



# CITY OF MORENO VALLEY

## MITIGATED NEGATIVE DECLARATION FOR THE MORENO VALLEY BUSINESS CENTER PROJECT



**Moreno Valley Business Center Project:  
Plot Plan (PEN20-0162)**

**June 2022**

**Lead Agency**  
**CITY OF MORENO VALLEY**  
14177 Frederick Street  
Moreno Valley, CA 92552

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# MITIGATED NEGATIVE DECLARATION MORENO VALLEY BUSINESS CENTER

**Project Description:**

The Moreno Valley Business Center project comprises a proposal for a Plot Plan (PEN20-0162) that provides for the development of a light industrial building with 164,187 square feet of building floor area, inclusive of 154,187 s.f. of warehouse/storage space and 10,000 s.f. of supporting office space (ground floor and mezzanine). The Project also would include a cargo loading area (within an enclosed truck court with loading docks on the west side of the proposed building), parking areas, landscaping, signage, and lighting.

**Project Location:**

The Project site is located at the northeast corner of Alessandro Boulevard and Day Street in the City of Moreno Valley, Riverside County, California. (APNs: 291-191-007 through -013, and -025 through -029)

**Project Proponent:**

Larry Cochrun  
LDC Industrial Realty, LLC  
555 N. El Camino Real Suite A456  
San Clemente, CA 92672

**Findings:**

It is hereby determined that, based on the information contained in the attached Initial Study, the Project would not have a significant adverse effect on the environment.

**Mitigation Measures:**

No.	Mitigation Measure
MM BR-1	<p>Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (January 31 through September 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>a. A nesting bird survey shall be conducted on the Project site and within suitable habitat located within a 250-foot radius of the Project site by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.</li> <li>b. If the survey identifies the presence of active nests, then the nests shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (i) the adult birds have not begun egg-laying and incubation; or (ii) the juveniles from the occupied nests are capable of independent survival.</li> <li>c. If the biologist is not able to verify any of the conditions from sub-item “b,” above, then no disturbance shall occur within a buffer zone specified by the qualified biologist for each nest or nesting site. The buffer zone shall be species-appropriate (no less than 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for raptors) and shall be sufficient to protect the nest from direct and indirect impacts from construction activities. The size and location of buffer zones, if required, shall be based on consultation with the California Department of Fish and Wildlife</li> </ul>

No.	Mitigation Measure
	<p>and the U.S. Fish and Wildlife Service and shall be subject to review and approval by the City of Moreno Valley. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist with City concurrence verify that the nests are no longer occupied and/or juvenile birds can survive independently from the nests.</p>
MM BR-2	<p>Within 30 days prior to grading, a qualified biologist shall conduct a survey of suitable habitat on site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Moreno Valley prior to the issuance of a grading permit and subject to the following provisions:</p> <ul style="list-style-type: none"> <li>a) In the event that the pre-construction survey identifies no burrowing owls on the property a grading permit may be issued without restriction.</li> <li>b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</li> <li>c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall be issued, either: <ul style="list-style-type: none"> <li>i. Upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the burrowing owl by the CDFW; or</li> <li>ii. A determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</li> </ul> </li> </ul>

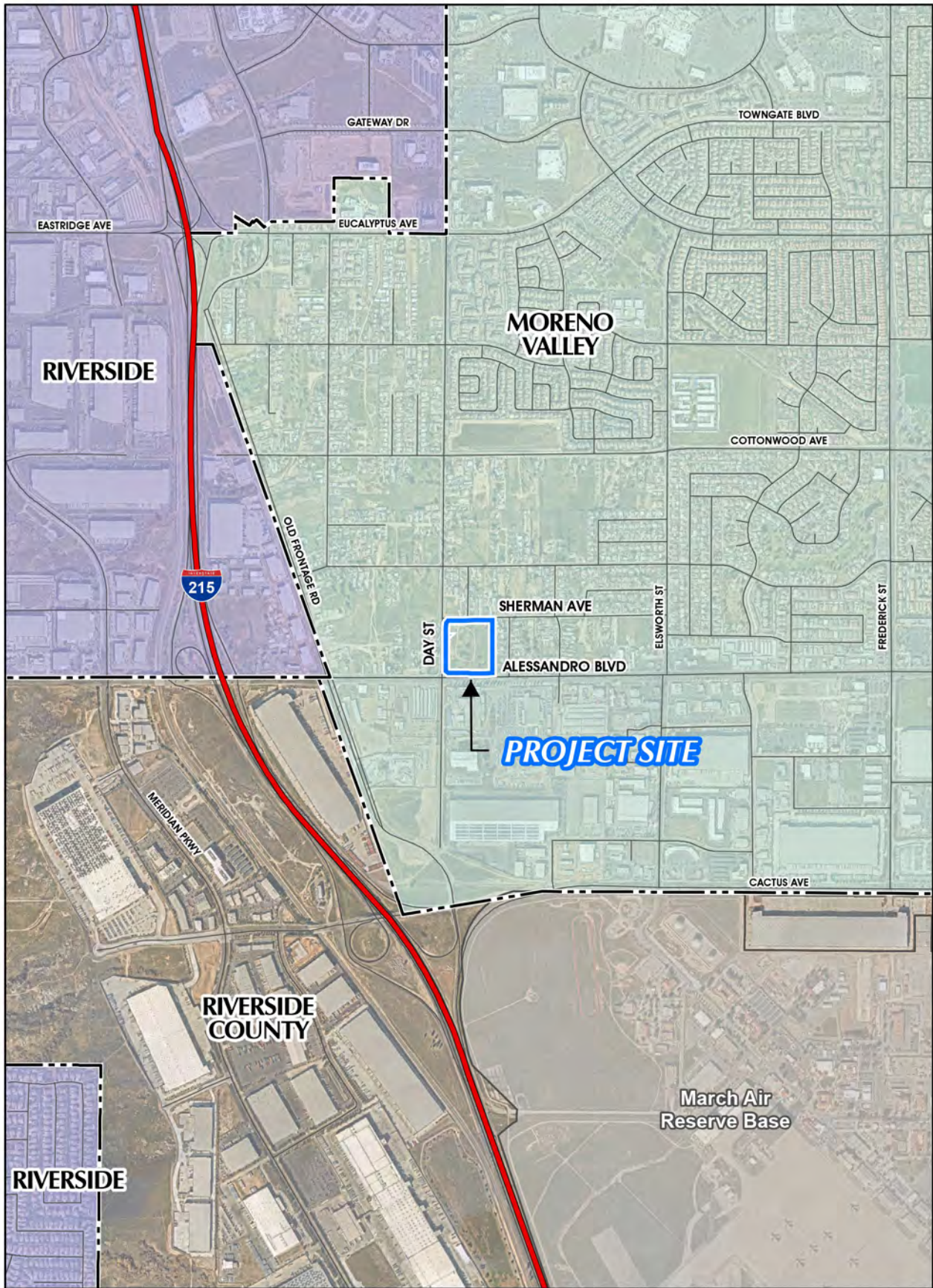
No.	Mitigation Measure
MM CR-1	<p>Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), including the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians, the contractor, and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project archaeologist shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.</p>
MM CR-2	<p>Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for tribal monitoring. The City is also required to provide a minimum of 30 days' advance notice to the tribes of all ground disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.</p>
MM CR-3	<p>The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> <li>a) Project description and location;</li> <li>b) Project grading and development scheduling;</li> <li>c) Roles and responsibilities of individuals on the Project;</li> <li>d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;</li> <li>e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;</li> <li>f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and</li> <li>g) Contact information of relevant individuals for the Project.</li> </ul>
MM CR-4	<p>In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> <li>a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department: <ul style="list-style-type: none"> <li>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.</li> </ul> </li> </ul>

