# CAR PROS KIA DEALERSHIP

## DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION


### Lead Agency:

City of Moreno Valley
Community & Economic Development Department
Planning Division
14177 Frederick Street
Moreno Valley, California 92552

### Project Applicant:

MV Holdings, LLC
181 South 333rd Street, Suite #C
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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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June 2019

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# 1 INTRODUCTION

## 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, Moreno Valley, in consultation with other jurisdictional agencies, to determine if a Negative Declaration (ND) or an Environmental Impact Report (EIR) is required for the project.

This Initial Study informs Moreno Valley decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines §15382). As such, the intent of the Initial Study is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit Moreno Valley and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

**Existing Plans, Programs, or Policies (PPPs)**

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced. The project's mitigation measures are summarized in the Mitigation Monitoring and Reporting Program (MMRP), provided as Section 6.

## 1.2 DOCUMENT ORGANIZATION

This IS/MND includes the flowing sections:

**Section 1.0 Introduction**

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study/MND was prepared by Moreno Valley to evaluate the proposed project's potential to impact the physical environment.

**Section 2.0 Project Setting**

Provides information about the proposed project's location.

**Section 3.0 Project Description**

Includes a description of the proposed project's physical features and construction and operational characteristics.

**Section 4.0 Discretionary Approvals**

Includes a list of the discretionary approvals that would be required by the proposed project.

**Section 5.0 Environmental Checklist**

Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

**Section 6.0 Document Preparers and Contributors**

Includes a list of the persons that prepared this IS/MND.

# 2 PROJECT SETTING

## 2.1 PROJECT LOCATION

The project site is located at the intersection of Auto Mall Drive and Moreno Beach Drive in the City of Moreno Valley, Riverside County, California. Regional access to the project site is provided by State Route 60 (SR-60) and Moreno Beach Drive. Moreno Beach Drive and Auto Mall Drive provide local access to the project site. In addition, the project site is located within the U.S. Geological Survey (USGS) Sunnymead 7.5 Minute Series Topographic Quadrangle. The location of the project site is shown in Figure 1, *Regional Location*

The 6.35-acre project site consists of two parcels (APN 488-390-015-4 and 488-309-016-5) that is adjacent to Pettit Street to the north, Auto Mall Drive to the west, Moreno Beach Drive to the south, and a vacant land to the east.

## 2.2 EXISTING LAND USES AND DESIGNATION

The project site is a vacant lot. The vegetation onsite ranges from barren on the eastern edge of the site to dense cover of grasses on the south end of the site. The eastern edge of the site is bound by a powerline easement with four powerline poles onsite and a concrete retaining wall. The topography is relatively flat ranging from 1,750-1,755 feet above mean sea level, with a small mound located at the south end of the site. A landscaped sidewalk borders the northern, western, and southern project boundaries along Auto Mall Drive and Moreno Beach Drive. Figure 2, *Aerial Photograph*, provides an aerial of the existing project site.

The project site is located within the Moreno Valley Auto Mall Specific Plan (SP-209) and has land use and zoning designations of Commercial. The project site is located within Planning Area C of SP-209, which allows auto and other vehicular related uses with approval of a plot plan per Municipal Code 9.02.070. SP-209 was adopted to provide for the development of automobile sales uses, auto related uses, office, manufacturing, commercial recreation, and commercial uses.

## 2.3 SURROUNDING LAND USES AND ZONING DESIGNATIONS

The land use, General Plan, and zoning designations of the areas surrounding the project site are listed below.

| Direction | Land Use | General Plan Designation | Zoning Designation |
|---|---|---|---|
| North | Vacant/Undeveloped | Auto Mall Specific Plan | SP 209 Planning Area C Commercial<br>SP 209 Planning Area A Commercial |
| South | Multi-family Residential | Auto Mall Specific Plan | SP 209 Planning Area D Commercial |
| East | Vacant/Undeveloped | East: Residential Max 2 du/ac (R2)<br>Northeast: Business Park/Light Industrial (BP) | East: Residential Agriculture 2 du/ac (RA2)<br>Northeast: Industrial/Business Park (LI) |
| West | Vacant/Undeveloped | Auto Mall Specific Plan | SP 209 Planning Area B Commercial |

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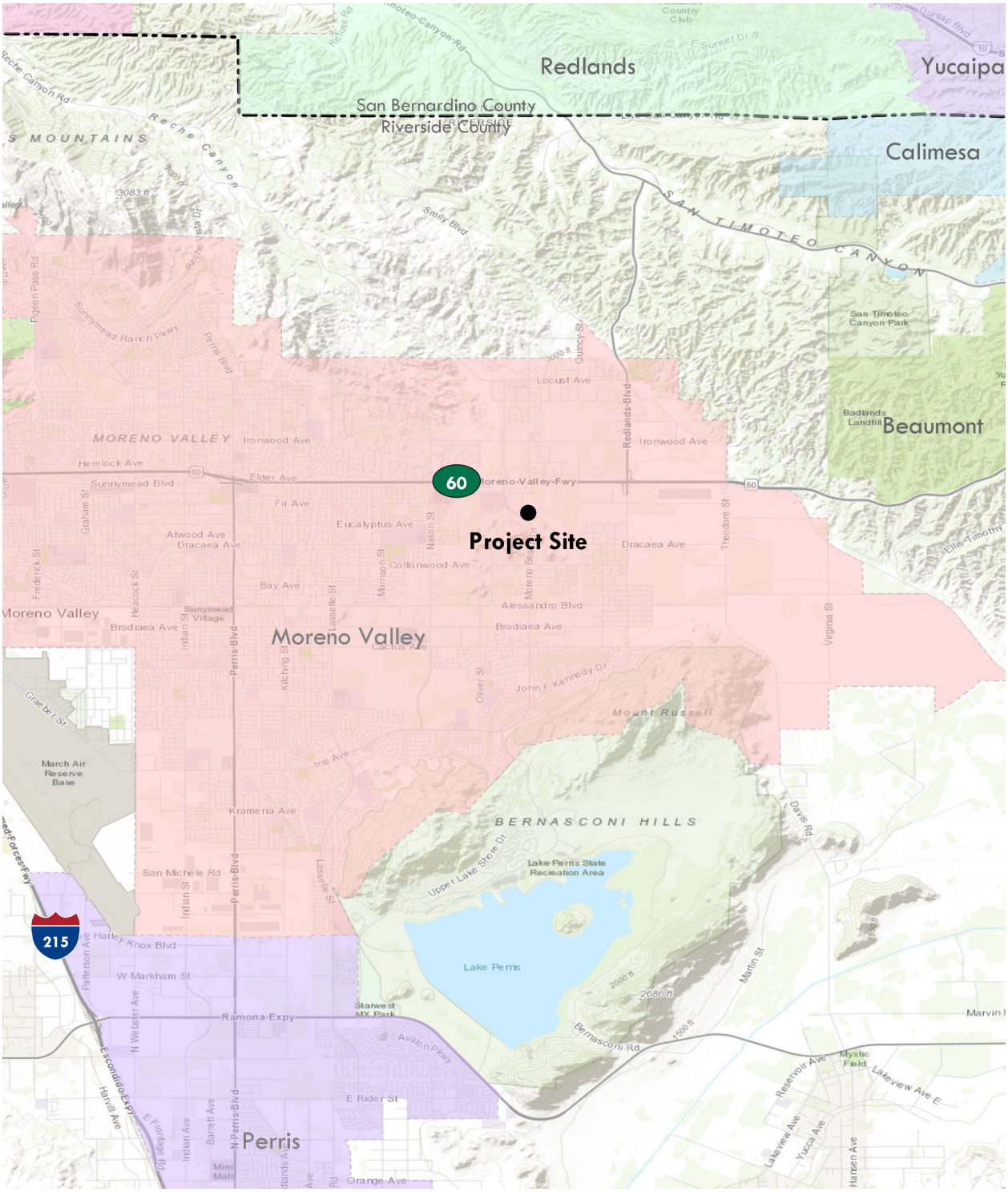
# Regional Location



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# Aerial Photograph

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# 3 PROJECT DESCRIPTION

## 3.1 PROPOSED PROJECT

The Car Pros Kia Dealership would be constructed and operated in two phases as described below.

**Phase 1**
Phase 1 of the project proposes to develop a 23,858 square-foot, two-story, approximately 29 feet tall, automotive sales and service facility for a Car Pros Kia Dealership. The building would be located on the southwestern portion of the site and would be surrounded by parking for vehicle display and sale. The building includes a showroom and service department on the first floor, with office space on both floors. The dealership's service department includes 13 auto service bays for auto service and repair. The main entrance to the showroom is on the west side of the building. The main entrance to the service department is from the north side of the building which includes a 2,562 square-foot covered loading area. An 856 square-foot car wash would be located on the eastern side of the building.

The site plan and exterior elevations for Phase 1 is shown in Figure 3, *Phase 1 Site Plan*. A summary of Phase 1 is provided in Table 1. Building elevations are show in Figure 4, Phase 1 *Exterior Elevations* and conceptual floor plans for both stories are shown in Figure 5, Phase 1 *Floor Plans*.

**Table 1: Summary of Phase 1**

| **First Floor** | |
|---|---|
| **Building Use** | **Size (square feet)** |
| Showroom | 4,291 |
| Office Space | 5,816 |
| Parts Storage Area | 841 |
| Service Area (13 Bays) | 7,066 |
| Car Wash | 856 |
| **Total First Floor** | **18,870** |
| **Second Floor** | |
| Office Space | 2,988 |
| Parts Storage Area | 919 |
| Technician Area | 1,081 |
| **Total Second Floor** | **4,988** |
| **Total Building Area** | **23,858** |

**Phase 2**
Phase 2 of the proposed project would construct a 17,653 square-foot expansion to the facility providing additional vehicle service bays to the service department and additional showroom and office space. As shown in Figure 4, *Phase 2 Site Plan*, the expansion would be located on the southwest side of the proposed building. See Figure 6, Phase 2 Site Plan.

**Access and Parking**
The project would include two vehicular access points via Auto Mall Drive and Pettit Street. The Auto Mall Drive entrance would be the main entrance and would provide access to both the sales and service areas of the dealership. The driveway on Pettit Street would be used for commercial vehicle transport and to facilitate circulation of the vehicle inventory.

Phase 1 of the proposed project would provide a total of 50 parking spaces that would surround the proposed building. In addition, the project would provide 383 parking spaces to display sale vehicles. Phase 2 of the proposed project would increase the number of provided parking spaces from 50 to 56 spaces. The number of vehicle display parking spaces would decrease to 304.

**Signage, Vehicle Displays, and Landscaping**
Directional signs are proposed at the entrance on Auto Mall Drive. Along the west edge of the site, the project proposes four feature display areas for vehicles, facing Auto Mall Drive, and two feature display areas at the northwest corner of the building in-between the main entrance and the service reception area. Feature display areas generally are vehicles parked in-place on decorative concrete pads and surrounded by accent planting. See Figure 7, *Phase 1 Landscape Plans*.

Landscaping on the project site would surround the exterior boundary of the lot and be located around the building as well as throughout the parking lot. The project proposes 24-inch box trees planted throughout the vehicle display parking lot and 24-inch box flowering accent trees at the project's driveways and surrounding the proposed building. Various shrubs and ground cover requiring low water needs are proposed. The shrubs and ground cover would line the northside of the service reception, the southside of the building, and the outer edges of the site.

**Infrastructure Improvements**
The project would install onsite water and sewer lines that would connect to the existing 6-inch water line and 10-inch sewer line located in Auto Mall Drive. For stormwater, the project would install a drainage system where half of the site would drain into the existing 96-inch storm drain and the other half would drain to the existing headwall at the southeast corner of the site. The project would also install two biofiltration systems on the project site that would capture and treat runoff. After treatment, the runoff would flow via underground storm drain pipes to the existing Riverside County Flood Control and Water Conservation District (RCFC&WCD) Line "G" 96-inch storm drain line north of the site along Pettit Street, which connects to an existing 96-inch storm drain in Auto Mall Drive. Likewise, the project would connect to the existing electricity, gas, and telecommunication infrastructure that is adjacent to the site and serves the project area.

**Project Operations**
Operations would include sale and service of automobiles. Sale hours would be from 9:00 a.m. to 9:00 p.m. seven days per week and vehicle service hours would be 8:00 am to 6:00 pm, Monday through Saturday.

## 3.2 CONSTRUCTION

Construction activities for the project would occur over 14 months in the following stages: site preparation, grading, building construction, architectural coating, and paving. Pursuant to the Chapter 8.14.040 of the Moreno Valley Municipal Code, construction activities would be limited to between the hours of 7:00 a.m. to 8:00 p.m. Monday through Friday, excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturday, unless written approval is obtained from the city building official or city engineer. The project would not require the import or export of soil, as the site would be balanced during grading.

**Table 2: Construction Schedule**

| Construction Phase | Total Working Days | Work Weeks[1] |
|---|---|---|
| Site Preparation | 10 | 2 |
| Grading | 30 | 6 |
| Building Construction | 230 | 46 |
| Paving | 20 | 4 |
| Architectural Coating | 20 | 4 |

(1) Work week = 5 working days, Monday through Friday

# 4 DISCRETIONARY APPROVALS

The following discretionary approvals by the City of Moreno Valley, as Lead Agency, are anticipated to be necessary for implementation of the proposed project:

- Adoption of a Mitigated Negative Declaration (MND)
- Plot Plan

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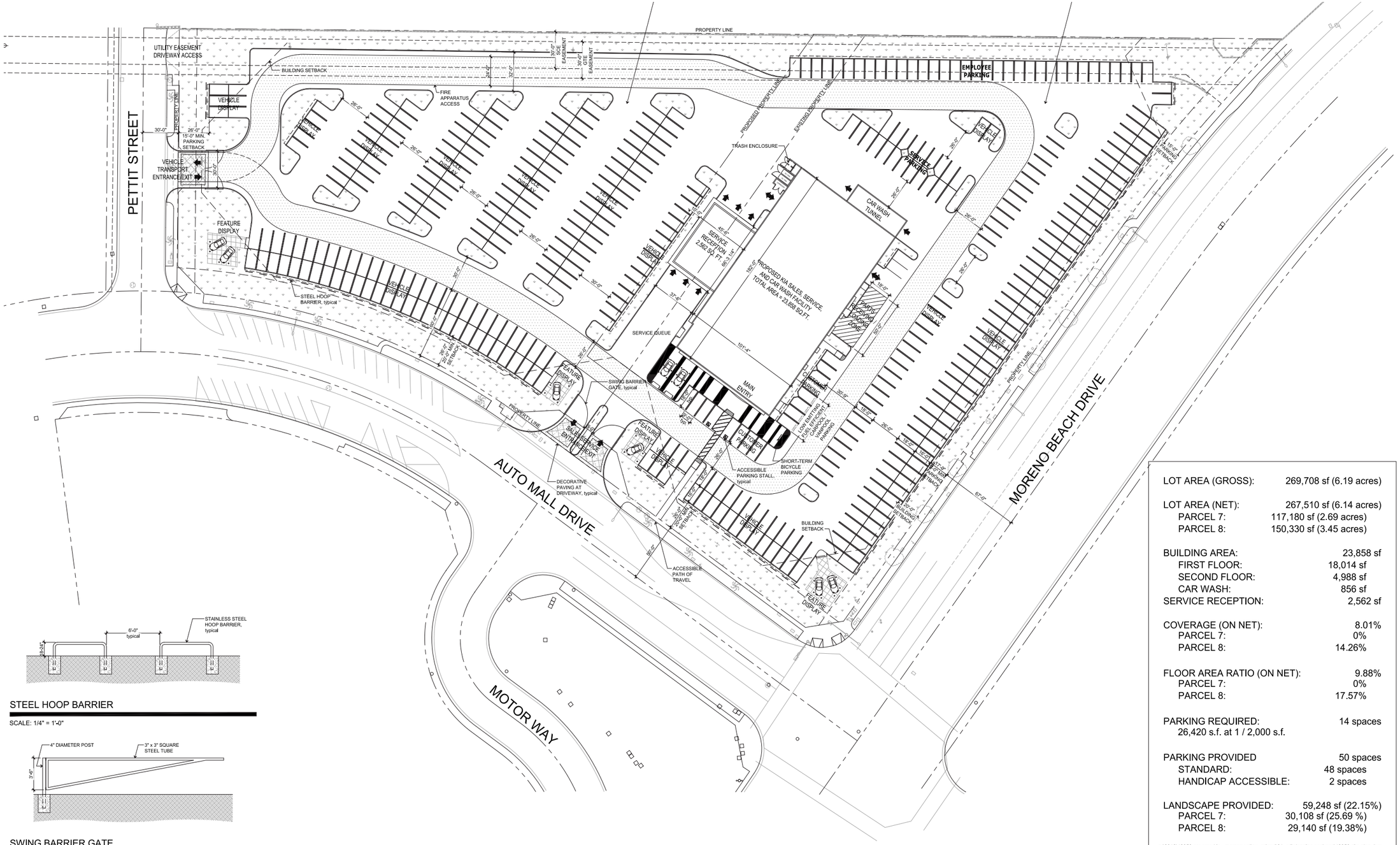
# Phase 1 Site Plan







