with the Pechanga and the Soboba. This mitigation was ultimately selected because it is comprehensive and calls for an archaeologist to monitor all mass grading and trenching activities. A

summary of the AB-52 responses is provided in Appendix E. Adherence to the aforementioned mitigation will minimize the potential impacts to levels that are less than significant.

3.17.3 MITIGATION MEASURES

According to the City's General Plan EIR, at least 190 prehistoric archaeological locations have been reported within the City of Moreno Valley. Approximately 29 acres (excluding the 12.9-acre stormwater detention basin) of the Specific Plan Amendment Planning Area is presently undeveloped. Therefore, there is a possibility that mass grading and trenching operations could unearth previously unidentified tribal resources. The possibility of encountering tribal resources was taken into account during the consultation with the Pechanga and the Soboba. As a result, mitigation was provided in Subsection 3.5.2.B to minimize the risk of disturbance to tribal cultural resources.

3.18 UTILITIES IMPACTS

3.18.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Moreno Valley, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • Less than Significant Impact.*

Wastewater service in Moreno Valley is provided by the Eastern Municipal Water District (EMWD), which serves most of the City and surrounding areas, and the Edgemont Community Services District, which provides service to a small area in southwestern Moreno Valley. The EMWD operates over 356 miles of sewer mains (12 inches and above) and six sewage lift stations to provide wastewater collection services within the City. All wastewater is collected and conveyed to the Moreno Valley Regional Water Reclamation Facility (MVRWRF) located in the southwestern portion of the City. The MVRWRF presently handles 10.6 million gallons per day. The facility has a capacity of 16 million gallons per day, with a maximum capacity of 41 million gallons per day. This facility has the ability to divert about 2 million gallons per day to the Perris facility.

The primary trunk sewer line serving the Moreno Valley Festival area is located in Heacock Street. This trunk sewer line continues in a southerly direction in Heacock Street and the east along Mariposa Avenue conveying wastewater to the MVRWRF. As individual projects are proposed, review of the local sewer lines' capacity will be undertaken. A preliminary analysis of the amount of sewage that will be generated by the development envisioned under the Specific Plan is included in Table 3-25. According to the Table, future development is anticipated to result in the generation of 65,792 gallons of wastewater per day.

**Table 3-25
 Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Business Park	348,000 sq.ft.	0.11 gal/day/sq.ft	39,532 gals/day
Retail/Mix of Uses	325,000 sq.ft.	0.08 gal/day/sq.ft	26,260 gals/day
Total	673,000 sq.ft.		65,792 gals/day

Source: Blodgett Baylosis Environmental Planning.

As indicated previously, a review of the local sewer lines will be completed as individual projects are proposed. The Eastern Municipal Water District (EMWD) may then recommend mitigation including but not limited to the expansion or replacement of the existing sewer lines. As a result, the potential impacts are expected to be less than significant.

B. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • Less than Significant Impact.*

Eastern Municipal Water District (EMWD) provides water service to the Moreno Valley Festival, receiving its water from Metropolitan Water District (MWD) and local groundwater wells. Future development undertaken within the Planning Area will have adequate water supply from Eastern Municipal Water District. There is an existing 16 inch water main along Hemlock Avenue, a 16 inch water main along Davis

Street, and a 12 inch water main passes through current Festival Development.¹⁴⁵ The implementation of the Specific Plan and any subsequent development that may result will not require the construction of new water treatment facilities or the expansion of existing facilities. The amount of water that will be consumed by the development envisioned under the Specific Plan will be adequately handled by the EMWD (refer to subsection 3.18.2.D).

Furthermore, there is adequate treatment capacity available at the Moreno Valley Regional Water Reclamation Facility (MVRWRF). The MVRWRF presently handles 10.6 million gallons per day. The Facility has a capacity of 16 million gallons per day, with a maximum capacity of 41 million gallons per day.¹⁴⁶ This Facility has the ability to divert about two million gallons per day to the Perris facility. Therefore, the implementation of the Specific Plan and the development of the land uses envisioned under the Specific Plan will not require the construction of new wastewater treatment facilities or the expansion of existing facilities. As a result, the potential impacts are expected to be less than significant.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less than Significant Impact.