No.	Mitigation Measure
	<p>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 Mitigation Measure CR-3 The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.</p>
MM CR-5	<p>The City shall verify that the following note is included on the Grading Plan:</p> <p>"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."</p>
MM CR-6	<p>If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p>
MM CR-7	<p>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).</p>
MM CR-8	<p>It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be</p>

No.	Mitigation Measure
	asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).
MM CR-9	Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
MM GEO-1	Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.
MM GEO-2	The paleontological monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at depths five or more feet below the existing ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.
MM GEO-3	Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.
MM GEO-4	A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.

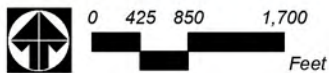
**Attachments:**

1. Location Map
2. Initial Study
3. Mitigation Monitoring and Reporting Program.



Source(s): ESRI, Nearmap Imagery (2020), RCLMA (2020)

Figure 1



**Project Location Map**



# INITIAL STUDY (IS) FOR MORENO VALLEY BUSINESS CENTER PROJECT

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## BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** Plot Plan (PEN20-0162)
2. **Project Title:** Moreno Valley Business Center
3. **Public Comment Period:** June 16, 2022 to July 6, 2022
4. **Lead Agency:** City of Moreno Valley  
Julia Descoteaux, Associate Planner  
14177 Frederick Street  
Moreno Valley, CA 92552  
(951) 413-3209  
juliad@moval.org
5. **Documents Posted At:** <https://moval.gov/cdd/documents/about-projects.html>
6. **Prepared By:** T&B Planning, Inc.  
Tracy Zinn  
3200 El Camino Real, Suite 100  
Irvine, CA, 92602  
(714) 505-6360 x 350  
tzinn@tbplanning.com
7. **Project Sponsor:**

<b>Applicant/Developer</b> Larry Cochrun LDC Industrial Realty, LLC 555 N. El Camino Real Suite A456 San Clemente, CA 92672 (949) 226-4601 lcochrun@ldcindustrial.com	<b>Property Owner</b> City of Moreno Valley 14177 Frederick Street Moreno Valley, CA 92553
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------
8. **Project Location:** The Project site is located in the western portion of the City of Moreno Valley, Riverside County, California. The Project site is located at the northeast corner of Alessandro Boulevard and Day Street (APNs: 291-191-007 through -013, and -025 through -029). Refer to Figure 2, *Regional Map*; and Figure 3, *USGS Topographic Map*.
9. **General Plan Designation:** Business Flex (B-F). Refer to Figure 4, *Existing General Plan*.
10. **Specific Plan Name and Designation:** N/A
11. **Existing Zoning:** Business Flex. Refer to Figure 5, *Existing Zoning*.

12. **Surrounding Land Uses and Setting** (Refer to Figure 6, *Aerial Photograph*):

	Land Use	General Plan	Zoning
<b>Project Site</b>	<b>Undeveloped</b>	<b>Business Flex</b>	<b>Business Flex</b>
North	Residential, Undeveloped	Residential 3	Residential 3
South	Industrial	Business Park/Light Industrial	Industrial
East	Residential, Commercial	Residential 3/Business Flex	Business Flex and Residential 3
West	Residential	Business Flex	Business Flex

13. **Project Description:** The Moreno Valley Business Center project (hereinafter, “Project”) comprises a proposal for a Plot Plan (PEN20-0162) that provides for the development of a light industrial building with 164,187 square feet of building floor area. The Project site comprises approximately 8.2 gross acres/7.8 net acres. The components of the proposed Project are summarized on the following pages.

**Plot Plan (PEN20-0162)** provides a development plan for a light industrial building with 164,187 square feet (s.f.) of building floor area, inclusive of 154,187 s.f. of warehouse/storage space and 10,000 s.f. of supporting office space (ground floor and mezzanine). An employee break area with tables and seating is provided along the northwest corner of the proposed building. The site plan for the Project is illustrated on Figure 7, *Site Plan*.

Vehicular access to the Project site is provided by one proposed driveway onto Alessandro Boulevard, one proposed driveway onto Day Street, and one proposed driveway onto Sherman Avenue. The driveway onto Alessandro Boulevard would be accessible for passenger vehicles only and would be limited to right-turn movements entering and exiting the site. The driveway onto Day Street would be accessible to trucks only and only for trucks entering and exiting via Alessandro Boulevard. A “porkchop” island would be installed at the Project’s driveway at Day Street to make it impossible for trucks exiting the Project site to make a right-turn and travel northbound on Day Street. (The Project also includes signage at the driveway onto Day Street informing exiting drivers that right turns are prohibited.) The porkchop island also would prevent southbound trucks on Day Street from making a left-turn into the Project site. The driveway onto Sherman Avenue would be accessible for passenger vehicles only and would have no restrictions for vehicle turning movements entering or exiting the site.