STEEL HOOP BARRIER

SCALE: 1/4" = 1'-0"




SWING BARRIER GATE

SCALE: 1/4" = 1'-0"

| | |
|---|---|
| LOT AREA (GROSS): | 269,708 sf (6.19 acres) |
| LOT AREA (NET): | 267,510 sf (6.14 acres) |
| PARCEL 7: | 117,180 sf (2.69 acres) |
| PARCEL 8: | 150,330 sf (3.45 acres) |
| BUILDING AREA: | 23,858 sf |
| FIRST FLOOR: | 18,014 sf |
| SECOND FLOOR: | 4,988 sf |
| CAR WASH: | 856 sf |
| SERVICE RECEPTION: | 2,562 sf |
| COVERAGE (ON NET): | 8.01% |
| PARCEL 7: | 0% |
| PARCEL 8: | 14.26% |
| FLOOR AREA RATIO (ON NET): | 9.88% |
| PARCEL 7: | 0% |
| PARCEL 8: | 17.57% |
| PARKING REQUIRED: | 14 spaces |
| 26,420 s.f. at 1 / 2,000 s.f. | |
| PARKING PROVIDED | 50 spaces |
| STANDARD: | 48 spaces |
| HANDICAP ACCESSIBLE: | 2 spaces |
| LANDSCAPE PROVIDED: | 59,248 sf (22.15%) |
| PARCEL 7: | 30,108 sf (25.69 %) |
| PARCEL 8: | 29,140 sf (19.38%) |

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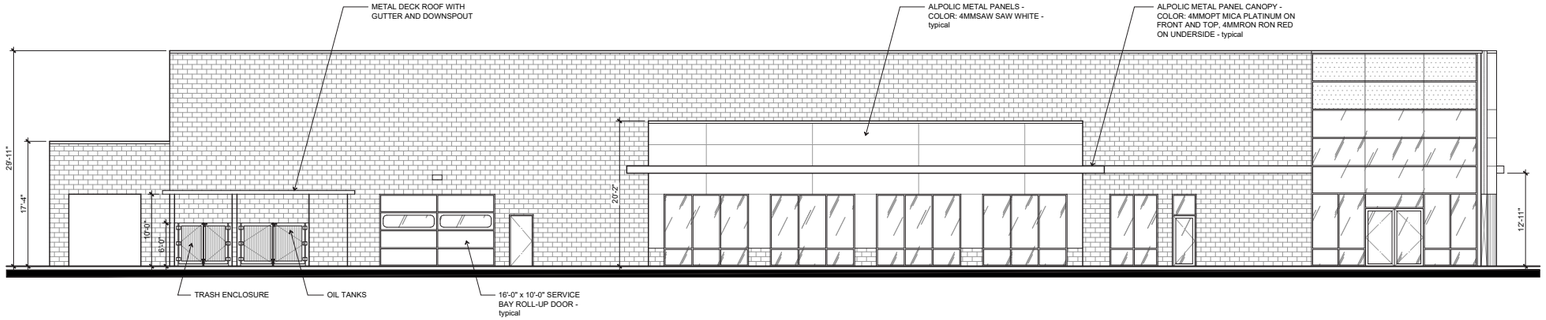
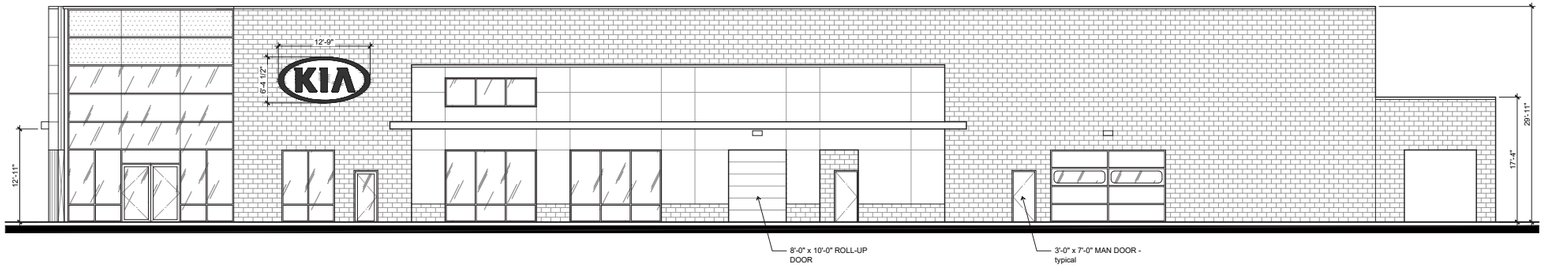
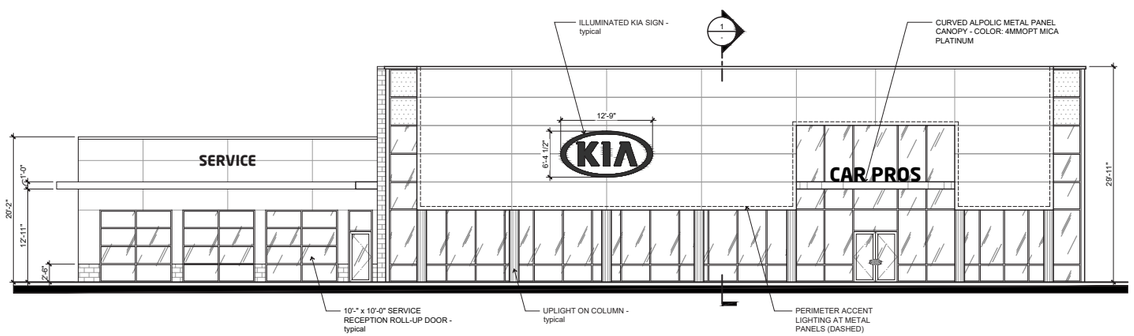
# Phase 1 Exterior Elevations



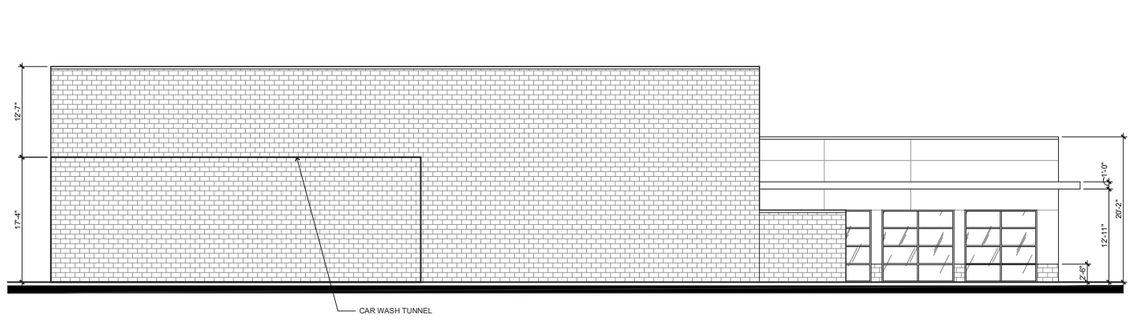

NORTH ELEVATION



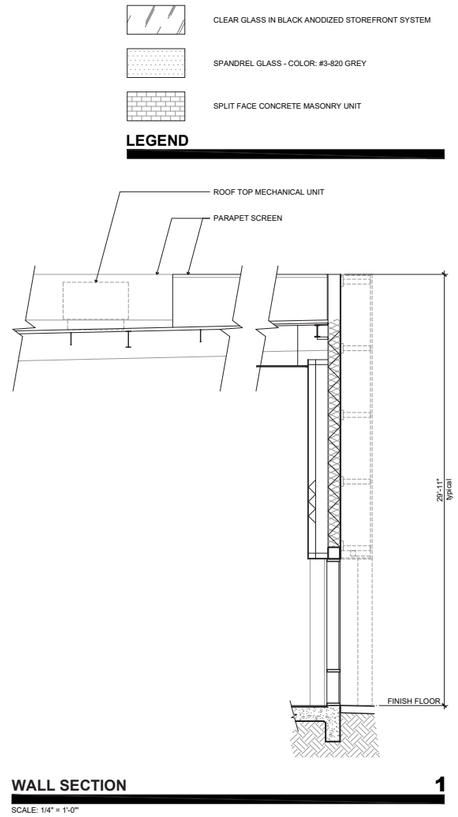

SOUTH ELEVATION




WEST ELEVATION




EAST ELEVATION



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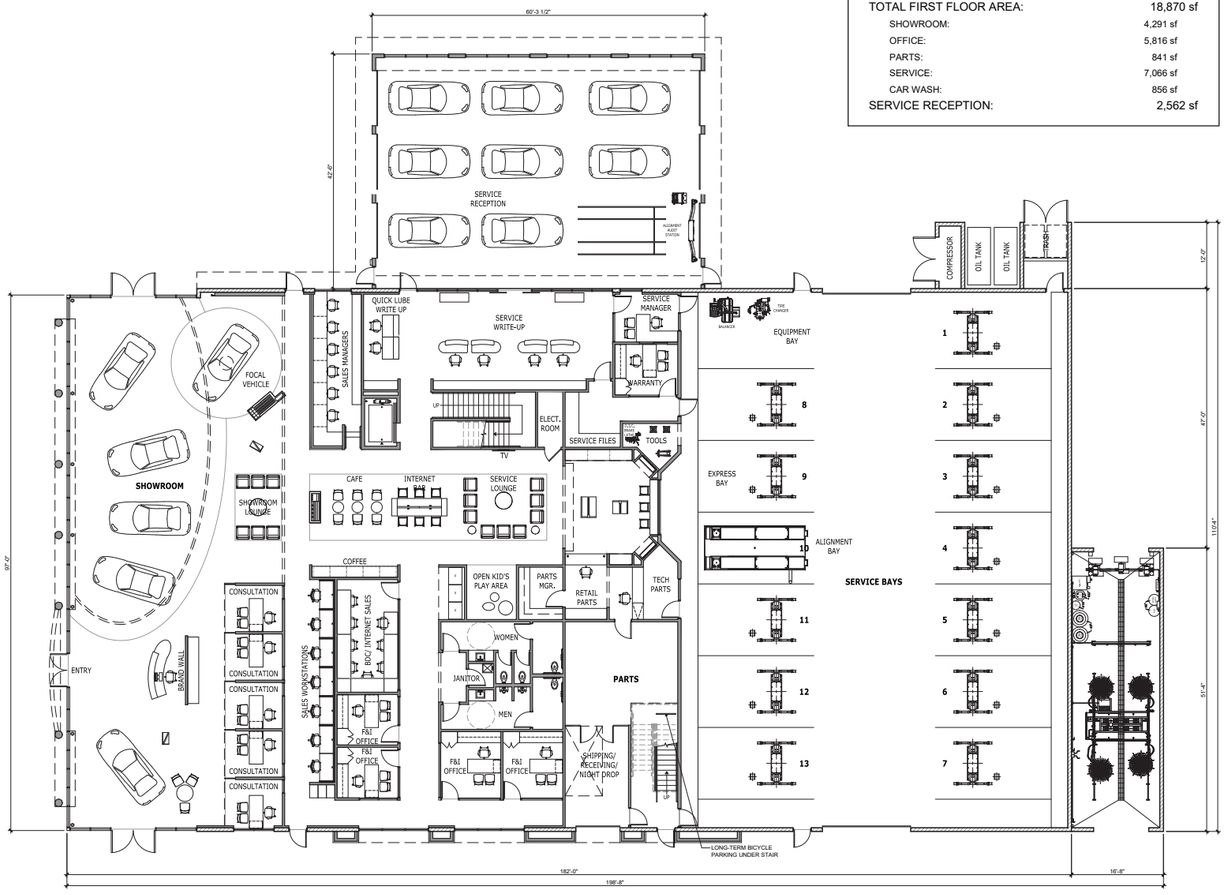
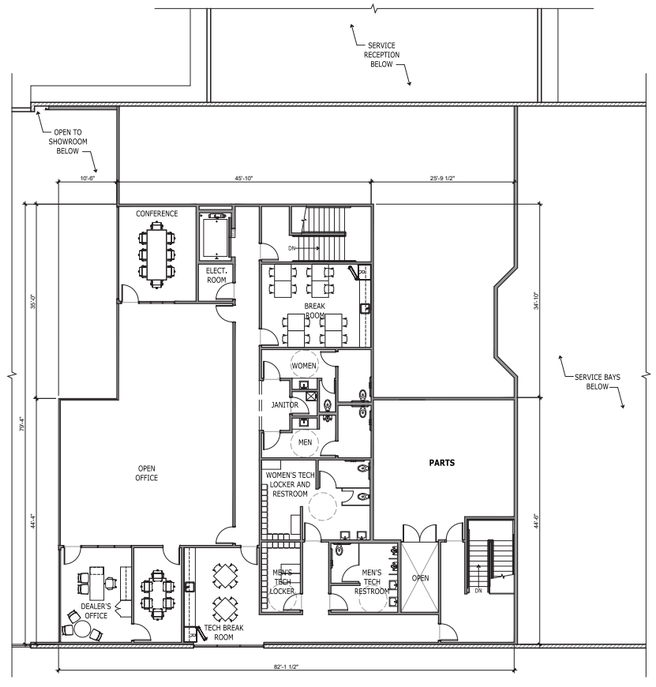
# Phase 1 Floor Plans

| TOTAL FIRST FLOOR AREA: | 18,870 sf |
|---|---|
| SHOWROOM: | 4,291 sf |
| OFFICE: | 5,816 sf |
| PARTS: | 841 sf |
| SERVICE: | 7,066 sf |
| CAR WASH: | 856 sf |
| SERVICE RECEPTION: | 2,562 sf |




| TOTAL SECOND FLOOR AREA: | 4,988 sf |
|---|---|
| OFFICE: | 2,988 sf |
| PARTS: | 919 sf |
| TECHNICIAN AREA: | 1,081 sf |



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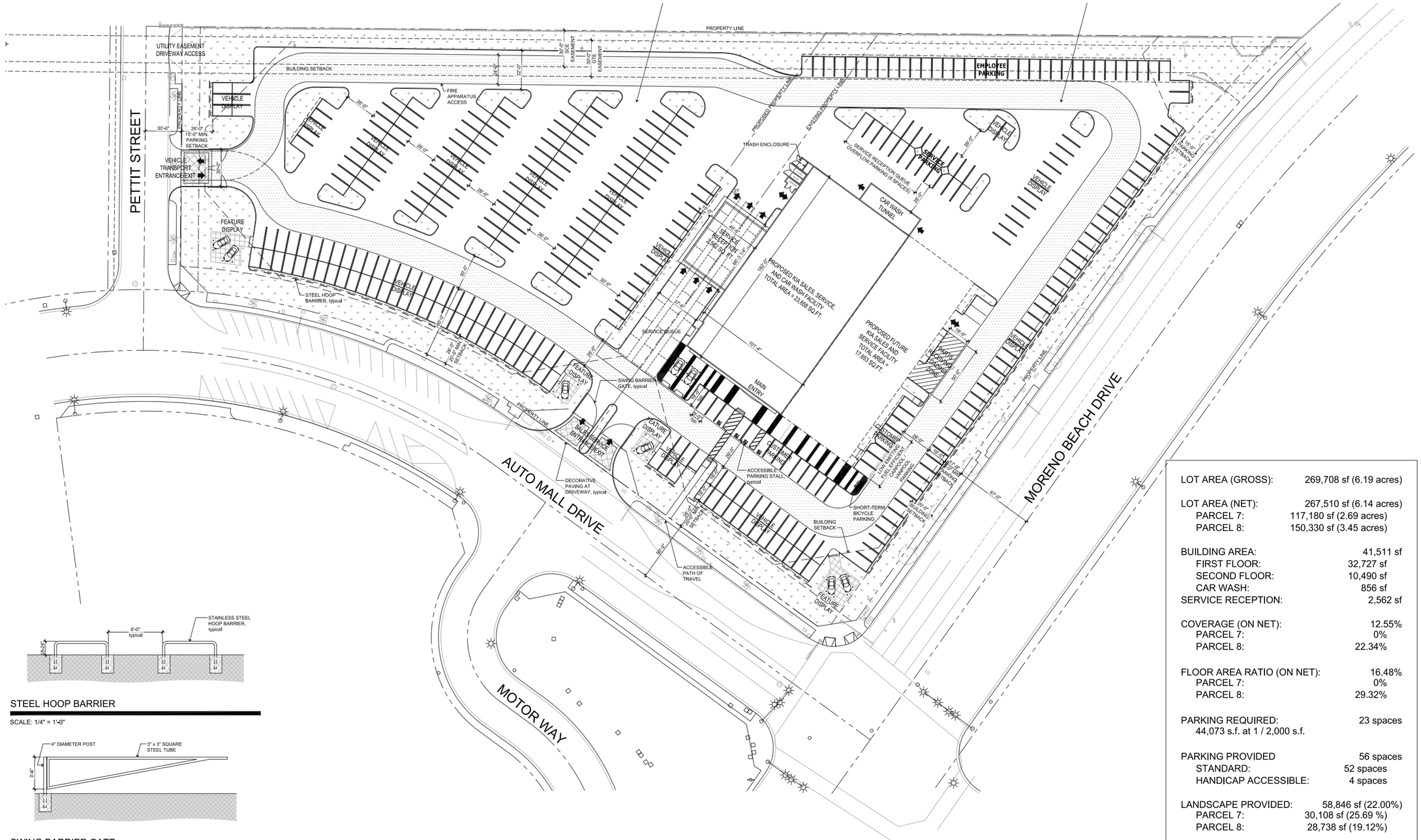
# Phase 2 Site Plan