The Moreno Valley Festival Specific Plan area is within the Middle and Lower San Jacinto River watershed which is part of the larger Santa Ana River watershed. The stormwater runoff within the Sunnymead Drainage Area generally flows in a southeasterly direction and the subarea boundary ends at the Perris Valley Storm Drain. The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the responsible agency for the project area's regional flood control system. The Planning Area flanks an existing City-owned detention basin located in the eastern portion of the Planning Area. An earthen channel extends southeast which collects stormwater runoff north of Ironwood Avenue and conveys this water through the corner of Ironwood Avenue and Heacock Boulevard before ultimately discharging to the aforementioned detention basin. There are two 102 inch Storm Drain Lines that extend along Ironwood Avenue and south along Davis Street which also discharge to the detention basin. The detention basin outlet is conveyed by a 12 foot by 4.5 foot Reinforced Concrete Box which connects to Perris Storm Drain and discharges into Canyon Lake. The watershed drainage continues southwest to Lake Elsinore downstream and eventually flows northwest to the Santa Ana River.¹⁴⁷

The implementation of the Specific Plan will result in an increase in the amount of impervious surfaces within the Planning Area. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that would be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the vicinity. Thus, future development proposals must include Water Quality Management Plan (WQMP). The WQMP shall include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. The project applicant shall prepare a

¹⁴⁵ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

¹⁴⁶ Eastern Municipal Water District. *Moreno Valley Regional Water Reclamation Facility*.
<https://www.emwd.org/home/showdocument?id=1423>

¹⁴⁷ National Engineering Consultants. *Amendment to Specific Plan 205*. Draft dated December 29th, 2015.

WQMP which implements set standards and practices for stormwater pollution mitigation and provides documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the City.

Additional storm drain improvements will need to be added for the project. A system of underground drainage lines and detention basins will convey the storm water runoff and manage the increased flow due to the proposed development. At each stage of development, the peak flows at downstream discharge points at the southerly project boundary will not exceed the peak flows for the existing condition.

Prior to approval of any subdivision or Plot Plan including or adjacent to the detention basin, a concept plan for the entire drainage feature shall be submitted to and approved by the City. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, signage, vehicular/pedestrian access, and any other proposed improvements. Site specific projects shall be consistent with this concept plan. The construction of new storm drains and stormwater BMPs would not cause any adverse impacts to the environment that have not already been analyzed in this document. Since the inclusion of site specific BMPs is mandatory, these BMPs are included in the overall analysis of future development. As a result, the potential impacts are considered to be less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • Less than Significant Impact.

As indicated previously, the EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. The majority of EMWD's supplies are imported water purchased through MWD from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). Imported water is delivered to EMWD either as potable water treated by MWD, or as raw water that EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses.¹⁴⁸

EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water.¹⁴⁹

Table 3-26, shows the projected water demand for the future development envisioned under the Specific Plan. According to the Table, future development is anticipated to consume approximately 82,241 gallons of water on a daily basis, or 91 acre-feet per year.

¹⁴⁸ RMC Water and Environment. *Eastern Municipal Water District 2015 Urban Water Management Plan*. Plan dated June 2016.

¹⁴⁹ Ibid.

**Table 3-26
 Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Business Park	348,000 sq.ft.	0.14 gal/day/sq.ft	49,416 gals/day
Retail/Mix of Uses	325,000 sq.ft.	0.10 gal/day/sq.ft	32,825 gals/day
Total	673,000 sq.ft.		82,241 gals/day

Source: Blodgett Baylosis Environmental Planning.

According to the 2015 Urban Water Management Plan, demand for water will reach 197,901 acre-feet per year by the year 2020. The EMWD is estimated to have a projected supply of 197,901 acre-feet per year of water. The projected supply of water will be just enough to meet the projected demand. As a result, all future development proposals must include water efficient appliances and fixtures, drought tolerant landscaping, and the use of drip irrigation. These methods of water conservation were reiterated as mitigation in Section 3.7. Thus, the potential impacts are considered to be less than significant.