*Parking and Loading*

The proposed building contains an enclosed truck court on the west side of the building (adjacent to Day Street) with 23 dock high loading bays and 28 truck trailer parking stalls. Additionally, 151 standard automobile parking stalls will be provided along the north and east sides of the building. Bicycle parking spaces (“racks”) would be provided at the northwest and southeast corners of the building in conformance with Moreno Valley Municipal Code Section 9.11060(B)(1), which requires bicycle parking spaces be provided at a rate equal to five percent of the total required parking spaces.

*Architecture*

Figure 8, *Architectural Elevations*, depicts the Project’s architectural design. The proposed building would have a maximum height of approximately 44 feet above finished grade. The building is proposed to be constructed with painted concrete tilt-up panels and low-reflective,

blue-glazed glass. Articulated building elements, include parapets with a varied roofline, wall recesses, and decorative, accent building materials (including wood siding) are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue.

Prior to the issuance of building permits to construct the Project, the Project Applicant would be required to submit construction architecture documents/plans to the City of Moreno Valley for review and approval. The construction documents/plans would be required to comply with the City of Moreno Valley Building Code, which is based on the California Building Code and is included in Chapter 8.20 of the City of Moreno Valley Municipal Code.

### Landscaping

Figure 9, *Conceptual Landscape Plan*, depicts the proposed landscape design for the Project. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Trees, shrubs and groundcovers would be concentrated along the Project site's frontages with Sherman Avenue, Day Street, Alessandro Boulevard, and along the Project site's eastern boundary. Landscaping also is massed at driveways, around the buildings, and in and around automobile parking areas.

Prior to the issuance of a building permit to construct the proposed building, the Project Applicant would be required to submit final planting and irrigation plans to the City of Moreno Valley for review and approval. The plans are required to comply with Chapter 9.17 of the Moreno Valley Municipal Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

### **Project Improvements**

#### Public Roadway Improvements

The Project includes the following public roadway improvements in conjunction with development of the Project site:

1. The Project Applicant would re-pave the southern half of the Sherman Avenue segment that abuts the northern Project site boundary. In addition, the Project Applicant would install three (3) street lights along the Sherman Avenue segment that abuts the northern Project site boundary.
2. The Project Applicant would re-pave the eastern half of the Day Street segment that abuts the western Project site boundary and re-locate one (1) existing street light on the east side of the street (at the approximate mid-point of the Project site boundary).
3. The Project Applicant would improve the north side of the Alessandro Boulevard segment that abuts the southern Project site boundary to its ultimate half-section as a Divided Major Arterial. With proposed improvements, the north side of the street would feature a 67-foot-wide travel way (including turn pocket for northbound traffic onto Day Street), curb and gutter, 10-foot-wide sidewalk, and bioretention swales. In addition, the Project Applicant would install three (3) street lights along the Alessandro Boulevard segment that abuts the southern Project site boundary.

#### Water Infrastructure

Box Springs Mutual Water Company (BSMWC) would provide water service to the Project site. As depicted on Figure 10, *Conceptual Utilities Plan*, connection points (domestic, irrigation, and fire service) are proposed to the existing water lines installed beneath Day

Street and Alessandro Boulevard. All proposed water facilities would be designed and constructed in accordance with applicable BSMWC standards.

The Project also provides for the construction of a new public water pump on BSMWC property located approximately 375 feet north of Dracaea Avenue and approximately 225 feet east of Edgemont Avenue (APN 263-140-014). The BSMWC property where the water pump would be constructed is graded and cleared (packed dirt) under existing conditions and developed with BSMWC water tanks and associated equipment. The proposed public water pump will require the construction of a concrete pad to support the pump equipment, electrical wiring to power the pump, and a control panel. The pump would connect to an existing pipe that runs between the BSMWC property and Dracaea Avenue; this pipe, which is stubbed under existing conditions, would be connected to an abutting, existing water main within Dracaea Avenue. The water pump would correct existing deficient water pressure conditions at the Project Site to ensure the Project's fire suppression (i.e., indoor sprinkler) system can meet minimum operational and safety requirements.

#### Sanitary Sewer Service

Edgemont Community Services District (ECSD) would provide wastewater conveyance services to the Project site. As shown on Figure 10, the Project would connect to an existing sewer line beneath Day Street. All proposed wastewater facilities would be designed and constructed in accordance with applicable ECSD standards.

#### Stormwater Drainage Infrastructure

As shown in Figure 11, *Conceptual Drainage Plan*, the Project's on-site stormwater drainage system would consist of catch basins, underground storm drain pipes, bioretention swales, and a underground infiltration chambers. Stormwater runoff from the passenger vehicle parking areas in the northern and eastern portions of the Project site will be conveyed to the truck court by underground storm drain pipes. In the truck court, runoff would first be directed to underground infiltration chambers located beneath the truck court, then – when/if the infiltration chambers reach capacity – runoff would flow to an underground storm drain that would convey site runoff westerly off-site into the proposed storm drain beneath Day Street (see discussion below). During heavy rain events, storm water captured in the truck court would be temporarily detained through aboveground ponding in the truck court. The maximum depth of ponding in the truck court would be approximately 8.5 inches. The release of detained stormwater flows from the truck court into on-site catch basins would be controlled to minimize the release of stormwater flows during peak storm events.

The Project also provides for the construction of a new public storm drain beneath segments of Sherman Avenue, Day Street, Alessandro Boulevard, and Old 215 Frontage Road. The proposed storm drain begins in Sherman Avenue and traverses westerly to Day Street, southerly to Alessandro Boulevard, westerly to Old 215 Frontage Road, then northerly for 90 feet before terminating with a bubbler outlet structure that will discharge runoff flows to an existing drainage device in a drainage swale on the east side of the road. Catch basins will be installed in Sherman Avenue, Day Street, and Alessandro Boulevard abutting the Project site to capture off-site stormwater runoff and convey the flows to the proposed public storm drain.