STEEL HOOP BARRIER

SCALE: 1/4" = 1'-0"




SWING BARRIER GATE

SCALE: 1/4" = 1'-0"

| | |
|---|---|
| LOT AREA (GROSS): | 269,708 sf (6.19 acres) |
| LOT AREA (NET): | 267,510 sf (6.14 acres) |
| PARCEL 7: | 117,180 sf (2.69 acres) |
| PARCEL 8: | 150,330 sf (3.45 acres) |
| BUILDING AREA: | 41,511 sf |
| FIRST FLOOR: | 32,727 sf |
| SECOND FLOOR: | 10,490 sf |
| CAR WASH: | 856 sf |
| SERVICE RECEPTION: | 2,562 sf |
| COVERAGE (ON NET): | 12.55% |
| PARCEL 7: | 0% |
| PARCEL 8: | 22.34% |
| FLOOR AREA RATIO (ON NET): | 16.48% |
| PARCEL 7: | 0% |
| PARCEL 8: | 29.32% |
| PARKING REQUIRED: | 23 spaces |
| 44,073 s.f. at 1 / 2,000 s.f. | |
| PARKING PROVIDED | 56 spaces |
| STANDARD: | 52 spaces |
| HANDICAP ACCESSIBLE: | 4 spaces |
| LANDSCAPE PROVIDED: | 58,846 sf (22.00%) |
| PARCEL 7: | 30,108 sf (25.69 %) |
| PARCEL 8: | 28,738 sf (19.12%) |

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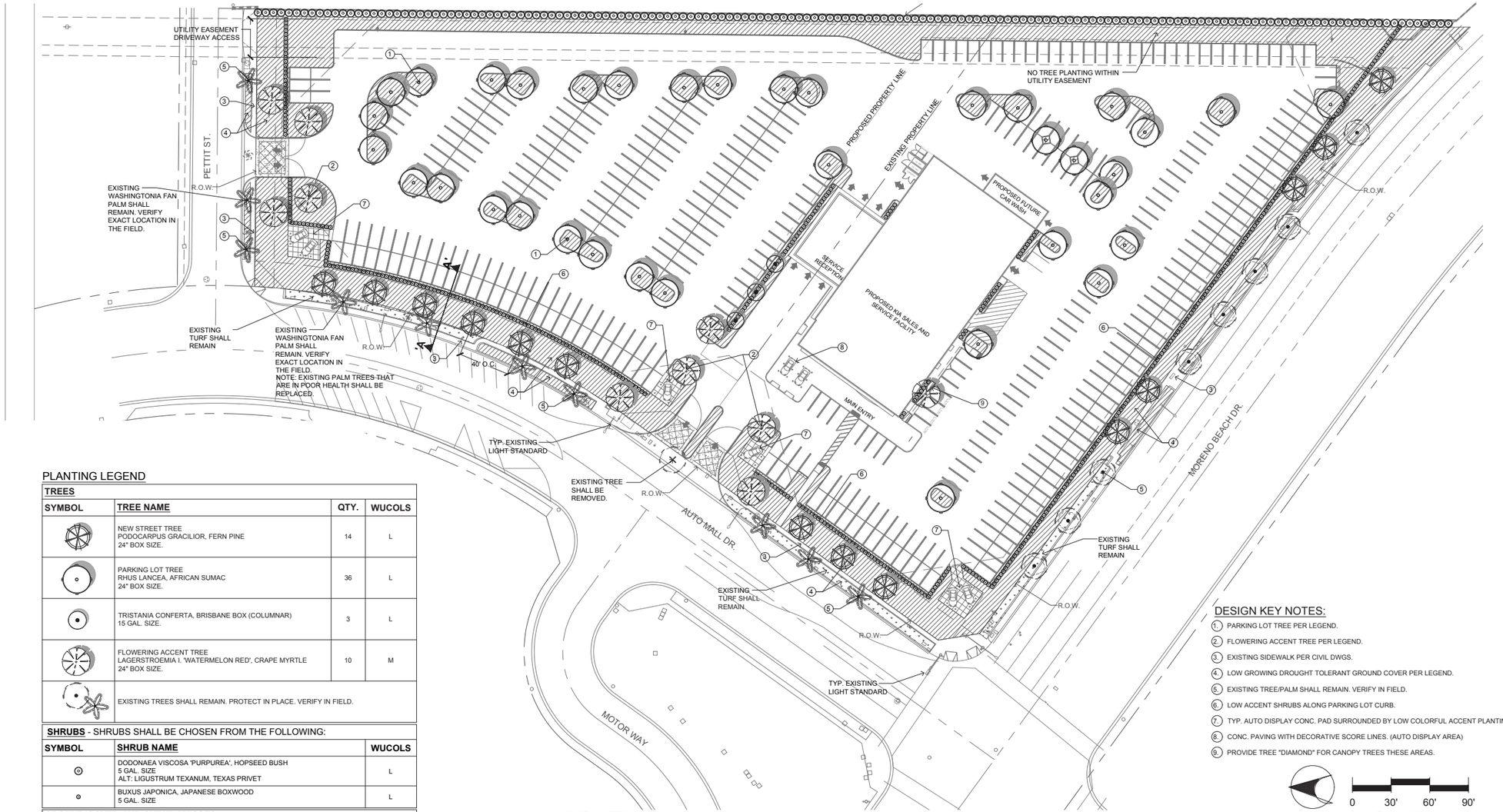
# Phase 1 Landscape Plan




PLANTING LEGEND

| TREES | | | |
|---|---|---|---|
| **SYMBOL** | **TREE NAME** | **QTY.** | **WUCOLS** |
| | NEW STREET TREE<br>PODOCARPUS GRACILIOR, FERN PINE<br>24" BOX SIZE. | 14 | L |
| | PARKING LOT TREE<br>RHUS LANCEA, AFRICAN SUMAC<br>24" BOX SIZE. | 36 | L |
| | TRISTANIA CONFERTA, BRISBANE BOX (COLUMNAR)<br>15 GAL. SIZE. | 3 | L |
| | FLOWERING ACCENT TREE<br>LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE<br>24" BOX SIZE. | 10 | M |
| | EXISTING TREES SHALL REMAIN. PROTECT IN PLACE. VERIFY IN FIELD. | | |

| **SHRUBS** - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING: | | |
|---|---|---|
| **SYMBOL** | **SHRUB NAME** | **WUCOLS** |
| | DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH<br>5 GAL. SIZE<br>ALT: LIGUSTRUM TEXANUM, TEXAS PRIVET | L |
| | BUXUS JAPONICA, JAPANESE BOXWOOD<br>5 GAL. SIZE | L |

| GROUND COVER AND SHRUB MASSES | | |
|---|---|---|
| **SYMBOL** | **GROUND COVER/SHRUB MASS NAME** | **WUCOLS** |
| | ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY<br>1 GAL. SIZE @ 30" O.C. | L |
| | LANTANA 'DWARF YELLOW', YELLOW LANTANA<br>1 GAL. SIZE @ 24" O.C. | L |
| | MYOPORUM P. 'PINK', PINK MYOPORUM<br>1 GAL. SIZE @ 36" O.C. | L |
| | FESTUCA GLAUCA, BLUE FESCUE<br>5 GAL. SIZE @ 36" O.C. | L |
| | DIANELLA TASMANICA 'VARIEGATA', VARIEGATED FLAX LILY<br>5 GAL. SIZE @ 36" O.C. | L |
| | EXISTING TURF SHALL REMAIN. "PROTECT IN PLACE." VERIFY IN FIELD. | |

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.
- ENSURE ANY TREES SURROUNDING BUILDING ROOFTOPS BE KEPT AT A DISTANCE TO PREVENT ROOF ACCESSIBILITY BY POTENTIAL BURGLARS. BRANES MUST BE PRUNED TO HAVE AT LEAST SIX-FOOT CLEARANCE FROM BUILDINGS.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

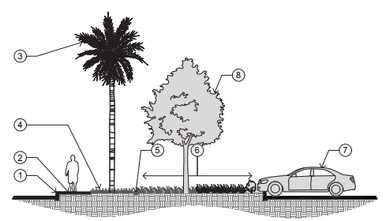
IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS



SECTION 'A-A'
SCALE: 1/8" = 1'-0"

DESIGN KEY NOTES:

1. PARKING LOT TREE PER LEGEND.
2. FLOWERING ACCENT TREE PER LEGEND.
3. EXISTING SIDEWALK PER CIVIL DWGS.
4. LOW GROWING DROUGHT TOLERANT GROUND COVER PER LEGEND.
5. EXISTING TREE/PALM SHALL REMAIN. VERIFY IN FIELD.
6. LOW ACCENT SHRUBS ALONG PARKING LOT CURB.
7. TYP. AUTO DISPLAY CONC. PAD SURROUNDED BY LOW COLORFUL ACCENT PLANTING.
8. CONC. PAVING WITH DECORATIVE SCORE LINES. (AUTO DISPLAY AREA)
9. PROVIDE TREE "DIAMOND" FOR CANOPY TREES THESE AREAS.

NORTH

0 30' 60' 90'
SCALE: 1" = 30'-0"

**SECTION 'A-A' KEY NOTES:**

1. EXISTING STREET CURB
2. EXISTING CONC. SIDEWALK
3. EXISTING WASHINGTONIA FAN PALM TREE TO REMAIN.
4. EXISTING LAWN (GRASS) SHALL REMAIN.
5. PROVIDE NEW CONC. HDR. SEPARATING EXISTING LANDSCAPE ALONG STREET FRONTAGE FROM 'ON-SITE' LANDSCAPE.
6. NEW LOW GROUND DROUGHT TOLERANT PLANTING.
7. AUTO DISPLAY PARKING.
8. NEW STREET TREE PER LEGEND.

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# 5 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed project.

## 5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

**Environmental Factors Potentially Affected**

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

## 5.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

| | |
|---|---|
| ☐ | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| ☒ | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| ☐ | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

| Signature | Date |
|---|---|
| | City of Moreno Valley |
| Printed Name | For |

**EVALUATION OF ENVIRONMENTAL IMPACTS**

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

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

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

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

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

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

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

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

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

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

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

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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## 5.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

**Less Than Significant Impact.** Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

The project site is located within a partially developed area and is not within or adjacent to a scenic vista. The site is adjacent to roadways on three sides and near existing residential and commercial land uses. The Moreno Valley General Plan Figure 7-2, *Major Scenic Resources* identifies the scenic resources within the City that include: Box Springs Mountains, Moreno Peak, Russell Mountains, Reche Mountains, and the Badlands.

The site is located 510 feet from the Moreno Peak area. However, this area is on the other side of Moreno Beach Drive and beyond 3-story multi-family residential buildings. The proposed building would be a 29-foot 11-inch high two-story structure that would be lower than the existing apartment buildings and would not have a substantial adverse effect on this scenic vista.

In addition, the project site is located 5.6 miles from Box Springs Mountains, 2 miles from Russell Mountains, 1.5 miles from Reche Mountains, and 2.4 miles from the Badlands. However, because

developed land uses exist between the site and these scenic vistas, the proposed two-story building would result in a less than significant impact on scenic vistas.

**b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** There are no designated state scenic highways in the City of Moreno Valley. The closest eligible state scenic highway is State Route (SR) 74, which travels east/west and is approximately 10.5 miles to the south of the project site. The closest officially designated state scenic highway is SR 243 from Interstate 10 (I-10) south of the City of Banning limits (Caltrans 2018), which is located approximately 17 miles East of the project site. Neither of the scenic highways are visible from the project site, so no impacts to state scenic highways would occur from implementation of the proposed project.

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

**Less Than Significant Impact.** The project site is located in a developing portion of the City of Moreno Valley and is adjacent to roadways on three sides. Nearby parcels are developed for automotive dealerships, commercial retail uses, and multi-family residential uses. In addition, the site is adjacent to undeveloped land.

Pursuant to the Auto Mall Specific Plan, the project site is intended for commercial uses. The proposed project would construct and operate an automobile dealership that would be consistent with the existing developed land uses to the north and northwest of the site, which include automobile dealerships, automobile repair, and automotive storage. Because the project would be consistent with the existing developed uses near the project site and would include landscaping the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

In addition, the project would be developed in consistency with the Auto Mall Specific Plan and Municipal Code, which would be verified during the City's permitting process. As a result, impacts related to scenic quality would less than significant.

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

**Less Than Significant Impact.** The project site is undeveloped and has no existing source of nighttime lighting. However, the project site is surrounded by sources of nighttime lighting including street lights along Auto Mall Drive and Moreno Beach Drive, illumination from vehicle headlights, offsite exterior residential and retail related lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

The proposed project would include installation of new lighting sources on the project site that would include exterior lighting for the parking lot, security lighting, interior lighting, which could be visible through windows to the outside, and headlights from vehicles. The exterior security and parking lot lighting would be hooded, appropriately angled to focus on the project site, and would comply

with the City's Municipal Code Section 9.10.110 Light and Glare (included as PPP AES-1), which states that all lighting shall be designed to project downward and shall not create glare on adjacent properties. In addition, SP-209 includes specific lighting standards for automobile dealerships that specifies light locations, wattage, pole heights, and other specifications to specifically provide for onsite security, while not shining upon adjacent areas (included at PPP AES-2). SP-209 also requires submittal of a lighting plan during the permitting process to ensure compliance with the City's lighting requirements. Therefore, although the project would result in new light sources compared to existing conditions, compliance of PPP AES-2 would ensure the new light source is not substantial and would reduce the potential impacts of light exposure to a less than significant level.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Reflective light is common in urban areas and is typically associated with mid-rise and high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Glare sensitive uses in the project area are residential uses across the street and motorists along the adjacent roadway.

The project site is surrounded by a variety of auto dealership and residential uses. Existing daytime sources of glare in the project vicinity predominantly consist of vehicles in parking lots and on roadways, as well as the windows of buildings adjacent to the site, which reflect the sunlight. However, the project area contains existing conditions where glare is interrupted. Landscaping such as trees across street, parkways surrounding the adjacent roads, and landscaping in front of the residences to the south, help block reflective light. Existing auto dealerships to the north contain similar amount of glass to the proposed project.

Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. The dealership is a low-rise building and the majority of the building's exterior consists of concrete masonry, which is not a highly reflective surface. The building's windows and glass storefront would use glass materials that are manufactured to reduce glare. In addition, the glass panels along the storefront would be interrupted by panel trimming design, thereby further reducing the potential for glare. Motorists driving along Moreno Beach Drive and Auto Mall Drive would be exposed to intermitted glare typical of parking lots and commercial buildings, as they drive past the project site. Daytime glare from windows and windshields would be disrupted by building landscaping, by street trees, and would not be sufficient to distract motorists. Likewise, residential views of the building are interrupted street landscaping, which would limit daytime glare during those limited times of the day when the sun reflects at a low angle. Nighttime glare is addressed by the City's existing lighting regulations included in Municipal Code Section 9.10.110 and SP-209 (included as PPP AES-1 and PPP AES-2) which require the proposed light fixtures to be directed downward and shielded, cutting off any potential glare onto adjacent properties.

Impacts related to light and glare, resulting from development of the site, would be less than significant.

**Existing Plans, Programs, or Policies**

**PPP AES-1: Lighting:** Pursuant to Municipal Code Section 9.10.110, no operation, activity, sign or lighting fixture shall create illumination which exceeds 0.5 footcandles minimum maintained on any adjacent property, whether the illumination is direct or indirect light from the source. All lighting shall be designed to project downward and shall not create glare on adjacent properties.