E. Would the project result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.

As indicated previously, the project will result in a generation of 65,792 gallons of wastewater per day. The proposed development will connect with an existing sewer line in Davis Street and Hemlock Avenue. The future wastewater generation will be within the treatment capacity of the Moreno Valley Regional Water Reclamation Facility. In addition, this projected effluent generation does not take into account the water conserving plumbing fixtures that will be installed. No new treatment facilities or expanded entitlements will be required. As a result, the impacts are anticipated to be less than significant.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? • Less than Significant Impact.

According to the City's General Plan, solid waste generated within the planning area is primarily deposited in the Riverside County Waste Management Department's (RCWMD) Badlands Landfill, located approximately 6.43 miles northeast of the Planning Area. However, the City's trash hauler can also use other County landfills in the area such as the Lamb Canyon Landfill and El Sobrante landfill. Waste Management of Inland Empire currently provides waste pickup in Moreno Valley. The Badlands Landfill presently accepts up to 4,800 tons per day of solid waste. This landfill has a remaining capacity of 15,749,799 cubic yards of waste.¹⁵⁰ The El Sobrante Landfill is a Class-III landfill that currently accepts up to 70,000 tons per week. This landfill has a remaining capacity of 209 million cubic yards.¹⁵¹ Table 3-27 shows the solid waste generation anticipated under the Specific Plan Amendment.

¹⁵⁰ CalRecycle. *Facility/Site Summary Details: Bandlands Sanitary Landfill*. <http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0006/Detail/>

¹⁵¹ Waste Management. *El Sobrante Landfill*. https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf

**Table 3-27
 Solid Waste Generation (gals/day)**

Use	Unit	Factor	Generation
Business Park	348,000 sq.ft.	6 lbs/day/sq.ft	2,088 gals/day
Retail/Mix of Uses	325,000 sq.ft.	6 lbs/day/sq.ft	1,950 gals/day
Total	673,000 sq.ft.		4,038 gals/day

Source: Blodgett Baylosis Environmental Planning.

As indicated in the Table, future development envisioned under the Plan is anticipated to result in the generation of approximately 4,038 pounds of solid waste per day. The potential impacts are anticipated to be less than significant since the goals, policies, and implementation programs contained within the Plan will also further mitigate the potential impacts from future development within the Planning Area.

G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? • No Impact.

The future development supported by the Moreno Valley Festival Specific Plan, like all other development in Moreno Valley, will be required to adhere to city and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

3.18.3 MITIGATION MEASURES

The adoption and subsequent implementation of the Moreno Valley Festival Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of Moreno Valley General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Moreno Valley Festival Specific Plan.¹⁵² As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the Moreno Valley Festival Specific Plan *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

¹⁵² P and D Consultants. *Final Environmental Impact Report - City of Moreno Valley General Plan SCH# 200091075*. Report dated July 2006.

- The approval and subsequent implementation of the Moreno Valley Festival Specific Plan *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the Moreno Valley Festival Specific Plan *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the Moreno Valley Festival Specific Plan *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The Initial Study indicated there is no evidence that the Moreno Valley Festival Specific Plan will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The initial study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measure. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The Moreno Valley Festival Specific Plan *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The Moreno Valley Festival Specific Plan *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The Moreno Valley Festival Specific Plan *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The Moreno Valley Festival Specific Plan *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

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SECTION 5 REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

5.2 REFERENCES

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APPENDICES (PROVIDED UNDER A SEPARATE COVER)

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – BIOLOGICAL RESOURCES REFERENCES

APPENDIX C – NOISE MEASUREMENTS

APPENDIX D – TRAFFIC STUDY

APPENDIX E – CULTURAL RESOURCES INVENTORY

APPENDIX F - UTILITIES WORKSHEETS

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