#### Dry Utilities

Implementation of the Project would result in the relocation/adjustment of an existing traffic signal pull box and utility vault along the Project site frontage with Alessandro Boulevard. Implementation of the Project also would result in the relocation of existing underground electrical wiring, an electrical utility box, and a telecommunications pedestal along the Project site frontage with Day Street. Lastly, existing wooden power poles along the Project

site frontage with Alessandro Boulevard would be removed as part of Project construction and the overhead electric transmission lines suspended on these poles would be undergrounded. The removal of the power poles and the undergrounding of the transmission lines would be performed in coordination with Moreno Valley Utility.

**Earthwork and Grading**

Implementation of the Project would result in grading and earthwork across the entire Project site. As shown on Figure 12, *Conceptual Grading Plan*, the proposed Project would result in approximately 25,193 cubic yards of cut and 25,193 cubic yards of fill; no import or export of earthwork materials would be required. When grading is complete, the Project site would have a downward slope from northeast to southwest and the approximate elevation for the proposed building pad would be 1,559 feet above mean sea level (amsl). Manufactured slopes with maximum 2:1 gradients would be constructed along portions of the Project site’s eastern, northern, western, and southern boundaries. An approximately 3-foot-tall retaining wall would be constructed at the base of the manufactured slope on the eastern Project site boundary.

**Construction Characteristics**

Based on information provided by the Project Applicant, the Project is expected to be constructed over a period of approximately 280 work days (12 months). Site preparation would occur first, followed by mass-grading and installation of underground infrastructure and retaining walls. Next, fine grading would occur, surface materials would be poured, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed. The estimated Project construction schedule, organized by construction stage, is summarized in Table 1, *Estimated Construction Schedule*.

**Table 1: Estimated Construction Schedule**

Phase Name	Days
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coating	40

Source: (Urban Crossroads, 2022b, Table 1)

Construction workers would travel to the site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the Project site up to eight hours per day, six days per week. Even though construction activities are permitted to occur between 7:00 a.m. to 8:00 p.m. on Mondays through Saturdays pursuant to Moreno Valley Municipal Code Section 11.80.030(D)(7), construction equipment is not in continual use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, eight hours of daily use per piece of equipment is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities which benefit from air temperatures that are lower than daytime temperatures), the Project Applicant would be required to obtain authorization for nighttime work from the City of Moreno Valley as specified in Moreno Valley Municipal Code Section 11.80.030(D)(7).

The construction equipment fleet that the Project Applicant intends to utilize to construct the proposed Project is summarized in Table 2, *Estimated Construction Equipment Fleet*. The

Project's construction fleet listed in Table 2 would meet, at a minimum, California Air Resources Board (CARB) Tier 4 interim standards. This construction fleet is used for purposes of analysis in this IS/MND.

**Table 2: Estimated Construction Equipment Fleet**

Phase Name	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: (Urban Crossroads, 2022b, Table 2)

***Operational Characteristics***

At this time, the future occupant(s) of the proposed warehouse building is/are currently unknown. The Project Applicant expects that the building primarily would be occupied by a warehouse distribution/logistics operator. The Project is expected to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with Moreno Valley Municipal Code Section 9.08.100, which states that all outdoor lighting associated with nonresidential uses shall be fully shielded and directed away from surrounding residential uses to reduce glare and light trespass, and shall not exceed one-quarter-foot-candle minimum maintained lighting measured from within five (5) feet of any property line.

The proposed warehouse building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. As a practical matter, dock doors on industrial buildings are not occupied by a truck at all times of the day. There are typically more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, many dock door positions are frequently inactive throughout the day. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) are expected to be powered by non-diesel engines (e.g., gasoline, natural gas, electric).

During operation, employees, visitors, and vehicles hauling goods will travel to and from the Project site on a daily basis. Project operations are calculated to generate approximately 304 vehicle trips per day, including 194 passenger vehicle trips and 110 truck trips. Pursuant to State law, on-road diesel-fueled trucks that would service the Project are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

For purposes of analysis in this IS/MND, the Project's water and wastewater treatment demand is anticipated to be 7,800 gallons per day (demand rates derived from ECSD standard wastewater treatment generation rates (ECSD, 2016, Table 3-1)). Project operations also are expected to demand approximately 1,900,224 kilowatt hours (kWh) of electricity per year; and 2,265,005 kilo-British thermal units (kBTU) of natural gas per year.

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

The City of Moreno Valley is required to consult with interested California Native American tribes regarding the Project pursuant to Assembly Bill 52 (AB 52). The City contacted California Native American Tribes with traditional use areas that encompass or are in the vicinity of the Project site. The Project received requests for consultation from Soboba Band of Luiseno Indians, Pechanga Band of Luiseno Indians, Rincon Band of Luiseno Indians, and Agua Caliente Band of Cahuilla Indians. The City concluded consultation on June 16, 2021.

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

Riverside County Airport Land Use Commission (Airport Land Use Plan Consistency Determination); Santa Ana Regional Water Quality Control Board (NPDES Permit), Riverside County Flood Control and Water Conservation District (drainage infrastructure design); Box Springs Mutual Water Company (domestic water system design/connections); and Edgemont Community Services District (sewer system design/connections).

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

Technical Appendix A1: *Moreno Valley Business Center Air Quality Impact Analysis*

Technical Appendix A2: *Moreno Valley Business Center Mobile Source Health Risk Assessment*

Technical Appendix A3: *Moreno Valley Business Center Supplemental Air Quality Impact Analysis*

Technical Appendix A4: *Moreno Valley Business Center Construction Health Risk Assessment*

Technical Appendix B: *General Biological Resources Assessment for the Moreno Valley Business Center Project*

Technical Appendix C: *Phase I Cultural Resources Survey for the Moreno Valley Business Center Project*

Technical Appendix D: *Geotechnical Investigation Proposed Warehouse Building Development Northeast Corner Alessandro Boulevard and Day Street Moreno Valley, California*

Technical Appendix E: *Moreno Valley Business Center Energy Analysis*

Technical Appendix F: *Moreno Valley Business Center Greenhouse Gas Analysis*

Technical Appendix G: *Phase I Environmental Site Assessment LDC Alessandro Business Park*