**PPP AES-2: Lighting Plans:** Lighting plans shall be submitted showing the design layout and exact fixture/pole locations and wattages proposed. A point-by-point foot-candle review of the lighting plan shall ensure that the proposed lighting is compliant with Specific Plan 209 Amendment 5, Section 4.4 Development Regulations. Development Standard 2, Onsite Lighting Standards, a. Automobile Dealerships.

**Mitigation Measures**

No mitigation measures related to aesthetics are required.

**Sources**

California Department of Transportation, California Scenic Highway Mapping System, Accessed: at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/

City of Moreno Valley, General Plan, 2006, Element 7: Conservation.

City of Moreno Valley, Specific Plan 209 Amendment No. 5, Moreno Valley Auto Mall Specific Plan. Accessed: http://www.moreno-valley.ca.us/cdd/specificplans/sp209-5_20110915083050.pdf

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

**a) 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.** The project site is identified by the California Department of Conservation Important Farmland Finder as "Farmland of Local Importance" (CDC 2019). The project site is not designated as Prime, Unique, or Farmland of Statewide Importance. Thus, the proposed project would not result in impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

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

**No Impact.** The project site has an existing zoning designation for commercial. The project site is not zoned for agricultural use and is not subject to a Williamson Act contract. Thus, the proposed project would not result in impacts related to conflict with an existing agricultural zoning or Williamson Act contract, and impacts would not occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** No forest land exists on or adjacent to the project site. The project site has a zoning designation for commercial and is not zoned for forest land or timberland uses. Thus, the proposed project would not result in impacts related to conflict with an existing forest land or timberland zoning, and impacts would not occur.

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

**No Impact.** No forest land exists on the project site. Thus, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and impacts would not occur.

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

**No Impact.** As described in the responses above, the project area does not include farmland or forest land; thus, implementation of the proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. Impacts would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to agriculture and forestry that are applicable to the project.

**Mitigation Measure**

No mitigation measures related to agriculture and forestry are required.

**Sources**

California Department of Conservation, Important Farmland Finder, Riverside, 2016. Accessed 28 February 28, 2019. Available: https://maps.conservation.ca.gov/dlrp/ciff/

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors) affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

The discussion below is based on the Air Quality and Greenhouse Gas Assessment Report, prepared by Vince Mirabella (included as Appendix A).

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

**Less Than Significant Impact.** The project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The project site is designated by the Auto Mall Specific Plan for Commercial uses. The proposed project would develop an auto sales and service dealership, which is consistent with the permitted

uses of automobile sales uses, auto related uses, and commercial uses identified by the Auto Mall Specific Plan. Additionally, the Specific Plan requires a minimum one-acre sites for auto dealerships. The proposed project is located on a 6.35-acre lot. Therefore, the proposed project would be consistent with the land use assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

In addition, emissions generated by construction and operation of the project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would be less than significant.

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

**Less Than Significant Impact.** The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

**Table AQ-1: SCAQMD Regional Daily Emissions Thresholds**

| Pollutant | Construction (lbs/day) | Operations (lbs/day) |
|---|---|---|
| NOx | 100 | 55 |
| VOC | 75 | 55 |
| PM10 | 150 | 150 |
| PM2.5 | 55 | 55 |
| SOx | 150 | 150 |
| CO | 550 | 550 |
| Lead | 3 | 3 |

Source: Air Quality and Greenhouse Gas Assessment Report

**Construction**

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) site preparation and (2) grading. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, $PM_{10}$, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective

cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling, and is included as PPP AQ-2. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

**Table AQ-2: Construction Emissions Summary**

| Activity | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| Site Preparation | 5.7 | 63.9 | 23.1 | 0.1 | 9.7 | 6.4 |
| Grading | 3.6 | 42.4 | 17.3 | 0.0 | 4.3 | 2.8 |
| Building Construction (2020) | 2.8 | 24.1 | 22.0 | 0.0 | 2.6 | 1.5 |
| Building Construction (2021) | 2.5 | 21.8 | 21.4 | 0.0 | 2.5 | 1.3 |
| Paving | 2.0 | 12.9 | 15.3 | 0.0 | 0.9 | 0.6 |
| Architectural Coatings | 21.9 | 1.6 | 2.6 | 0.0 | 0.3 | 0.2 |
| **Maximum Daily Emissions** | **21.9** | **63.9** | **23.1** | **0.1** | **9.7** | **6.4** |
| Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

Notes: NOx = nitrogen oxides CO = carbon monoxide
PM10 and PM2.5 = particular matter VOC = volatile organic compounds
SOx = sulfur oxides
Source: Air Quality and Greenhouse Gas Assessment Report (Vince Mirabella 2019)

**Operation**

Implementation of the proposed project (Phase 1 and 2) would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the project.

Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and would be less than significant.

**Table AQ-3: Summary of Peak Operational Emissions**

| Operational Year (Summer Season) | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| Mobile | 3.4 | 22.4 | 25.1 | 0.1 | 6.1 | 1.7 |
| Area | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 |
| **Total** | **4.5** | **22.7** | **25.4** | **0.2** | **6.2** | **1.7** |
| SCAQMD Significance Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Operational Year (Winter Season)** | | | | | | |
| Mobile | 2.9 | 22.0 | 23.4 | 0.1 | 6.1 | 1.7 |
| Area | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 |
| **Total** | **3.9** | **22.4** | **23.7** | **0.1** | **6.1** | **1.7** |
| SCAQMD Significance Threshold | 55 | 55 | 550 | 150 | 150 | 55 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

Notes: NOx = nitrogen oxides; CO = carbon monoxide; $PM_{10}$ and $PM_{2.5}$ = particular matter; VOC = volatile organic compounds; SOx = sulfur oxides

Source: Air Quality and Greenhouse Gas Assessment Report (Vince Mirabella 2019)

### c) Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** The SCAQMD recommends the evaluation of localized $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, $PM_{10}$, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 24, Perris Valley.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered sensitive receptors. The nearest sensitive receptor from the project site is located at an existing residence 131 feet south of the project site across Moreno Beach Drive/Auto Mall Parkway.

**Construction**

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The air quality analysis determined that the proposed project would disturb a maximum of 3.5 acres per day.

As shown in Table AQ-4, with implementation of SCAQMD Rules 403 and 1113 (included as PPP AQ-1 and PPP AQ-2), the maximum daily construction emissions from the proposed project would not exceed the applicable SCAQMD LST thresholds.

**Table AQ-4: Localized Significance Summary of Construction**

| Activity | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | **NOx** | **CO** | **PM10[1]** | **PM2.5[1]** |
| Site Preparation | 63.8 | 22.4 | 9.5 | 6.3 |
| Grading | 42.4 | 16.7 | 4.1 | 2.8 |
| Building Construction (2020) | 19.2 | 16.8 | 1.1 | 1.1 |
| Building Construction (2021) | 17.4 | 16.6 | 1.0 | 0.9 |
| Paving | 12.9 | 14.7 | 0.7 | 0.6 |
| Architectural Coatings | 1.5 | 1.8 | 0.1 | 0.1 |
| **Maximum Daily Emissions[1]** | **63.8** | **22.4** | **9.5** | **6.3** |
| Localized Significance Threshold | 238 | 1,530 | 18.0 | 7.2 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

Notes: NOx = nitrogen oxides; CO = carbon monoxide; $PM_{10}$ and $PM_{2.5}$ = particular matter; VOC = volatile organic compounds; SOx = sulfur oxides

Source: Air Quality and Greenhouse Gas Assessment Report (Vince Mirabella 2019)

**Operation**

For operational LSTs, on-site passenger car and truck travel emissions were modeled. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD's LST thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, the project would result in a less than significant impact related to localized emissions from operational activities.

**Table AQ-5: Comparison of Operational LSTs and Project On-site Operational Emissions**

| Summer Season | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | VOC | NOx | CO | SOx |
| Mobile | 0.1 | 1.2 | 0.0 | 0.0 |
| Area | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy | 0.4 | 0.3 | 0.0 | 0.0 |
| **Total** | **0.5** | **1.5** | **0.0** | **0.0** |
| SCAQMD Significance Threshold | 289 | 1,937 | 7.6 | 3.0 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |
| **Winter Season** | | | | |
| Mobile | 0.1 | 1.2 | 0.0 | 0.0 |
| Area | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy | 0.4 | 0.3 | 0.0 | 0.0 |
| **Total** | **0.5** | **1.5** | **0.0** | **0.0** |
| SCAQMD Significance Threshold | 289 | 1,937 | 7.6 | 3.0 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

Notes: $PM_{10}$ and $PM_{2.5}$ = particular matter; VOC = volatile organic compounds; SOx = sulfur oxides
Air Quality and Greenhouse Gas Assessment Report (Vince Mirabella 2019)

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

**Less Than Significant Impact.** The proposed project would not generate other emissions, not described previously. Also, typical land uses generally associated with odor complaints includes agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-3) to prevent odor nuisances on sensitive land uses. Based on the proposed auto dealership use of the site and with compliance with SCAQMD Rule 402, impacts related to odors would be less than significant.

**Existing Plans, Programs, or Policies**

**PPP AQ-1:** The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

**PPP AQ-2:** The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

**PPP AQ-3:** The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**Mitigation Measures**

No mitigation measures related to air quality are required.

**Sources**

City of Moreno Valley, Specific Plan 209 Amendment No. 5, Moreno Valley Auto Mall Specific Plan. Accessed: http://www.moreno-valley.ca.us/cdd/specificplans/sp209-5_20110915083050.pdf

Air Quality and Greenhouse Gas Assessment Report, Car Pros Kia Dealership Project, City of Moreno Valley, California, 2019, prepared by Vince Mirabella (Appendix A).

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

The discussion below is based on the Biological Technical Report, prepared by Blackhawk Environmental, Inc. (Blackhawk 2019) (included as Appendix B)

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

**Less Than Significant Impact with Mitigation Incorporated.** The project site is vacant and undeveloped and has been disturbed. Review of historic aerials of the project site indicate that the

site has undergone mass grading and periodic vegetation maintenance in the form of site leveling, mowing, and disking since at least 1996. A Biological Habitat Assessment was prepared for the proposed project, which included a literature search to identify special status plants, wildlife, and habitats known to occur in the vicinity of the project site. General plant and wildlife surveys were also conducted to identify any biological resources on or adjacent to the project site. The habitat assessment identified that a large portion of the project site consists of disturbed and developed areas that include:

- 0.18 acres of Disturbed Coastal Sage Scrub – Brittlebush Series
- 5.71 acres of Disturbed Areas
- 0.23 acres of Developed Areas
- 0.23 acres of Residential/Urban/Exotic (composed of exotic trees, shrubs, grasses and/or flowering plants typical of ornamental landscaping)

The Habitat Assessment identified that of the 30 special-status wildlife species that to have the potential to occur within the project vicinity, one was present, 15 have a low to moderate potential for occurrence based on proximity of historic records and quality habitat on site and 14 are absent due to lack of suitable habitat. In addition, two MSHCP-listed avian species are present, the site supports suitable habitat for burrowing owl, and is located within a designated area requiring surveys for burrowing owl. The special status species with potential to occur onsite are listed below:

- California horned lark (*Eremophila alpestris actia*) (Present)
- Burrowing owl (*Athene cunicularia*) (Moderate)
- Coastal whiptail (*Aspidoscelis tigris steinegeri*) (Moderate)
- San Diego black tailed jackrabbit (*Lepus californicus bennettii*) (Moderate)
- Western mastiff bat (*Eumops perotis californicus*) (Moderate foraging potential)
- Western yellow bat (*Lasiurus xanthinus*) (Moderate)
- Bell's sage sparrow (*Artemisiospiza belli belli*) (Low)
- Ferruginous hawk (*Buteo regalis*) (Low)
- Loggerhead shrike (*Lanius ludovicianus*) (Low)
- Southern California rufous-crowned sparrow (*Aimophilia ruficeps canescens*) (Low)
- California glossy snake (*Arizona elegans occidentalis*) (Low)
- Coast horned lizard (*Phrynosoma blainvillii*) (Low)
- Coast patch-nosed snake (*Salvadora hexalepis virgultea*) (Low)
- Orange-throated whiptail (*Aspidoscelis hyperythra*) (Low)
- Red-diamond rattlesnake (*Crotalus ruber ruber*) (Low)
- Los Angeles Pocket mouse (*Perognathus longimembris brevinasus*) (Low)
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) (Low)
- Cooper's hawk (*Accipiter cooperii*) (Present, MSHCP)
- Northern harrier (*Circus cyaneus*) (Present, MSHCP)

The Biological Assessment identified 8 special-status plant species that to have the potential to occur within the project vicinity; however, only the Parry's spineflower (*Chorizanthe parryi var. parryi*) was determined to have a low potential for occurrence. The remaining seven special-status plant species were determined to be absent from the project site.

The Habitat Assessment describes that the special-status wildlife and plant species with the potential to occur on the project site are covered by compliance with the MSHCP, which requires payment of fees, included as existing Plans, Programs, or Policies "PPP BIO 1". In addition, because the site supports suitable habitat for burrowing owl the MSHCP requires focused surveys pursuant to the Western Riverside County Regional Conservation Authority (RCA) Burrowing Owl Survey Instructions for the MSHCP area. Hence, Mitigation Measure BIO-1 requires a preconstruction burrowing owl survey to be conducted pursuant to the RCA Survey Instructions prior to start of ground disturbance activities. With implementation of Mitigation Measure BIO-1, impacts related to burrowing owl would be less than significant.

In addition, the Habitat Assessment identified suitable habitat and substrate for migratory birds that are protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Department of Fish and Wildlife (CDFW) code. Therefore, Mitigation Measure BIO-2 is included to require a nesting bird survey if construction activities begin during the nesting season. With implementation of Mitigation Measure BIO-2 impacts related to protected bird species would also be reduced to a less than significant level.

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

**No Impact.** The project site consists of vacant land that has been heavily disturbed by grading. The assessment done by Blackhawk Environmental identified no riparian/riverine habitats, and no potentially jurisdictional waters within the project site. This exempts the Project from Army Corps of Engineers, California Department of Fish and Wildlife, and the Regional Water Quality Control Board permits. In addition, the project does not contain any vernal pools, wetland habitats, creeks, or rivers. Thus, impacts to riparian habitat or other sensitive natural community would not occur from implementation of the proposed project.

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

**No Impact.** As described in the response above, the project site does not contain any drainages, creeks, rivers, or other wetland areas (Blackhawk 2019). The project site does not contain any jurisdictional areas that would be subject to Section 404 of the Clean Water Act, and the proposed project does not involve any hydrological interruption on any existing water resources. Thus, impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act would not occur from implementation of the proposed project.

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

**Less Than Significant Impact with Mitigation Incorporated.** The project site is vacant and undeveloped but is adjacent to roadways, disturbed, and developed land uses. Due to the existing conditions of the project site and the surrounding land uses, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with

established native resident or migratory wildlife corridors (Blackhawk 2019). However, as described previously, the site includes areas that are suitable for nesting birds that are protected under the Migratory Bird Treaty Act and Section 3503.5 of the CDFW code. Therefore, Mitigation Measure BIO-2 is included to require a nesting bird survey if construction activities begin during the nesting season. With implementation of Mitigation Measure BIO-2 impacts related to native wildlife nursery sites would be reduced to a less than significant level.

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

**No Impact.** There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the proposed project. The project site is adjacent existing non-native ornamental trees that are on the right-of-way on Moreno Beach Drive and to Auto Mall Drive and are not subject to any ordinances. The project site contains non-protected native shrubs and herbs as well as non-native grasses and shrubs, but there are no trees on the project site. Therefore, implementation of the proposed project would not conflict with local polices or ordinances protecting trees and no impact would occur.

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

**No Impact.** The project site occurs within the Western Riverside County Multiple Species Habitat Conservation Plan. The site and the surrounding area is urbanized and does not support any sensitive habitat and/or species that are protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan because it does not overlap or occur adjacent to any area conserved or targeted for conservation by the plan (Blackhawk 2019). Development of the project site would not conflict with local, regional, or state resource preservation and/or conservation policies. Therefore, no significant impacts would occur as a result of project implementation.

**Existing Plans, Programs, or Policies**

**PPP BIO 1: MSHCP Development Impact Fee** Prior to issuance of a grading or building permit, the project applicant will be required to pay relevant City of Moreno Valley mitigation fees to the City.

**Mitigation Measures**

**Mitigation Measure BIO 1: Pre-construction Burrowing Owl Survey.** Preconstruction burrowing owl (BUOW) surveys shall be complete a maximum of 30 days prior to the start of construction. A total of 4 focused BUOW preconstruction surveys shall be conducted on separate days, preferably during the BUOW breeding season (March 1 through August 31) (not including the initial habitat assessment and burrow survey). The survey area shall include the project site and the 150-meter survey area surrounding the project site pursuant to the Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions for the Plan Area (2006).