Technical Appendix H: *Paleontological Assessment for the Moreno Valley Business Center Project*

Technical Appendix I1: *Preliminary Hydrology Calculations for PEN20-0162/LST20-0025 LDC Alessandro Business Park*

Technical Appendix I2: *Project Specific Preliminary Water Quality Management Plan for: PEN20-0162/LWQ20-0026 LCD-Alessandro*

Technical Appendix J1: *Moreno Valley Business Center Noise Impact Analysis*

Technical Appendix J2: *Moreno Valley Business Center Off-Site Improvements Noise Assessment*

Technical Appendix K1: *Moreno Valley Business Center Project Scoping Form*

Technical Appendix K2: *Moreno Valley Business Center Vehicle Miles Travelled (VMT) Analysis*

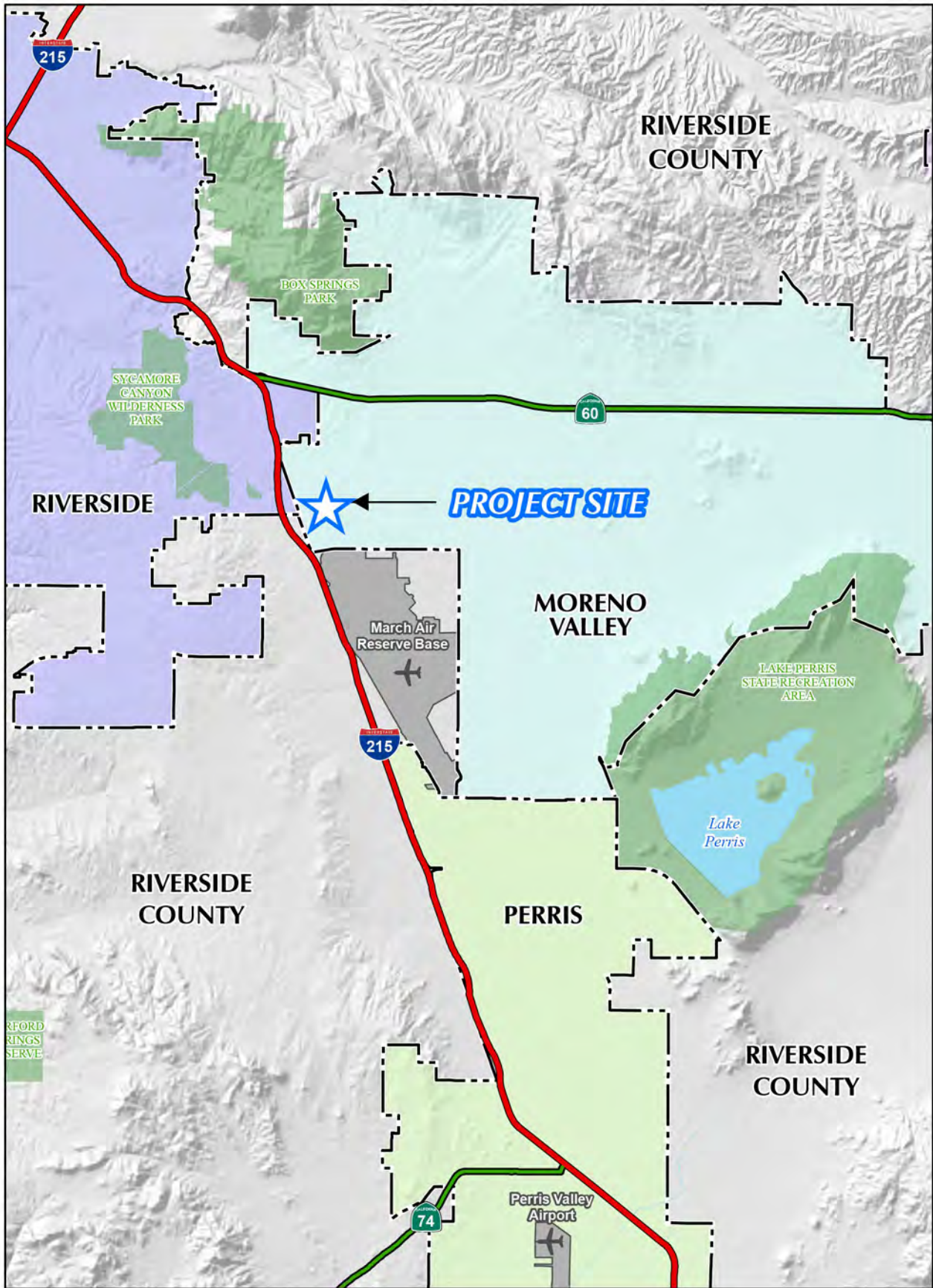
Technical Appendix K3: *Moreno Valley Business Center Truck Turning Evaluation*

## 17. **Acronyms:**

AB-#	Assembly Bill
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
amsl	Above mean sea level
APN	Assessor Parcel Number
AQMP -	Air Quality Management Plan
BMP	Best Management Practice
BP	Business Park/Light Industrial
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Special Survey Area
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA -	California Environmental Quality Act
CH <sub>4</sub>	Methane
CIWMP	Countywide Integrated Waste Management Plan
CO	Carbon Monoxide
CRMP	Cultural Resources Management Plan
dBA	A-weighted decibels
DBESP	Determination of Biologically Superior Preservation
DIF	Development Impact Fee
DPM	Diesel Particulate Matter
DTSC -	Department of Toxic Substance Control