If burrowing owls are observed during take avoidance surveys or incidentally during construction, the City of Moreno Valley Planning Division shall be notified, and avoidance measures implemented during the breeding season (March 1 through August 31). If burrowing owls are present during the

non-breeding season (September 1 through February 28), burrowing owl exclusion measures may be implemented in accordance with the MSHCP.

**Mitigation Measure BIO 2: Nesting Birds Survey.** To the extent feasible, the project shall conduct vegetation removal outside of the nesting bird season (generally between February 15 and August 31). If vegetation removal is required during the nesting bird season, a nesting bird survey should be conducted for areas within 100-feet of the vegetation removal. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist shall determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.

**Sources**

Western Riverside MSHCP Habitat Assessment Report. Prepared by Blackhawk Environmental, Inc. 2019 (Blackhawk 2019) (Appendix B)

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **5. CULTURAL RESOURCES.** Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ |

The discussion below is based on the Phase I Cultural Resources Assessment prepared by Material Culture Consultants (MCC 2019) (included as Appendix C).

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** The project site is currently vacant and undeveloped and does not contain any historic resources (MCC 2019). Review of historic aerials of the project site indicate that the site has undergone mass grading and periodic vegetation maintenance in the form of site leveling, mowing, and disking since at least 1996. In addition, the project site is not located within a historic area. The adjacent roadway, multi-family residential across Moreno Beach Drive, and the nearby commercial uses are recently developed and are not historic structures. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource, and no impact would occur.

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

**Less Than Significant with Mitigation Incorporated.** The records search conducted by the Phase I Cultural Resources Assessment found 55 cultural resources within a 1-mile radius of the project site. Five were located within 0.25-mile of the project site, and 21 within 0.5-mile of the project site. Thus, the project area has a moderate to low sensitivity for presence of archaeological deposits. However, no cultural resources have been identified on site or were observed during the archaeological survey for the project, and due to the previous ground disturbance on the project site and the surrounding area, any archaeological deposits have likely been eradicated (MCC 2019). However, there still remains the possibility that undiscovered, buried archaeological resources may be encountered during construction. Therefore, Mitigation Measure CR-1 has been included to provide an on-call archaeologist and CR-2 to halt work within 100 feet of uncovering any potential archaeological resources. In addition to Mitigation Measure CR-1 requires that the Soboba Band of Luiseno Indians shall be contacted and consult with the archaeologist if a pre-contact cultural resource is found. Mitigation Measure CR-2 through CR-6 detail procedures for inadvertent discoveries of archeological and/or precultural resources. With implementation of these

mitigation measures, potential impacts related to archaeological resources would be less than significant.

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

**Less Than Significant Impact.** The project site has not been used for and is not located adjacent to any known cemeteries and has undergone previous disturbance. It is possible, though, that construction activities could unearth previously unknown human remains. However, compliance with California Health and Safety Code Section 7050.5 (included as MM CR-1), would ensure that human remains were treated with dignity and as specified by law, which would reduce the impact to less than significant level.

**Existing Plans, Programs, or Policies**

None.

**Mitigation Measures**

**Mitigation Measure CR-1:** Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist meeting Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archaeologist has been retained to provide on-call services in the event archaeological resources are discovered . The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 Tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB 52 (Soboba Band of Luiseno Indians and Rincon Band of Luiseno Indians). Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide training on an as-needed basis;

c. 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 CR-2:** Prior to the issuance of a grading permit, the Applicant shall secure agreements with the Soboba Band of Luiseno Indians for tribal monitoring. The Applicant 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 CR-3:** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:

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

   ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-1. The location for the future reburial area shall be identified on a confidential exhibit on file with the City and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

**Mitigation Measure CR-4:** The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal 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 CR-5:** If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal

Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.

**Mitigation Measure CR-6:** If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

**Sources**

Phase I Cultural Resources Assessment. Prepared by Material Culture Consultants (MCC 2019) (Appendix C).

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

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

**Less Than Significant Impact.**

**Construction**
During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in southern California. In addition, the extent of construction activities that would occur is limited to a 14-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

In addition, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

**Operation**
Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and

lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current Title 24 energy efficiency standards (as provided in Chapter 8.20 of the City's Municipal Code and included as PPP GHG-1) and be compliant with the City's Energy Efficiency and Climate Action Strategy, which would be ensured through the City's building permitting process. Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and impacts would be less than significant.

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

**No Impact.** The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Title 24 Energy Efficiency Standards, and the California Green (CalGreen) Building Standards (included as PPP ENG-1). The proposed project would comply with existing regulations as ensured through the City's permitting process. Thus, construction and operation of the proposed project would not conflict with or obstruct State or local plans for energy efficiency or renewable energy.

**Existing Plans, Programs, or Policies**

**PPP GHG-1: CalGreen Compliance.** The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

**Mitigation Measures**

No mitigation measures related to energy are required.

**Sources**

Air Quality and Greenhouse Gas Assessment Report, Car Pros Kia Dealership Project, City of Moreno Valley, California, 2019. Prepared by Vince Mirabella. (Appendix A).

City of Moreno Valley Energy Efficiency and Climate Action Strategy. Accessed at: http://www.moval.org/pdf/efficiency-climate112012nr.pdf

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

The discussion below is based on the Geotechnical Investigation, prepared by Geocon West, Inc, 2019 (GEO 2019), included as Appendix D.

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

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**No Impact.** In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law and renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) in 1994. The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy access the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

As described by the Geotechnical Investigation for the proposed project, there are 18 known active faults located within a 50-mile search radius of the project site (GEO 2019). The nearest known active fault is the Claremont fault segment of the San Jacinto fault zone, located approximately 2 miles northeast of the site. However, the project site is not within an Alquist-Priolo Earthquake Fault Zone or a Riverside County Fault Hazard Zone for surface fault rupture hazards (GEO 2019). Therefore, development of this project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

**ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** The project site is located within a seismically active region of Southern California. As mentioned previously, the Claremont fault segment of the San Jacinto fault zone is located approximately 2 miles northeast of the project site (GEO 2019). Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 8.20 and included as PPP GEO-1, that contains provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Implementation of CBC standards would be verified by the Moreno Valley Department of Building and Safety during the permitting process. Because the proposed project would be constructed in compliance with the CBC, the proposed project would result in a less than significant impact related to strong seismic ground shaking.

### iii. Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface and with a relative density less than about 70 percent (GEO 2019). Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to the Geotechnical Investigation for the proposed project, the depth of groundwater is in excess of 190 feet below the ground surface and the onsite soils consist of dense to very dense old alluvial fan deposits (GEO 2019). Thus, the Geotechnical Investigation determined that the liquefaction potential for the site is negligible (GEO 2019). As described previously, the proposed project would be required to be constructed in compliance with the CBC and the City's Municipal Code, included as PPP GEO-1, which would be verified through the City's plan check and permitting process Thus, impacts related to seismically related ground failure and liquefaction would be less than significant.

### iv. Landslides?

**No Impact.** Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the Geotechnical Investigation states that the site is not within an area identified to have a potential for seismic slope instability, there are no known landslides near the site, nor is the site in the path of any known or potential landslides (GEO 2019). Therefore, the project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

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

**Less Than Significant Impact.**

**Construction**
Construction of the proposed project has the potential to contribute to soil erosion and the loss of topsoil. Excavation and grading activities that would be required for the project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 8.10 Stormwater/Urban Runoff Management and Discharge Controls implements the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit), as amended, establishes minimum stormwater management

requirements and controls that are required to be implemented for construction activities for the project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a Qualified SWPPP Developer (QSD), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control Best Management Practices (BMPs) to reduce or eliminate the erosion and the loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented during the City's permitting process, construction impacts related to erosion and loss of topsoil would be less than significant.

**Operation**
The proposed project includes installation of landscaping throughout the project site and areas of loose topsoil that could erode by wind or water would not exist upon operation of the proposed commercial uses. In addition, as described in Section 10, Hydrology and Water Quality the hydrologic features of the proposed project have been designed to flow to biofiltration systems and landscaping that would reduce the potential for stormwater to erode topsoil. Furthermore, pursuant to the City's Municipal Code Chapter 8.10, Stormwater/Urban Runoff Management and Discharge Controls, implementation of the project requires a Water Quality Management Plan (WQMP), which is included as PPP WQ-2. The WQMP describes the operational BMPs that would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil during operation of the project. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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

**Less Than Significant Impact.** As described above, the project site is relatively level, and does not contain nor is adjacent to any significant slope or hillside area. The project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the project.

Lateral spreading, a phenomenon associated with seismically-induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. The Geotechnical Investigation describes that the depth of groundwater is in excess of 190 feet below the ground surface and the onsite soils consist of dense to very dense old alluvial fan deposits, which are not potentially liquefiable. Thus, the soils are not susceptible to lateral spreading (GEO 2019) and impacts related to liquefaction and lateral spreading would not occur.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. As described previously, the depth of groundwater is in excess of 190 feet below the ground surface and the project would not pump water from the project area

(as further described below), impacts related to subsidence would not occur from implementation of the project.

Seismic related ground failure or settlements can occur within loose to moderately dense, dry or saturated granular soil. The Geotechnical Investigation identified that the undocumented fill and upper portion of the very old alluvium on the site are considered susceptible to seismically-induced settlement of up to 2.2 percent. The Geotechnical Investigation recommends that the upper 12 inches of soils providing foundations for buildings and pavement areas be overexcavated and recompacted pursuant to the CBC compaction regulations. With implementation of the overexcavation requirements per the CBC, as included as PPP GEO-1, the potential for settlement or collapse of soils would be reduced to a less than significant level. Therefore, compliance with the requirements of the CBC as identified in the site geotechnical design recommendations that would be reviewed by the City for appropriate inclusion, as part of the permitting process, would reduce potential impacts related to ground collapse to a less than significant level.

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

**Less Than Significant Impact.** Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation describes that the project site's older alluvium generally consists of silty or clayey sands with lesser amounts of sandy silts and sandy clays, and testing results indicate that these soils have a "very low" expansion potential (GEO 2019). In addition, as described previously, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code (included as PPP GEO-1), that requires appropriate back fill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City's permitting process. Thus, impacts related to expansive soils would be less than significant.

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

**No Impact.** No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impacts related to the use of such facilities would occur from implementation of the project.

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

**Less Than Significant with Mitigation Incorporated.** The paleontological study (Appendix E) prepared for the project did not identify any fossils within the project site; however, nearby fossils have been found in the same sedimentary deposits as within the project site. The paleontological study identified 7 previously found fossils localities within 5 miles of the project site. The closest vertebrate fossil locality from similar deposits is just west of the Jack Rabbit Trail, to the east-southeast of the project site. In addition, the Riverside County Land Information System (RCLIS) GIS data indicates that the project site is within an area with a high potential (High B) for paleontological resources within 5 feet of the ground surface (MCC 2019). Project excavation has the potential to

reach paleontologically sensitive deposits, and, as a result, could impact paleontological resources. Thus, Mitigation Measure GEO-1 (MM GEO-1) is included to provide a paleontological resource monitoring plan that requires monitoring for excavations deeper than 5 feet, provides procedures to follow for monitoring and fossil discovery, and requires a curation agreement with an appropriate, accredited institution. With implementation of Mitigation Measure CUL-1, impacts related to paleontological resources would be less than significant.

**Existing Plans, Programs, or Policies**

**PPP GEO-1: California Building Code.** The project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 8.20 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of project approval.

**PPP WQ-1: Stormwater Pollution Prevention Plan,** provided in Section 10, Hydrology and Water Quality.

**PPP WQ-2: Water Quality Management Plan,** provided in Section 10, Hydrology and Water Quality.

**Mitigation Measures**

**Mitigation Measure GEO-1: Paleontological Resources.** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Moreno Valley Building and Safety Division, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by Riverside County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of four feet. The PRIMP shall state that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.

In the event that paleontological resources are encountered, ground-disturbing activity within 100 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and

curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

**Sources**

Geotechnical Investigation and Percolation Test Results, Kia Moreno Valley East of Moreno Beach Drive and Auto Mall Way, Moreno Valley, California. Prepared by Geocon West, Inc. 2019 (GEO 2019) (Appendix D).

Phase I Paleontological Resources Assessment: Cars Pros Kia Project, The City of Moreno Valley, Riverside County, California. Prepared by Material Culture Consulting, 2019 (MCC 2019) (Appendix E).

City of Moreno Valley General Plan Safety Element. Accessed: http://www.moreno-valley.ca.us/city_hall/general-plan/06gpfinal/gp/6-safety.pdf

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

The discussion below is based on the Air Quality and Greenhouse Gas Assessment Report, prepared by Vince Mirabella, included as Appendix A.

**Explanation**

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide ($CO_2$), methane ($CH_4$), ozone ($O_3$), water vapor, nitrous oxide ($N_2O$), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of $CO_2$ and $N_2O$ are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of $CO_2$, where $CO_2$ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

**Thresholds**

The City of Moreno has not adopted a specific numerical significance threshold for GHGs. The analysis methodologies from SCAQMD are used in evaluating potential impacts related to GHG from implementation of the proposed project. SCAQMD does not have approved thresholds; however, does have thresholds that provides a tiered approach to evaluate GHG impacts. For this analysis the Tier 3 All Land Use Types: 3,000 $MTCO_2e$ per year threshold has been utilized.

In addition, SCAQMD methodology for project's construction are to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above.

**Climate Action Plan**

The City of Moreno Valley adopted an Energy Efficiency and Climate Action Strategy document in 2012. The Energy Efficiency and Climate Action Strategy is a policy document which identifies ways that the City can reduce energy and water consumption and GHG emissions as an organization (its employees and the operation of its facilities) and outlines the actions that the City can encourage and community members can employ to reduce their own energy and water consumption and GHG emissions. The project involves the construction and operation of an automobile dealership that would fall under the scope of these policies.

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

**Less Than Significant Impact.** Global climate change describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO2, CH4, N2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

**Construction**

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. As shown on Table GHG-1, the project would generate a total of approximately 19 MTCO2e per year from construction emissions amortized over 30 years and added to the operational emissions per SCAQMD methodology.

**Table GHG-1: Construction Greenhouse Gas Emissions**

| Pollutant | Construction (lbs/day) |
|---|---|
| Construction | 575 |
| **Amortized over 30 years[1]** | **19** |

Source: Air Quality and Greenhouse Gas Assessment Report

**Operation**

During operations, the project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of 2 GHGs: CH4 (the major component of natural gas) and CO2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. The proposed project would develop an automotive dealership with a sales and service facility. The large majority of GHG emissions generated from the project are from mobile source emissions coming from vehicle trips to and from the project site. Table GHG-2 shows the operational emissions for the project. The construction and operation of the project would result in an increase in GHG emissions of 1,338 MTCO2e per year which would not exceed the significance threshold of 3,000 MTCO2e per year. Therefore, the project would not result in an exceedance of the SCAQMD threshold, and impacts would be less than significant.

**Table GHG-2: Project Greenhouse Gas Emissions**

| Source | Annual MT $CO_2e$ |
|---|---|
| Area | 0 |
| Energy | 241 |
| Mobile | 993 |
| Waste | 76 |
| Water | 29 |
| **Total** | **1,319** |
| **Construction (amortized over 30 years)** | **19** |
| **Total** | **1,338** |
| Threshold | 3,000 |
| **Exceed Threshold?** | **No** |

Notes: MT $CO_2e$ = metric tons of carbon dioxide equivalents

Source: Air Quality and Greenhouse Gas Assessment Report

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

**No Impact.** The proposed project would result in development of new commercial uses on the project site. The design of the building would comply with state and federal programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CALGreen Code (as provided in Chapter 8.20 of the City's Municipal Code and included as PPP GHG-1) through the City's building permitting processes, which would provide for energy efficient infrastructure and limited GHG emissions.

In addition, the CARB Scoping Plan provides strategies to reduce GHG emissions that are applicable to the proposed project. Emissions from vehicles, which are the main source of operational GHG emissions associated with the project (as shown in Table GHG-2), would be reduced through implementation of the state and federal fuel and vehicle emission standards. In addition, the project would not exceed the screening threshold, as shown in Table GHG-2. Therefore, implementation of the proposed project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas, and impacts would not occur.

**Existing Plans, Programs, or Policies**

**PPP GHG-1: CalGreen Compliance.** The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

**Mitigation Measures**

No mitigation measures related to greenhouse gas emissions are required.

**Sources**

Air Quality and Greenhouse Gas Assessment Report, Car Pros Kia Dealership Project, City of Moreno Valley, California, 2019. Prepared by Vince Mirabella. (Appendix A).

City of Moreno Valley Energy Efficiency and Climate Action Strategy. Accessed at: http://www.moval.org/pdf/efficiency-climate112012nr.pdf

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

The discussion below is based on the Phase I Environmental Site Assessment, 2018, prepared by Hazard Management Consulting, Inc. (Phase I 2018), which is included as Appendix F.