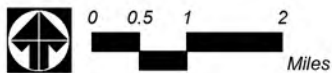
ECSD	Edgemont Community Services District
e.g.	Exempli gratia meaning “for example”
EIC	Eastern Information Center
EIR -	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA -	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP -	Farmland Mapping and Monitoring Program
GCC	Global Climate Change
GHG -	Greenhouse Gas
gpcd	Gallons per capita per day
gpd	Gallons per day
HCP	Habitat Conservation Plan
HMBEP	Hazardous Materials Business Emergency Plan
I-#	Interstate
i.e.	Id est meaning “that is”
IEPR	Integrated Energy Policy Report
IS -	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
kBTU	Kilo-British thermal units
kWH	Kilowatt hours
lbs/day	Pounds per day
Leq	Equivalent Sound Level
LI	Light Industrial
MAFB	March Air Force Base
MARB -	March Air Reserve Base
MARB/IPA-	March Air Reserve Base/Inland Port Airport
MEIR	Maximally Exposed Individual Receptor
MEIW	Maximally Exposed Individual Worker
mgpd	Million gallons per day
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MSHCP -	Multiple Species Habitat Conservation Plan
MTCO <sub>2</sub> e	Metric Tons of Carbon Dioxide Equivalent
MT/yr	Metric Tons per year
MVFD	Moreno Valley Fire Department
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Special Survey Area
NO <sub>x</sub>	Nitric Oxide
NPDES -	National Pollutant Discharge Elimination System
PCE	Passenger Car Equivalent
PM <sub>10</sub>	Particulate Matter (10 microns in diameter)
PM <sub>2.5</sub>	Particulate Matter (2.5 microns in diameter)
R30	Residential: Max 30 du/ac
REC	Recognized Environmental Condition
RTP -	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB-#	Senate Bill
SCAB	South Coast Air Basin
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE -	Southern California Edison
SCS	Sustainable Communities Strategy
s.f.	Square feet
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands Files
SO <sub>x</sub>	Sulfur Oxide

SR-#	State Route
SRA	State Responsibility Area
SWPPP -	Storm Water Pollution Prevention Plan
TEA-21	The Transportation Act for the 21 <sup>st</sup> Century
UCR	University of California Riverside
USEPA	United States Environmental Protection Agency
USFWS -	United States Fish and Wildlife
UWMP	Urban Water Management Plan
VdB	Vibration Decibels
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screening
VMT -	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMWD	Western Municipal Water District
WQMP -	Water Quality Management Plan



Source(s): ESRI, RCTLMA (2020)

Figure 2

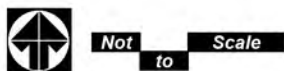


**Regional Map**

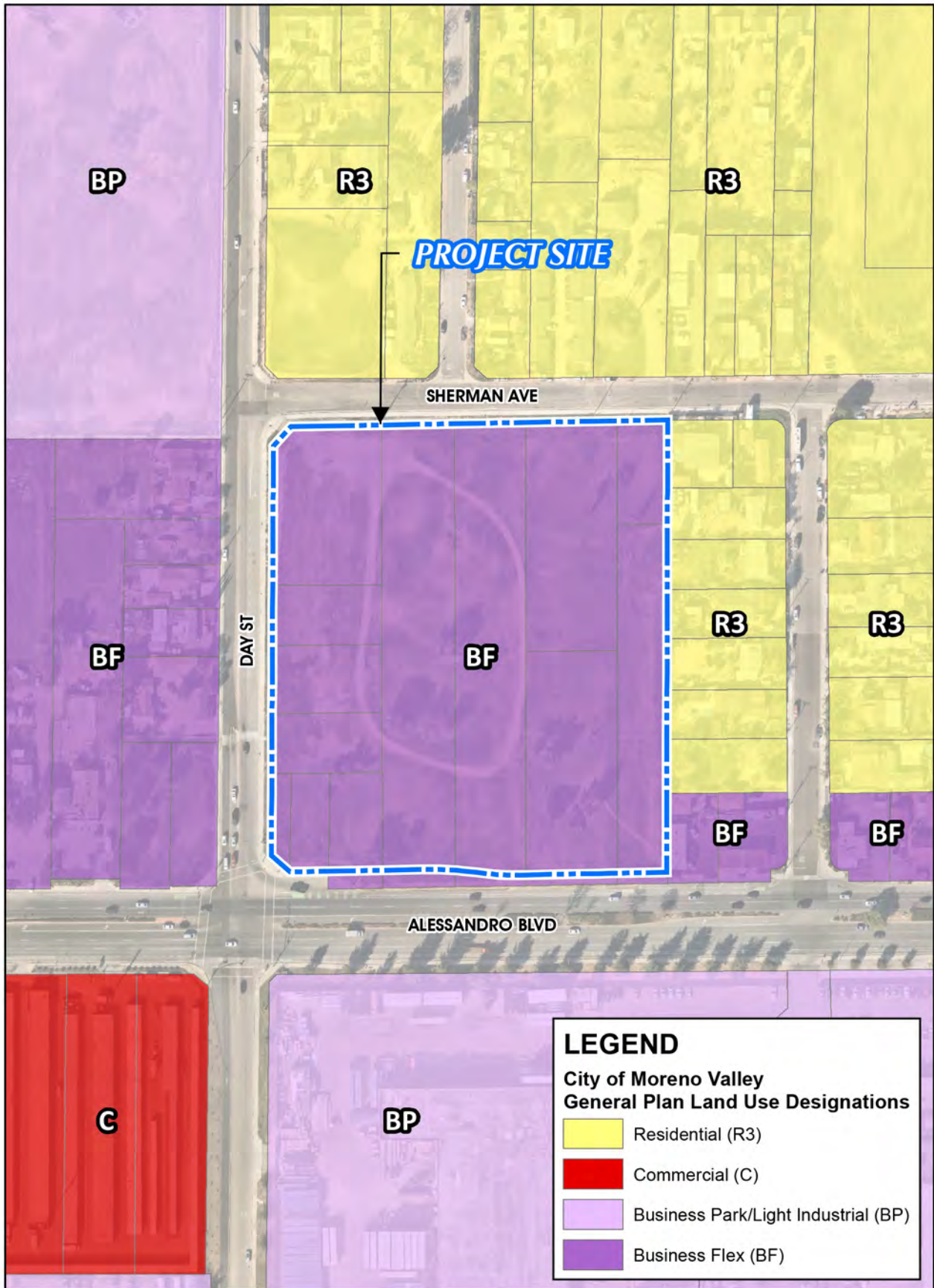


Source(s): USGS (2018)

Figure 3

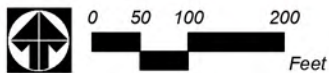


USGS Topographic Map

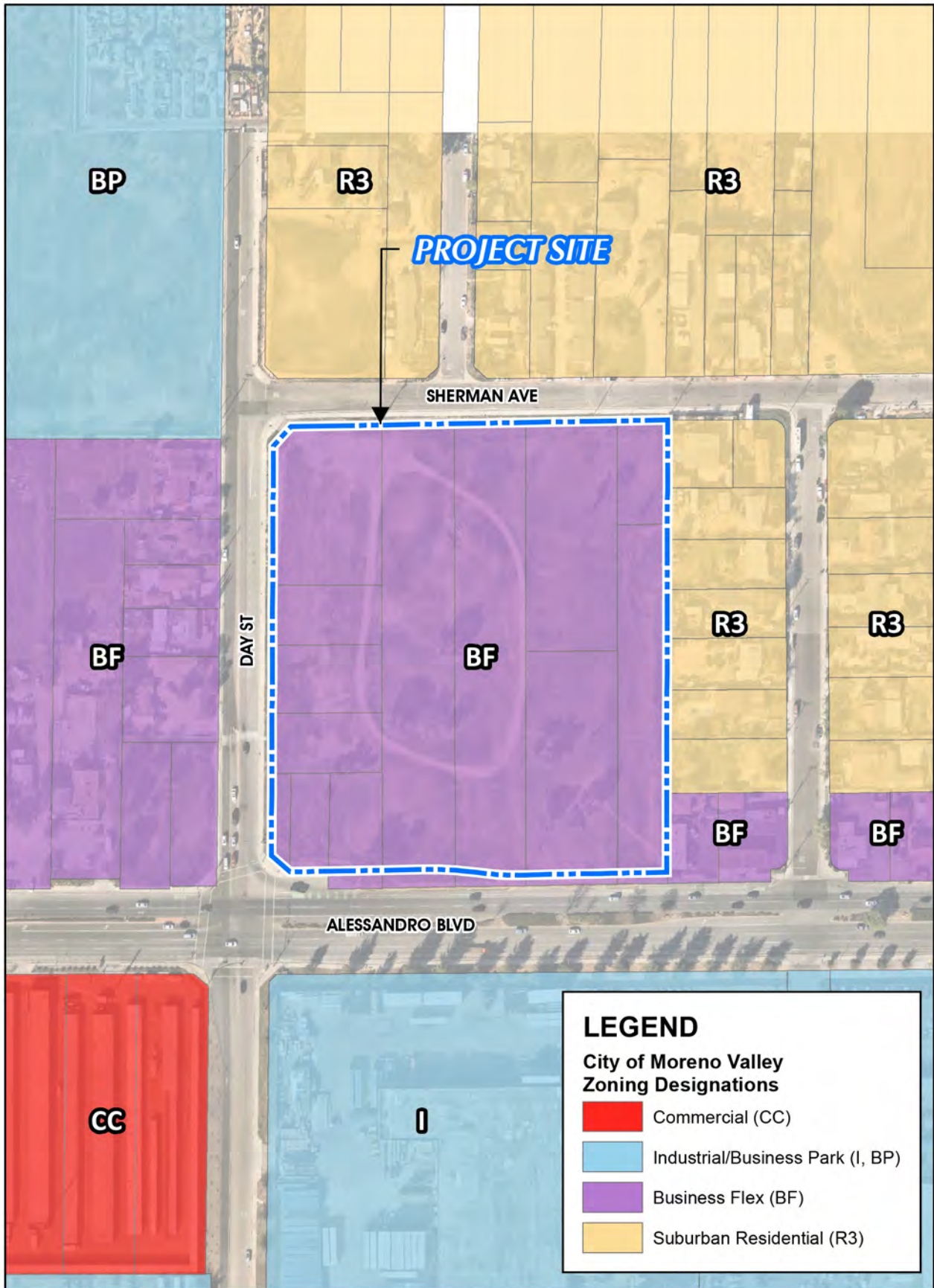


Source(s): City of Moreno Valley (2021), ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 4

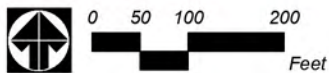


**Existing General Plan**



Source(s): City of Moreno Valley (2021), ESRI, Nearmap Imagery (2020), RCLMA (2020)