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

**Less Than Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or

potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

**Construction**
The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the project would be less than significant.

**Operation**
The proposed project would operate a new automobile dealership, which includes a service facility that would use, store, and dispose of hazardous materials for auto repair/maintenance including: motor oil, brake fluid, transmission fluid, and hydraulic fluid. In addition, hazardous substances may be used for routine cleaning, building maintenance, landscaping, and pest repellent. However, all hazardous materials would be contained, stored, used, and disposed of in accordance with the manufacturer's instructions and handled in compliance with the applicable regulations, such as the Hazardous Materials Transportation Act (Title 42, Section 11022 of the United States Code), which is the principal federal law that regulates the transportation of hazardous materials; California Hazardous Materials Release Response Plans and Inventory Law (Health and Safety Code Section 25500 et. seq.) that governs hazardous materials handling, reporting, employee training, and agency oversight; and the California Health and Safety Code Chapter 6.95, which establishes standards for Hazardous Materials Business Plans for operations that handle quantities of hazardous materials.

Adherence to these existing regulations that were implemented to avoid and/or limit potential impacts on the environment would reduce potential impacts related to routine transport, use, or disposal of hazardous materials to a less than significant level.

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

**Less Than Significant Impact.**

**Construction**
As described above, construction of the proposed project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and

handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by PPP WQ-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the project's construction-related impacts would be less than significant.

**Operation**
As described previously, the proposed project would operate a new automobile dealership, which includes a service facility that would use, store, and dispose of hazardous materials for auto repair/maintenance including motor oil, brake fluid, transmission fluid, and hydraulic fluid. In addition, hazardous substances may be used for routine cleaning, building maintenance, landscaping, and pest repellent. However, all hazardous materials would be contained, stored, used, and disposed of in accordance with the manufacturer's instructions and handled in compliance with the applicable federal and state regulations. Adherence to these existing regulations that were implemented to avoid and/or limit potential impacts on the environment would reduce potential impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment to a less than significant level.

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

**Less Than Significant Impact.** The project site is 0.94 mile east of the closest school (Valley View High School), approximately 1 mile from the Audeo Charter School, and 1.27 miles east of Moreno Elementary School. Thus, the proposed project is not within one-quarter mile of an existing school. In addition, typical transportation to the project site would be to and from SR-60 via Moreno Beach Drive, which would not pass by any school facilities. Furthermore, construction and operation of the project would involve the use, storage and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near the school. The emissions that would be generated from construction and operation of the project were evaluated in the air quality analysis discussed above, and the emissions generated from the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the project would not emit hazardous or handle acutely hazardous materials, substances, or waste near the school, and impacts would be less than significant.

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

**No Impact.** The Phase I Environmental Site Assessment (Phase I 2019) prepared for the project conducted a database search to determine if the project site or any nearby properties are identified as having hazardous materials. The Phase I record search determined that the project site is not located on or near by a site which is included on a list of hazardous materials sites. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

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

**No Impact.** The project site is not within 2 miles of an airport. The closest airport is the March Air Reserve Base that is located approximately 5.36 miles southwest of the project site. The project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone. Therefore, the project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

**f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.**

**Construction**
The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways Auto Mall Drive and Moreno Beach Drive would remain open to ensure adequate emergency access to the project area and vicinity, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant.

**Operation**
Operation of the proposed project would also not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from Auto Mall Drive and Pettit Street, which are adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 8.36, Fire Code). As a result, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

**No Impact.** The project site is not located within a fire hazard area (Moreno Valley General Plan FEIR Figure 5.5-2). The project would be required to adhere to the California Fire Code (included as Municipal Code Chapter 8.36, Fire Code), and would be reviewed by the Fire Department during the project permitting process to ensure that the project plans meet the fire protection requirements. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death from wildfires.

**Existing Plans, Programs, or Policies**

**PPP WQ-1: Stormwater Pollution Prevention Plan,** provided in Section 10, Hydrology and Water Quality.

**Mitigation Measures**

No mitigation measures related to hazards and hazardous materials are required.

**Sources**

City of Moreno Valley, General Plan Final Program Environmental Impact Report, Section 5.5 Hazards. July 2006. Accessed: http://www.moreno-valley.ca.us/city_hall/general-plan/06gpfinal/ieir/5_5-hazards.pdf

Phase I Environmental Site Assessment, Vacant Land, APN 488-390-015-4 & 488-390-016-5, Moreno Valley, California. Prepared by Hazard Management Consulting, Inc. July 27, 2018. (HMC 2018) (Appendix F)

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

The discussion below is based on the Preliminary Drainage Study, 2019, prepared by Kimley-Horn and Associates (Drainage 2019) (Appendix G) and the Preliminary Project Specific Water Quality Management Plan (WQMP 2019) (Appendix H), prepared by Kimley-Horn and Associates (WQMP 2019).

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

**Less Than Significant Impact.**

**Construction**
Construction of the project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the project would disturb more than one acre of soil; therefore, the proposed project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags,
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process are included as PPP WQ-1, which would ensure that the project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

**Operation**
The project would operate a new automotive dealership sales and service facility, which would introduce the potential for pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation

of water quality. Thus, the project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

Stormwater/Urban Runoff Management and Discharge Controls, includes as Chapter 8.10 of the City's Municipal Code (and PPP WQ-2) requires implementation of Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the project. The BMP would include pollutant source control features and pollutant treatment control features. In addition, the City requires the project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Project drainage would be comprised of two drainage subareas, where runoff would drain to a bio-filtration system via underground storm drain pipes. The biotreatment would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) prior to discharge into the existing storm drain system.

With implementation of the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2); which would be verified during the permitting process for the proposed project, potential pollutants would be reduced to the maximum extent feasible, and development of the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

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

**Less Than Significant Impact.** The project is within the service boundaries of, and would be served by, the Eastern Municipal Water District. The Water District operates several groundwater wells within the San Jacinto Groundwater Basin. The Basin is managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. In addition, the project would not extract groundwater. Thus, the proposed project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

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

**i. Result in substantial erosion or siltation on- or off-site;**

**Less Than Significant Impact.** The project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. The project site has varying topography and generally drains to the east. An existing retaining wall on the eastern property line conveys runoff to the north onto Pettit Street via the northeast corner of the site. The storm water continues east via surface flow until it reaches the Quincy Street channel (WQMP 2019).

**Construction**
Construction of the project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed project requires City approval of a SWPPP

prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required by City's Land Development Division, prior to provision of permits for the project, and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

**Operation**

The 6.35-acre project site is currently undeveloped and pervious. After development of the project, the site would have a total of 225,635 square feet of impervious surfaces. Pervious areas onsite would be landscaped and would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and retain stormwater, which would also limit the potential for erosion or siltation. Also, as described previously, the City requires the project to implement a WQMP (as included by PPP WQ-2) that would implement BMPs, which reduce erosion and siltation. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed project. Therefore, the proposed project would not alter the existing drainage pattern in the project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

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

**Less Than Significant Impact.** As described in the previous response, the project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the project would implement an operational WQMP (as included by PPP WQ-2) that would install an onsite storm drain system and biotreatment devices such as catch basin planters and tree box filters that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the proposed project would not substantially increase stormwater runoff, and flooding on or off-site would not occur.

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

**Less Than Significant Impact.** As described in the previous responses, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the project site, which would

reduce potential impacts to drainage systems and water quality to a less than significant level.

Also, the project would implement an operational WQMP (included as PPP WQ-2) that would install an onsite storm drain system and biotreatment devices such as biofiltration planters as part of the project, that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the proposed project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the permitting process.

**iv. Impede or redirect flood flows?**

**Less Than Significant Impact.** The project site is located in Zone X per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06065C0770G (Kimley-Horn 2019). Flood Zone X is defined by FEMA as the area determined to be outside the 500-year flood. In addition, no portion of the site is located with the special flood hazard area inundated by the 100-year flood (Kimley-Horn 2019). Thus, the proposed project would not impede or redirect flood flows, and impacts would not occur.

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

**No Impact.** A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The site also is not subject to flooding hazards associated with a seiche because the nearest large body of surface water, Lake Perris, is located 5.1 miles south of the site and is too far away from the project site to result in effects related to a seiche, which could result in release in pollutants due to inundation of the site.

The Pacific Ocean is located more than 45 miles southwest of the project site; consequently, there is no potential for the project site to be inundated by a tsunami that could release pollutants. In addition, the project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the project site. No impact would occur.

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

**No Impact.** As described previously, the project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the project permitting and approval process (pursuant to PPP WQ-1 and PPP WQ-

2), potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not obstruct implementation of a water quality control plan.

As described previously, water supplies are provided by the Eastern Municipal Water District that extracts water from the San Jacinto Groundwater Basin. Groundwater pumping is regulated through a Basin Production Percentage to ensure the groundwater supply is sustainable. In addition, the project would not extract groundwater. Thus, the proposed project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

**Existing Plans, Programs, or Policies**

**PPP WQ-1: Stormwater Pollution Prevention Plan.** Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code Chapter 8.10 and the Santa Ana Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Moreno Valley staff or its designee to confirm compliance.

**PPP WQ-2: Water Quality Management Plan**, Prior to grading permit issuance, the project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Chapter 8.10 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the project.

**Mitigation Measures**

No mitigation measures related to hydrology and water quality are required.

**Sources**

Geotechnical Investigation and Percolation Test Results, Kia Moreno Valley East of Moreno Beach Drive and Auto Mall Way, Moreno Valley, California. Prepared by Geocon West, Inc. 2019 (GEO 2019) (Appendix D).

Preliminary Drainage Study, Car Pros-Kia Sales and Service Facility, 2019. Kimley-Horn and Associates. (Appendix G)

Preliminary Project Specific Water Quality Management Plan, 2019. Prepared by Kimley-Horn and Associates. (Appendix H)

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

**a) Physically divide an established community?**

**No Impact.** The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The proposed project site is vacant and surrounded by a combination of developed areas including multi-family residential across Moreno Beach Drive from the project site and automotive related uses to the north of the site and undeveloped land to the east. The project would result in development of the vacant site. As further described below, the proposed project is consistent with the General Plan land use and zoning designations of the site as an automotive use consistent with other automotive uses to the north. The project would also be consistent with the existing automotive uses to the north of the project site. Thus, the project would not divide an established community, and impacts would not occur.

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

**No Impact.** The project site is located within the Moreno Valley Auto Mall Specific Plan (SP-209) and has land use and zoning designations of Commercial. The project site is located within Planning Area C of SP-209, which allows auto and other vehicular related uses with approval of a plot plan per Municipal Code 9.02.070. SP-209 was adopted to provide for the development of automobile sales uses, auto related uses, office, manufacturing, commercial recreation, and commercial uses.

The proposed project would develop a new automotive dealership on the project site, which would be consistent with the existing Commercial designations of the project site. In addition, the City's permitting process would ensure that the project complies with the applicable Specific Plan and Municipal Code requirements. Thus, impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to land use and planning are required.

**Sources**

City of Moreno Valley, General Plan, 2006. Accessed: http://www.moreno-valley.ca.us/city_hall/general_plan.shtml

City of Moreno Valley, Specific Plan 209 Amendment No. 5, Moreno Valley Auto Mall Specific Plan. Accessed: http://www.moreno-valley.ca.us/cdd/specificplans/sp209-5_20110915083050.pdf

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. MINERAL RESOURCES.** Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

**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?**

**No Impact.** The project site is located in Mineral Resource Zone 3 (MRZ-3), according to the Mineral Land Classification Map provided by the California Department of Conservation. The MRZ-3 zone within the Significant Mineral Aggregate Resource Area (SMARA) Study Area is defined as areas containing mineral deposits which the significance cannot be evaluated from available data.

The City's General Plan EIR states that no locally, regionally, or statewide significant mineral resources are located within the City. Therefore, development of the site would not result in the loss of availability of a known mineral resource that would be of value to the region, and impacts would not occur.

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

**No Impact.** As described in the previous response, the City's General Plan EIR states that no locally, regionally, or statewide significant mineral resources are located within the City. Therefore, implementation of the project would not result in the loss of locally important mineral resources, and impacts would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to mineral resources are required.

**Sources**

City of Moreno Valley, General Plan, Conservation Element, Section 7.8 Mineral Resources.

Mineral Land Classification Map, Aggregate Resources Only, San Bernardino P-C Region, Sunnymead Quadrangle, Special Report 143.

State of California Department of Conservation. Division of Mines and Geology. Special Report 143, Mineral Land Classification of the Greater Los Angeles Area, Part IV Classification of Sand and Gravel Resource Areas, San Bernardino Production-Consumption Region, 1984. Accessed: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

City of Moreno Valley General Plan EIR Section 5.14, Mineral Resources. Accessed: http://www.moreno-valley.ca.us/city_hall/general-plan/06gpfinal/ieir/5_14-min-resources.pdf

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **13. NOISE.** Would the project result in: | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

The discussion below is based on the Noise Impact Analysis, 2019, prepared by Vista Environmental (Noise 2019), which is included as Appendix I.

### City of Moreno Valley Municipal Code

Sound level limits: Chapter 11.80.03 of the City's Municipal Code establishes maximum noise levels permitted within the city, which are listed in Table N-1:

**Table N-1: City of Moreno Valley Maximum Continuous Sound Levels**

| Duration per Day (Continuous Hours) | Sound Level [dBA] |
|---|---|
| 8 | 90 |
| 6 | 92 |
| 4 | 95 |
| 3 | 97 |
| 2 | 100 |
| 1.5 | 102 |
| 1 | 105 |
| .5 | 110 |
| .25 | 115 |

Source: Noise Impact Analysis, 2019

**Sensitive Receptor Noise Levels:** Chapter 11.80.03 of the City's Municipal Code establishes the permissible noise level that may be received at nearby sensitive uses (e.g., residential). For noise-sensitive residential properties 200 feet from the source, the exterior noise level shall not exceed

60 dBA during daytime hours (8:00 a.m. to 10:00 p.m.) and shall not exceed 55 dBA during the nighttime hours (10:01 p.m. to 7:59 a.m.) (Municipal Code, Chapter 11.80).

**Construction Noise:** Chapter 11.80.03 of the City's Municipal Code also provides construction noise standards, which state that no person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of 8:00 p.m. and 7:00 a.m. the following day such that the sound there from creates a noise disturbance.

Section 9.10.170 of the City's Municipal Code prohibits any vibration which can be felt at or beyond the property line.

**Sensitive Receptors**

The nearest sensitive receptors to the project site are the multi-family homes located as near as 180 feet to the southwest of the project site. The nearest offsite worker is located at Caliber Collison, that is as near as 265 feet northwest of the project site.

**Existing Ambient Noise Levels**

To identify the existing ambient noise levels in the project area, noise level measurements were taken on and adjacent to the project site on February 25-26, 2019. As shown on Table N-2, the average noise levels in the project area range from 71.9 dBA to 73.4 dBA. Table N-2 also shows that the both the daytime and nighttime noise levels at the nearby multi-family residential uses currently exceeds the City's residential noise standards of 60 dBA Leq during the daytime and 55 dBA Leq during the nighttime.

**Table N-2: 24-Hour Ambient Noise Level Measurements**

| Site No. | Site Description | Average (dBA Leq) | | 1-hr Average (dBA Leq/Time) | | Average (dBA CNEL) |
|---|---|---|---|---|---|---|
| | | Daytime | Nighttime | Minimum | Maximum | |
| A | Southwest of the project site approximately 80 feet east of the Auto Mall Drive centerline and 100 feet south of the Moreno Beach Drive centerline | 70.7 | 66.0 | 60.4<br>2:22 a.m. | 74.1<br>6:36 p.m. | 73.4 |
| B | Located south of the project site on a palm tree approximately 450 feet east of the Auto Mall Drive centerline and 95 feet south of the Moreno Beach Drive centerline | 69.6 | 64.7 | 58.6<br>2:21 a.m. | 71.3<br>3:40 p.m. | 71.9 |

Source: Noise Impact Analysis, 2019

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

**Less Than Significant Impact.**

**Construction**

The construction activities for the proposed project are anticipated to include site preparation and grading of the 6.35-acre project site, building construction of the sales and service building, paving of the onsite driveways and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the proposed project would be a function of the noise

generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are the multi-family residences located as near as 180 feet to the southwest of the project site.

Table N-3 shows that the highest noise from construction would occur during the site preparation and grading phases when noise levels are anticipated to reach 70 dBA Leq at the nearest sensitive receptors (residences), which is below the City's 8-hour noise threshold of 90 dBA (Municipal Code Chapter 11.80.03). In addition, the project would comply with the allowable construction times pursuant to the City's Municipal Code, the construction-related noise levels would not exceed any standards. Therefore, construction noise impacts would be less than significant.

**Table N-3: Construction Noise Levels at the Nearest Sensitive Receptor**

| Construction Phase | dBA Leq at 180 feet |
|---|---|
| Site Preparation | 72 |
| Grading | 72 |
| Building Construction | 70 |
| Paving | 67 |
| Painting | 60 |
| **Threshold** | **90** |
| **Exceed Thresholds?** | **No** |

Source: Noise Impact Analysis, 2019

**Operation**

Development of the proposed project would result in the operation of an auto sales and service Car Pros Kia dealership. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities.

*Roadway Vehicular Noise*

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. In order for project-generated vehicular traffic to increase the noise level by 3 dB the roadway traffic would have to double and for the noise levels to increase by 1.5 dB, the roadway traffic would have to increase by 50 percent (Noise 2019). Since the proposed project would only result in a maximum of a 2.6 percent increase on Moreno Beach Drive, the project-related roadway noise increases would not be audible. Thus, impacts related to traffic noise from the project would be less than significant.

*Onsite Noise Sources*

The operation of the proposed automotive service center would occur between 8:00 am to 6:00 pm, Monday through Saturday; and the sales department would also be open from 9:00 a.m. to 9:00 p.m. seven days a week. These operational hours would be within the City's "day" noise standards between the hours of 8:00 a.m. and 10:00 p.m. Operation of the project would generate noise from the service bays, rooftop mechanical equipment, car wash, and parking lot activities. As shown in Table N-4, the operational noise level from each source at the nearest off-site receptors would be lower than the City's noise standards. Therefore, operation of the proposed project would not increase ambient noise levels in excess of standards and impacts related to operational noise would be less than significant.

**Table N-4: Operational Noise Levels at the Closest Receptors**

| Construction Phase | Nearest Residence | | Nearest Commercial | |
|---|---|---|---|---|
| | Distance Receptor to Source (feet) | Noise Level (dBA Leq) | Distance Receptor to Source (feet) | Noise Level (dBA Leq) |
| Auto Service Bays | 40 | 36 | 195 | 30 |
| Parking Lot | 30 | 31 | 49 | 28 |
| Rooftop Equipment | 50 | 39 | 145 | 32 |
| Car Wash | 15 | 58 | 120 | 49 |
| Combined Noise Levels | | 58 | | 49 |
| City Noise Standards (8:00 a.m. – 10:00 p.m.) | | 60 | | 65 |
| **Exceed City Standards?** | | **No** | | **No** |

Source: Noise Impact Analysis, 2019

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

**Less Than Significant Impact.**

**Construction**

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Vibrations at buildings results that range from no perceptible effects at the low levels to damage at the highest levels. Table N-5 gives estimated vibration levels for particular construction activities.

**Table N-5: Vibration Source Levels for Construction Equipment**

| Equipment | | Peak Particle Velocity (PPV) (inches/second) | Approximate Vibration Level (Lv) at 25 feet |
|---|---|---|---|
| Pile driver (impact) | Upper range<br>Typical | 1.518<br>0.644 | 112 |
| Pile driver (sonic) | Upper range<br>Typical | 0.734<br>0.170 | 104 |
| Clam shovel drop (slurry wall) | | 0.202 | 94 |
| Vibration Roller | | 0.210 | 94 |
| Hoe Ram | | 0.089 | 87 |
| Large bulldozer | | 0.089 | 87 |
| Caisson drill | | 0.089 | 87 |
| Loaded trucks | | 0.076 | 86 |
| Jackhammer | | 0.035 | 79 |
| Small bulldozer | | 0.003 | 58 |

Source: Noise Impact Analysis, 2019

The primary source of vibration during construction would be from the operation of a bulldozer, which would create a vibration level of 0.089 inch per second PPV at 25 feet. The vibration level at the nearest offsite receptor (180 feet away) would be 0.006 inch per second PPV. The vibration level at the nearest offsite receptor would be less than the 0.25 inch per second PPV threshold. Thus, impacts would be less than significant.

**Operation**
The proposed project would consist of operation of the automotive dealership. While groundborne vibration within and surrounding the project site may result from heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and automobile transport trucks) on the nearby local roadways, this would not result in significant vibration impacts. As such, vibration associated with operation of the proposed project would be less than significant.

**c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The nearest airport is March Air Reserve Base, located approximately 5.3 miles southwest of the project site. The project site is located outside of the 60 dBA CNEL noise contours of the March Air Reserve Base. In addition, there are no private airstrips within the project's vicinity. Therefore, proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. No impact would occur from aircraft noise.

**Existing Plans, Programs, or Policies**

**PPP N-1:** Per Municipal Code Chapter 11.80.03 construction activity is limited to the hours of 7:00 a.m. and 8:00 p.m.

**Mitigation Measures**

No mitigation measures related to noise are required.

**Sources**

City of Moreno Valley Municipal Code. Accessed: https://qcode.us/codes/morenovalley/

Noise Impact Analysis, Car Pros Kia Dealership Project, City of Moreno Valley, prepared by Vista Environmental, 2019. (Vista 2019) (Appendix I)

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

**a) Induce substantial unplanned population growth in an area, either directly or indirectly?**

**Less Than Significant Impact.** The project site is located within the Auto Mall Specific Plan and is designated for commercial uses. The proposed project would develop the project site for automotive dealership uses, which is consistent with the existing land use designations. In addition, the project site is located within a developing area of the City, nearby other automotive uses, and directly accessible from the SR-60. Thus, the development of the project site for the proposed uses has been planned for and would not result in substantial unplanned population growth.

In addition, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located within the adjacent roadways. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce unplanned population growth. Overall, direct and indirect impacts related to unplanned population growth would be less than significant.

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

**No Impact.** As described above, the project site is vacant and undeveloped land and does not contain any housing or people on the project site. The proposed project would construct and operate an automotive dealership onsite and would not displace any existing housing or people and would not necessitate the construction of housing elsewhere. Thus, impacts would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to population and housing that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to population and housing are required.

**Sources**

City of Moreno Valley, Specific Plan 209 Amendment No. 5, Moreno Valley Auto Mall Specific Plan. Accessed: http://www.moreno-valley.ca.us/cdd/specificplans/sp209-5_20110915083050.pdf

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **15. PUBLIC SERVICES.** | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☐ | ☒ | ☐ |
| Police protection? | ☐ | ☐ | ☒ | ☐ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☒ | ☐ |
| Other public facilities? | ☐ | ☐ | ☒ | ☐ |

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

**Fire protection?**
**Police protection?**
**Schools?**
**Parks?**
**Other public facilities?**

***Fire Protection* – Less Than Significant Impact.** The City of Moreno Valley Fire Department provides fire protection to the project area. The City's Fire Department is the primary response agency to fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues. Additionally, the City's Office of Emergency Management is located within the Fire Department allowing for a well-coordinated response to both natural and man-made disasters. The Moreno Valley Fire Department is part of the CALFIRE/Riverside County Fire Department's regional, integrated, cooperative fire protection organization, which provides access to other regional fire and emergency equipment and/or services, as needed.

There are two existing Fire Stations within two miles from the project site. Fire Station 58 is located 0.18 miles from the project site at 28040 Eucalyptus Avenue. This fire station is a three-bay facility that can house two engine companies, a truck company, and additional resources as needed. This fire station currently houses one paramedic engine company and a type 3 fire engine (Fire 2019). Fire Station 99 is 1.44 miles from the project site at 13400 Morrison Street. This fire station is a two-bay facility that houses one paramedic engine company (Fire 2019). In addition, a proposed Fire Station is located south of the project site near the intersection of Redlands Boulevard and Alessandro Boulevard that would be within 2 miles of the project site.

The project would develop and operate an automotive dealership in an area already served by the City's Fire Department and within close proximity to two existing fire stations. Due to the small increase in employees and customers that would occur from implementation of the project a limited incremental increase in demand for fire protection and emergency medical services would occur. However, the project would be required to adhere to the California Fire Code (included in the City's Municipal Code Chapters 8.36) and would be reviewed by the Fire Department during the project permitting process to ensure that the project plans meet the fire protection requirements.

The project would be adequately served by the two fire stations that currently serve the project area. Due to the limited increase in employees and customers, and the close location of the existing fire stations, the proposed project would not result in the need for, new or physically altered fire department facilities that are not currently planned. Therefore, impacts related to fire protection services would be less than significant.

***Police Protection* – Less Than Significant Impact.** The City of Moreno Valley receives policing services through a contract for services with the Riverside County Sheriff's Office. The City's police station is located at 22850 Calle San Juan De Los Lagos, which is approximately 5.23 miles from the project site. Because the project site is currently vacant and undeveloped, implementation of the project would result in an onsite population and inventory of automobiles that would create the need for police services. Calls for police service during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the proposed facility could generate a typical range of police service calls, such as burglaries, thefts, and disturbances. To reduce the potential for these types of crimes, security concerns are addressed in the project design by providing low-intensity security lighting for the purposes of wayfinding, safety, and building structure security.

Although an incremental increase could result from implementation of the project, the need for law enforcement services from the proposed project would be limited and within the area that is currently served. Thus, the need for policing services generated by the project would not require the construction or expansion of police department facilities. Therefore, impacts related to police protection would be less than significant.

***Schools* – Less Than Significant Impact.** The project site is located within the Moreno Valley Unified School District, which operates and maintains 43 schools, including 23 elementary schools (K-5), 6 middle schools (7-8), 5 high schools (9-12), and 9 specialized schools. The site is currently located within the attendance area boundaries of Ridgecrest Elementary School, Mountain View Middle School, and Valley View High School.

The project would develop and operate an automobile dealership that would not generate students. In addition, pursuant to Government Code Section 65995 et seq. (which was passed as Senate Bill

50 in 1998), school districts may collect development fees. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." The requirement to pay school fees are included as PPP PS-1. Overall, impacts to school facilities from implementation of the proposed project would be less than significant.

***Parks* – Less Than Significant Impact.** Utilizing Map 3.1, Existing Parks and Community Facilities, in the City of Moreno Valley Parks, Recreation and Open Space Comprehensive Plan, the City operates and maintains six parks within the project's vicinity: Rock Ridge Park, approximately 0.72 miles to the west; Morrison Park, approximately 1.23 miles to the southwest; Ridgecrest Park, approximately 1.85 miles to the southeast; Weston Park, approximately 1.86 miles to the southwest; the Moreno Valley Equestrian Park and Nature Center, approximately 1.97 miles to the northeast; and Celebration Park, approximately 1.98 miles to the south.

The project would develop and operate an automotive dealership, which is not anticipated to result in an influx of new residents that would utilize park facilities. Thus, the proposed project would not generate a substantial population that would require construction or expansion of park facilities, and impacts would be less than significant.

***Other Services* – Less Than Significant Impact.** The proposed project may result in an occasional use of libraries and other public facilities by employees. However, the limited number of project employees would not result in a substantial increase in the demand for libraries and other public facilities such that construction of new or expanded facilities would be required. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and impacts would be less than significant.

**Existing Plans, Programs, or Policies**

**PPP PS-1:** The project will be required to pay applicable development fees levied by the Moreno Valley Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407) to offset any effects on school facilities resulting from new development.

**Mitigation Measures**

No mitigation measures related to public services are required.

**Sources**

City of Moreno Valley Fire Department Website (Fire 2019). Accessed: http://www.moreno-valley.ca.us/city_hall/departments/fire/index-fire.shtml

City of Moreno Valley Police Department Website. Accessed: http://www.moreno-valley.ca.us/city_hall/departments/police/index-police.shtml

City of Moreno Valley Parks, Recreational, and Open Spaces Comprehensive Master Plan. Accessed:
http://www.ci.moreno-valley.ca.us/resident_services/park_rec/pdfs/park-mp0910.pdf

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

**a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?**

**Less Than Significant Impact.** As described in response to Impact 15, Public Services, the proposed project would result in a limited number of employees, which could create a minimal increase in demand for recreation facilities. This limited potential increase in the use of existing recreational facilities would not result in substantial physical deterioration. Thus, impacts would be less than significant.

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

**Less Than Significant Impact.** The project does not include construction of recreational facilities. As described in the previous response, the proposed project would result in a limited number of employees. These employees would not generate significant use of existing recreation facilities, and construction of new or expansion of existing recreational facilities is not anticipated to be required. Thus, impacts related to recreation would be less than significant.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to population and housing that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to recreation are required.

**Sources**

Moreno Valley Parks, Recreational, and Open Spaces Comprehensive Master Plan. Accessed:

http://www.ci.moreno-valley.ca.us/resident_services/park_rec/pdfs/park-mp0910.pdf

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

The discussion below is based on the Trip Generation Analysis prepared by EPD Solutions, Inc. (included as Appendix J).

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

**Less Than Significant Impact.**

**Construction**
Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from, the project site. However, these activities would only occur for a period of 14 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the project would generate less than significant traffic related impacts.

**Operation**
Table T-1 shows that the proposed project would generate approximately 78 trips during the a.m. peak hour, 96 trips during the p.m. peak hour, and 1,156 daily trips.

**Table T-1: Project Trip Generation**

| Land Use | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Trip Rates** | | | | | | | | |
| Automobile Sales | TSF | 27.840 | 1.365 | 0.505 | 1.870 | 0.920 | 1.381 | 2.301 |
| **Project Trip Generation** | | | | | | | | |
| Square Feet | 41.511 | 1156 | 57 | 51 | 78 | 39 | 58 | 96 |

Notes:
(1) Trip Rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition,* 2017. Land use Code 840-Automobile Sales. PM peak hour trip rate determined using fitted curve equation
(2) Square footage was calculated based on City of Moreno Valley Municipal Code Chapter 9.15, Definitions, for Floor Area (Gross).

The Moreno Valley traffic guidelines require traffic studies for projects that generate 100 trips or more during either the a.m. or p.m. peak hour. Operation of the project would not generate over 100 a.m. or p.m. peak hour trips. Therefore, the project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

The project area is currently served by the Riverside Transit Authority (RTA). The RTA provides both local and regional services throughout the region with 38 fixed routes, 9 commuter link routes, and Dial-A-Ride services. Existing RTA bus stop for Route 35, located on Moreno Beach Drive approximately 0.25 mile from the project site, is the closest existing route to the project. Operation of the project would not affect the operation of the bus route. Thus, no impacts would occur. In addition, both sidewalks and bicycle lanes are located adjacent to the project site on Moreno Beach Drive and Auto Mall Drive. The proposed project would not alter any of the existing bicycle or sidewalk facilities. Thus, impacts related to bicycle or pedestrian circulation would not occur from implementation of the project.

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

**No Impact.** CEQA Guidelines section 15064.3 subdivision (b) discuses the use of vehicle miles traveled (VMT) for the impact analysis. The requirement of this section takes effect in June 2020 or where an agency has adopted thresholds for VMT. The City of Moreno Valley has not adopted any thresholds regarding VMT. Therefore, the project would not be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would not occur.

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

**Less Than Significant Impact.** The project would develop and operate an automotive dealership, and does not include any incompatible uses, such as farm equipment. The project would also not increase any hazards related to a design feature. Access to the parking lot would be provided via two driveways, one on Auto Mall Drive and one on Pettit Street. The driveways and internal drive aisles would be approximately 30 feet wide, and have been designed to meet the City's design standards and would provide adequate turning space for passenger cars, fire trucks, and delivery trucks.

Additionally, the project does not include any visual obstructions that would block sight distance at the driveways or that would prohibit full access in, and out of, the project area. Thus, motorists entering and exiting the project site would be able to do so comfortably, safely, and without undue congestion. As such, project access and circulation would be adequate, and project impacts related to hazardous design features would be less than significant.

**d) Result in inadequate emergency access?**

**No Impact.** The proposed project would develop and operate an automotive dealership that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Moreno Beach Drive and Auto Mall Drive would remain open to ensure adequate emergency access to the project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed project would also not result in inadequate emergency access. Direct access to the project site would be provided from Auto Mall Drive and Pettit Street. The driveways and on-site circulation constructed by the project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Moreno Valley Fire Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the project.

**Mitigation Measure**

No mitigation measures related to transportation are required.

**Sources**

City of Moreno Valley Transportation Engineering Division, *Traffic Impact Analysis Preparation Guide* (2007).

Institute of Transportation Engineers, *Trip Generation, 10th Edition,* 2017 Land Use Code 840 Automobile Sales.

Trip Generation Analysis for Proposed Kia Dealership. Prepared by EPD Solutions, Inc. 2019 (EPD 2019) (Appendix J)

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **18. TRIBAL CULTURAL RESOURCES.** | | | | |
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| 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)? | ☐ | ☐ | ☐ | ☒ |
| 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | ☐ | ☒ | ☐ | ☐ |

The discussion below is based on the Phase I Cultural Resources Assessment prepared by Material Culture Consultants (MCC 2019) (included as Appendix C). Preparation of the report included cultural records searches, a search of the Sacred Lands File by the Native American Heritage Commission (NAHC), outreach efforts with Native American tribal representatives, background research, and a pedestrian field survey.

**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)?**

**No Impact.** The project site is vacant and undeveloped. It does not contain any historic resources and there are no previously recorded resources within the project site boundaries (MCC 2019). A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on February 4, 2019. The Commission responded on February 7, 2019, stating that there are no known sacred lands within one mile of the project site. Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing as a historical resource, and impacts would not occur.

**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. In applying the criteria set forth in subdivision (c) of Public Resource**

**Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less Than Significant with Mitigation Incorporated.**

**Assembly Bill 52**
Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. The City of Moreno Valley sent letters in compliance with AB 52 inviting consultation and requesting information related to potential tribal cultural resources in the project area. The City received five responses, with two tribes requesting consultation, Soboba Band of Luiseño Indians and Rincon Band of Luiseño Indians. A third tribe, San Manuel Band of Mission Indians, provided comments but did not request further consultation. The consulting tribes did not provide evidence that tribal cultural resources are present onsite.

Although, no known tribal cultural resources are present on the site and although the project site has been previously disturbed and the potential for encountering buried sites is low, Mitigation Measure CR-1through CR-6 have been included to require monitoring and outline procedures in the event that unknown cultural or pre-cultural tribal resources are uncovered. With implementation of these Mitigation Measures, potential impacts related to tribal cultural resources would be reduced to a less than significant level.

**Existing Plans, Programs, or Policies**

None.

**Mitigation Measures**

**Mitigation Measures CR-1 through CR-6:** Listed previously in Section 5, Cultural Resources.

**Sources**

Phase I Cultural Resources Assessment. Prepared by Material Culture Consultants (MCC 2019) (Appendix C).

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

**a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.**

**Water Infrastructure**

The proposed project is within an area anticipated for development and a 6-inch water line currently exist in Auto Mall Drive, which is adjacent to the project site. The proposed project would install a new onsite water line that would connect to the existing line in Auto Mall Drive. Because the site has been planned for operation of commercial uses, the water line has been planned to accommodate development of the project site and would not require expansion to serve the proposed project.

Therefore, although construction of the onsite water lines would be required to support the new development, no extensions or expansions to the water pipelines supplying the project site would be required. The necessary installation of the onsite water supply line is included as part of the

proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the proposed project would not result in the construction of new water facilities or expansion of existing facilities that serve the project area, the construction of which could cause significant environmental effects, and impacts would be less than significant.

In addition, the Eastern Municipal Water District (EMWD) provides water supplies to the project area. In addition to treated water that is delivered to EMWD, by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2015). The proposed project would not require new or expanded water entitlements. Likewise, the planned capacity of the regional water treatment facilities that supplies the water is adequate, and new or expanded water treatment facilities would not be required as a result of the proposed project. Therefore, impacts would be less than significant.

**Wastewater Treatment**

The project would install onsite sewer lines that would connect to the existing 10-inch sewer line located in Auto Mall Drive, which is adjacent to the project site. Because the site has been planned for operation of commercial uses, the sewer line has been planned to accommodate development of the project site and would not require expansion to serve the proposed project. The necessary installation of the onsite water supply line is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

Wastewater flows would be conveyed through the existing pipelines to the Moreno Valley Regional Water Reclamation Facility. The treatment facility typically processes 10.6 million gallons per day (mgd) but has a current capacity for 16 mdg and an ultimate capacity of 41 mgd (UWMP 2015). The wastewater generated from the project would be accommodated within this capacity. Thus, expansion of the wastewater treatment plant would not be required and impacts would be less than significant.

**Stormwater Drainage**

The project site has varying topography and generally drains to the east. The project would maintain the existing natural stormwater flow pattern by having about half of the site drain into the existing 96-inch storm drain, while the other half would drain to the existing headwall at the southeast corner of the site. The project would install two biofiltration systems on the project site that would capture and treat runoff. After treatment, the runoff would flow via underground storm drain pipes to the existing Riverside County Flood Control and Water Conservation District (RCFC&WCD) Line "G" 96-inch storm drain line north of the site along Pettit Street (WQMP 2019).

Due to the appropriate sizing of the onsite drainage features, operation of the proposed project would not substantially increase stormwater runoff, and the project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of onsite drainage features is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

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

**Less Than Significant Impact.** Water supplies to the project area are provided by EMWD, which serves 555 square miles of western Riverside County and includes the project area (UWMP 2015). In 2015, EMWD had a water demand of 146,090 AF, and based on land use and growth projections it anticipates a demand of 197,901 AF in 2020, which is a 35 percent increase over 2015 demands (an increase of 51,811 AF) (UWMP 2015). The UWMP details that the District has water supply to meet the projected demands over the next 25 years and beyond (UWMP 2015). The UWMP describes that the District has a projected supply of 197,901 AFY in 2020, and a predicted supply of 268,200 AFY in 2040.

The proposed project would be consistent with existing land use and growth projections that are included in the UWMP projections; and thus, is included in the UWMP projections and EMWD would be able to meet all of the anticipated water supply needs. Therefore, the proposed project would have sufficient water supplies available to serve the project, and impacts would be less than significant.

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

**No Impact.** As described above, wastewater flows would be conveyed to the Moreno Valley Regional Water Reclamation Facility. The treatment facility typically processes 10.6 million gallons per day (mgd) but has a current capacity for 16 mdg and an ultimate capacity of 41 mgd (UWMP 2015). The wastewater generated from the project would be accommodated within this capacity. Thus, the wastewater treatment plant has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and impacts would not occur.

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

**Less Than Significant Impact.** The closest landfill to the project site is the Badlands Sanitary Landfill, which is located approximately 3 miles east from the project site at 31125 Ironwood Avenue in Moreno Valley. The landfill is permitted to accept 4,800 tons per day of solid waste and is permitted to operate through 2021 (CalRecycle 2019). In January 2019, the landfill disposed of an average of 2,816 tons per day. Thus, having a remaining average capacity of 1,984 tons per day (CalRecycle 2019).

In addition, the El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road, is approximately 20 miles southwest from the project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2050 (CalRecycle 2019). In January 2019, the landfill disposed of an average of 11,134 tons per day. Thus, having a remaining average capacity of 4,920 tons per day (CalRecycle 2019).

Based on a solid waste generation of 0.9 pounds per 100 square feet per day, identified in the CalRecycle Solid Waste Information System Database, the 41,511 square feet auto sales and service building (including Phase 2 expansion) would generate approximately 374 pounds per day, or 2,242 pounds (1.12 tons) of solid waste per week (based on a six-day work week). When

including the service reception loading area as a solid waste generator of the project, a total of 397 pounds of solid waste per day would be generated.

Based on the current recycling requirements of AB 939, which require diversion of 50 percent of solid waste away from landfills, the proposed project would result in 0.56 tons of solid waste per week, which is within the existing permitted capacity of both the Badlands Sanitary Landfill and the El Sobrante Sanitary Landfill. Therefore, the existing landfills have sufficient permitted capacity to accommodate the project's solid waste disposal need.

Additionally, in 2020, state regulations per AB 341 will become effective, which will require diversion of 75 percent of solid waste from landfills. Thus, it is anticipated that solid waste landfill disposal from operation of the project in 2020 would be reduced to approximately 0.14 tons per week. Overall, the solid waste generated by the proposed project would be within the existing permitted capacity of the landfills, and impacts would be less than significant.

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

**No Impact.** The proposed project would comply with all regulations related to solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in AB 939, that requires diversion of a minimum of 50 percent of solid waste. In addition, after 2020 all development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed project would be consistent with all state regulations. All projects in the City undergo development review prior to permit approval, which includes an analysis of project compliance with these programs. Therefore, impacts related to compliance with solid waste regulations would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to utilities and service systems that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to utilities and service systems are required.

**Sources**

CalRecycle Solid Waste Information System Database. Available: https://www2.calrecycle.ca.gov/SWFacilities/Directory/

CalRecycle Estimated Solid Waste Generation Rates. Available: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015). Prepared by RMC. June 2016. Avaiable: https://www.emwd.org/home/showdocument?id=1506

Eastern Municipal Water District Moreno Valley Regional Water Reclamation Facility Fact Sheet. Accessed: https://www.emwd.org/sites/main/files/file-attachments/mvrwrffactsheet.pdf

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

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

**Less Than Significant Impact**. According to the CalFire Fire Hazard Severity Zone Map for Moreno Valley and the Fire Hazards Map in the City's Safety Element, the project site is not within a Very High Fire Hazard Severity Zone; however, it is adjacent to vacant land to the east that is designated as a Very High Fire Hazards Severity Zone that is accessible from Moreno Beach Drive and Pettit Street.

Direct access to the project site would be provided from driveways along Auto Mall Drive and Pettit Street. The project is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 8.36, Fire Code). As a result, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

**Less Than Significant Impact.** As described in the previous response, the project site is adjacent to vacant land designated as a Very High Fire Hazard Severity Zone. However, project site and adjacent areas are graded, urbanizing, and do not contain hillsides or other factors that could exacerbate wildfire risks. In addition, the project would develop and operate an automotive dealership. Should a wildfire occur near the project site, the dealership could be closed to avoid exposure of pollutant concentrations from the fire. Thus, wildfire risks would be less than significant.

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

**No Impact.** As described in the previous responses, the project site is adjacent to vacant land designated under a Very High Fire Hazard Severity Zone that is accessible from Moreno Beach Drive and Pettit Street. The project site has been planned for development and is adjacent on three sides by roadways. The project does not involve any new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, no impacts would occur.

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

**No Impact.** As described in the previous responses, the project site is adjacent to vacant land designated as a Very High Fire Hazard Severity Zone. However, adjacent areas to the project site are graded and urbanizing and do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. In addition, the project would not generate large slopes and would connect to existing drainage facilities. Thus, the project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur.

**Existing Plans, Programs, or Policies**

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to wildfires are required.

**Sources**

CalFIRE, Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE, Moreno Valley. Available:
http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Moreno_Valley.pdf

City of Moreno Valley General Plan, Chapter 6, Safety. July 11, 2006.

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

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

**Less Than Significant with Mitigation Incorporated.** The Habitat Assessment (Blackhawk 2019) describes that the special-status wildlife and plant species with the potential to occur on the project site are covered by compliance with the MSHCP, which requires payment of fees, included as PPP BIO 1. In addition, because the site supports suitable habitat for burrowing owl the MSHCP requires focused surveys pursuant to the Western Riverside County Regional Conservation Authority (RCA) Burrowing Owl Survey Instructions for the MSHCP area. Hence, Mitigation Measure BIO-1 requires a preconstruction burrowing owl survey to be conducted pursuant to the RCA Survey Instructions prior to start of ground disturbance activities. With implementation of Mitigation Measure BIO-1, impacts related to burrowing owl would be less than significant.

In addition, the Habitat Assessment identified suitable habitat and substrate for migratory birds that are protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Department of Fish and Wildlife (CDFW) code. Therefore, Mitigation Measure BIO-2 is included to require a nesting bird survey if construction activities begin during the nesting season. With implementation of Mitigation Measure BIO-2 impacts related to protected bird species would also be reduced to a less than significant level.

Also as described above, the project site does not contain any historic resources and has been highly disturbed from past grading activities uses. The modification and disturbance of the project site has eradicated any near-surface record of prehistoric, ethnohistoric, or historic-era behavioral activities that may have otherwise been preserved as archaeological sites, deposits or features. However, there still remains the possibility that undiscovered, buried archaeological resources may be encountered during construction. Therefore, Mitigation Measure CR-1 has been included to provide an on-call archaeologist and CR-2 to halt work within 100 feet of uncovering any potential archaeological resources. In addition to Mitigation Measure CR-1 requires that the Soboba Band of Luiseno Indians and San Manuel Band of Mission Indians shall be contacted and consult with the archaeologist if a pre-contact cultural resource is found. Mitigation Measure CR-2 through CR-6 detail procedures for inadvertent discoveries of archeological and/or precultural resources. With implementation of this mitigation measure, potential impacts related to archaeological resources and tribal cultural resources would be less than significant.

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

**Less than Significant Impact.** The project would develop an automotive dealership within an partially developed area on a site that is designated for commercial uses. As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures and existing plans, programs, or policies that are imposed by the City and effectively reduce environmental impacts.

The cumulative effect of the proposed project taken into consideration with these other development projects in the area would be limited, because the project would develop the site in consistency with the Auto Mall Specific Plan and municipal code and would not result in substantial effects to any environmental resource topic, as described though out this document. Furthermore, the proposed project would develop an area that has been previously graded and disturbed. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

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

**Less than Significant with Mitigation Incorporated.** The project proposes the construction and operation of an automotive dealership. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures and existing plans, programs, or policies that are required by the City. Consequently, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant.

# 6 MITIGATION MONITORING AND REPORTING PROGRAM

## 6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which a Mitigated Negative Declaration has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "…reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Car Pros Kia Dealership (project). The City of Moreno Valley is the Lead Agency for the project and is responsible for implementation of the MMRP. This MMRP identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures.

## 6.2 MITIGATION MONTORING AND REPORTING PROGRAM

The mitigation monitoring and reporting program has been prepared in compliance with Public Resource Code Section 21081.6. It describes the requirements and procedures to be followed by the City to ensure that all mitigation measures adopted as part of the proposed Project would be carried out as described in the IS/MND. This MMRP for the project will be active through all phases of the project, including design, construction, and operation.

Table 1 identifies project specific mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the project, the timing of implementation, and the responsible party or parties for monitoring compliance. This MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed.

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| BIO-1 | **Pre-construction Burrowing Owl Survey.** Preconstruction burrowing owl (BUOW) surveys shall be complete a maximum of 30 days prior to the start of construction. A total of 4 focused BUOW preconstruction surveys shall be conducted on separate days, preferably during the BUOW breeding season (March 1 through August 31) (not including the initial habitat assessment and burrow survey). The survey area shall include the project site and the 150-meter survey area surrounding the project site pursuant to the Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions for the Plan Area (2006).<br><br>If burrowing owls are observed during take avoidance surveys or incidentally during construction, the City of Moreno Valley Planning Division shall be notified, and avoidance measures implemented during the breeding season (March 1 through August 31). If burrowing owls are present during the non-breeding season (September 1 through February 28), burrowing owl exclusion measures may be implemented in accordance with the MSHCP. | Prior to ground disturbing activities; Prior to the issuance of a grading permit. | Planning Department | |
| BIO-2 | **Nesting Birds Survey.** To the extent feasible, the project shall conduct vegetation removal outside of the nesting bird season (generally between February 15 and August 31). If vegetation removal is required during the nesting bird season, a nesting bird survey should be conducted for areas within 100-feet of the vegetation removal. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist shall determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. | Within three days of vegetation removal during nesting bird season (Feb.15 and Aug. 31) | Planning Department | |
| CR-1 | Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist meeting Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A | Prior to the issuance of a grading permit. | Planning Department | |

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| | stating that the archaeologist has been retained to provide on-call services in the event archaeological resources are discovered. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 Tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB 52 (Soboba Band of Luiseno Indians and Rincon Band of Luiseno Indians). Details in the Plan shall include:<br>a. Project grading and development scheduling;<br>b. The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the | | | |

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| | Project archaeologist and Consulting Tribe(s) shall make themselves available to provide training on an as-needed basis;<br>c. 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. | | | |
| CR-2 | Prior to the issuance of a grading permit, the Applicant shall secure agreements with the Soboba Band of Luiseno Indians for tribal monitoring. The Applicant 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. | Prior to the issuance of a grading permit. | Planning Department | |
| CR-3 | In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:<br>a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:<br>i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving | Prior to the issuance of a grading permit; Ongoing during rough grading and trenching. | Planning Department | |

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| | them in the place they were found with no development affecting the integrity of the resources.<br>ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-1. The location for the future reburial area shall be identified on a confidential exhibit on file with the City and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document. | | | |
| CR-4 | The City shall verify that the following note is included on the Grading Plan: "If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal 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." | Prior to issuance of grading permit; Note on plans. | Planning Department | |
| CR-5 | If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as | Prior to issuance of grading permit; Note on plans. | Planning Department | |

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| | 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 CR-1 before any further work commences in the affected area. | | | |
| CR-6 | If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA). | Prior to issuance of grading permit; Note on plans. | Planning Department | |
| GEO-1 | **Paleontological Resources.** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Moreno Valley Building and Safety Division, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by Riverside County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of four feet. The PRIMP shall state that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed. | Prior to issuance of grading permit. | Planning Department | |

**TABLE 6-1**
**MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure Number | Measure | Timing | Responsibility for Oversight of Compliance/ Verification | Completion |
|---|---|---|---|---|
| | In the event that paleontological resources are encountered, ground-disturbing activity within 100 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.<br><br>Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. | | | |

# 7 DOCUMENT PREPARERS AND CONTRIBUTORS

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