Figure 5

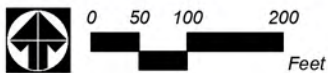


**Existing Zoning**



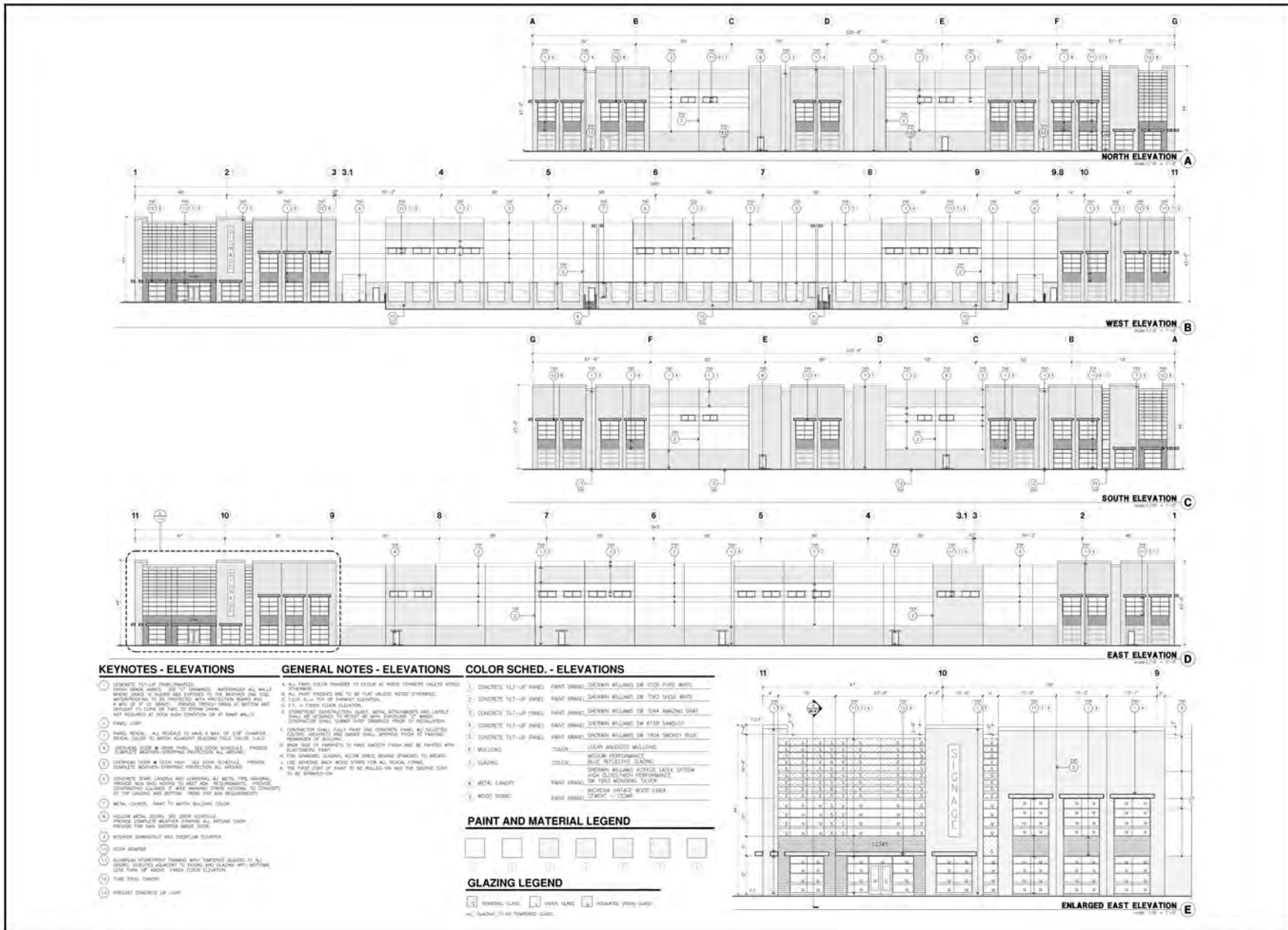
Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 6



## Aerial Photograph



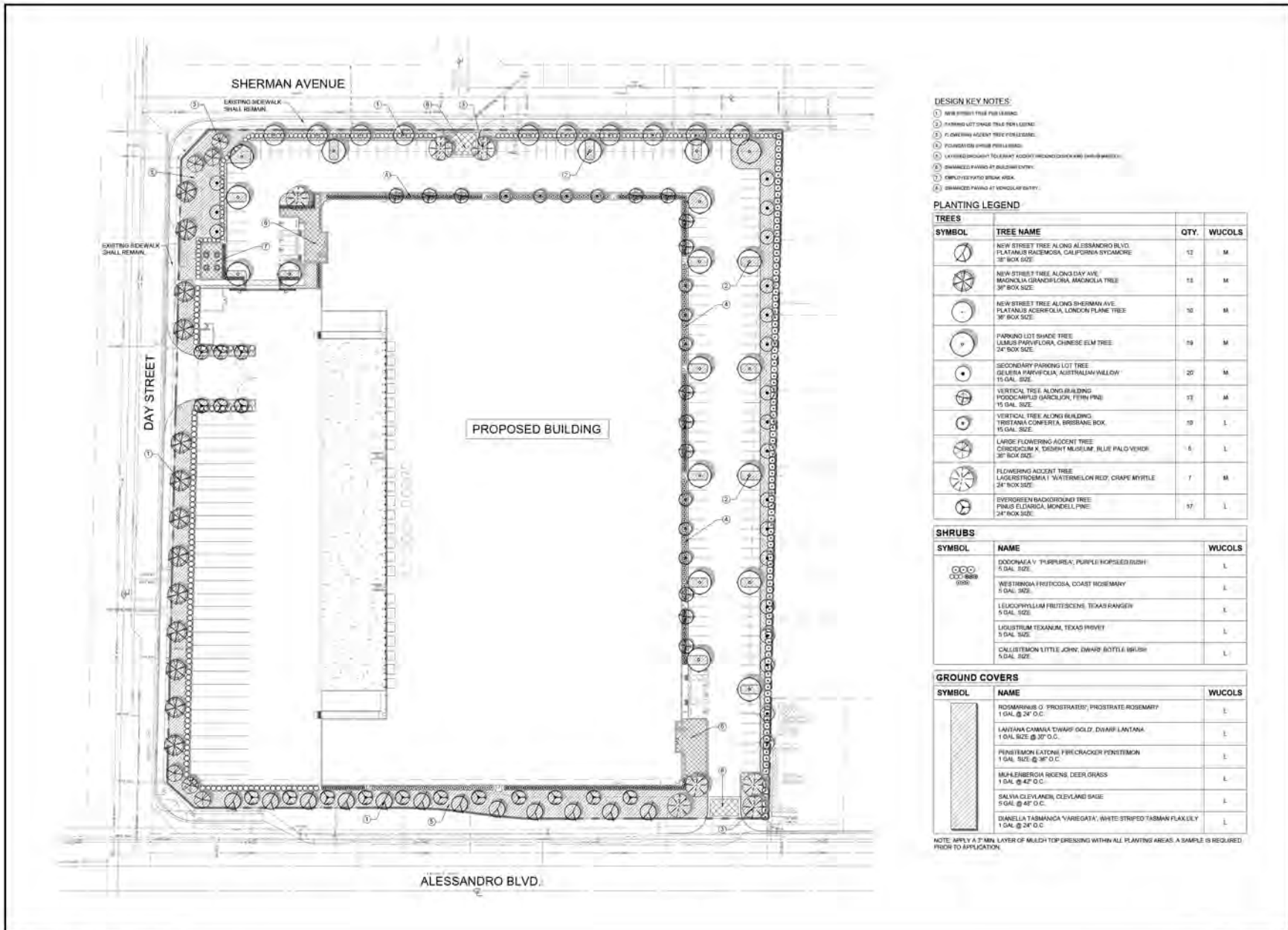


Source(s): HPA (08-31-2021)

Figure 8

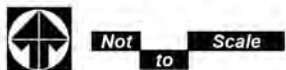
Not to Scale

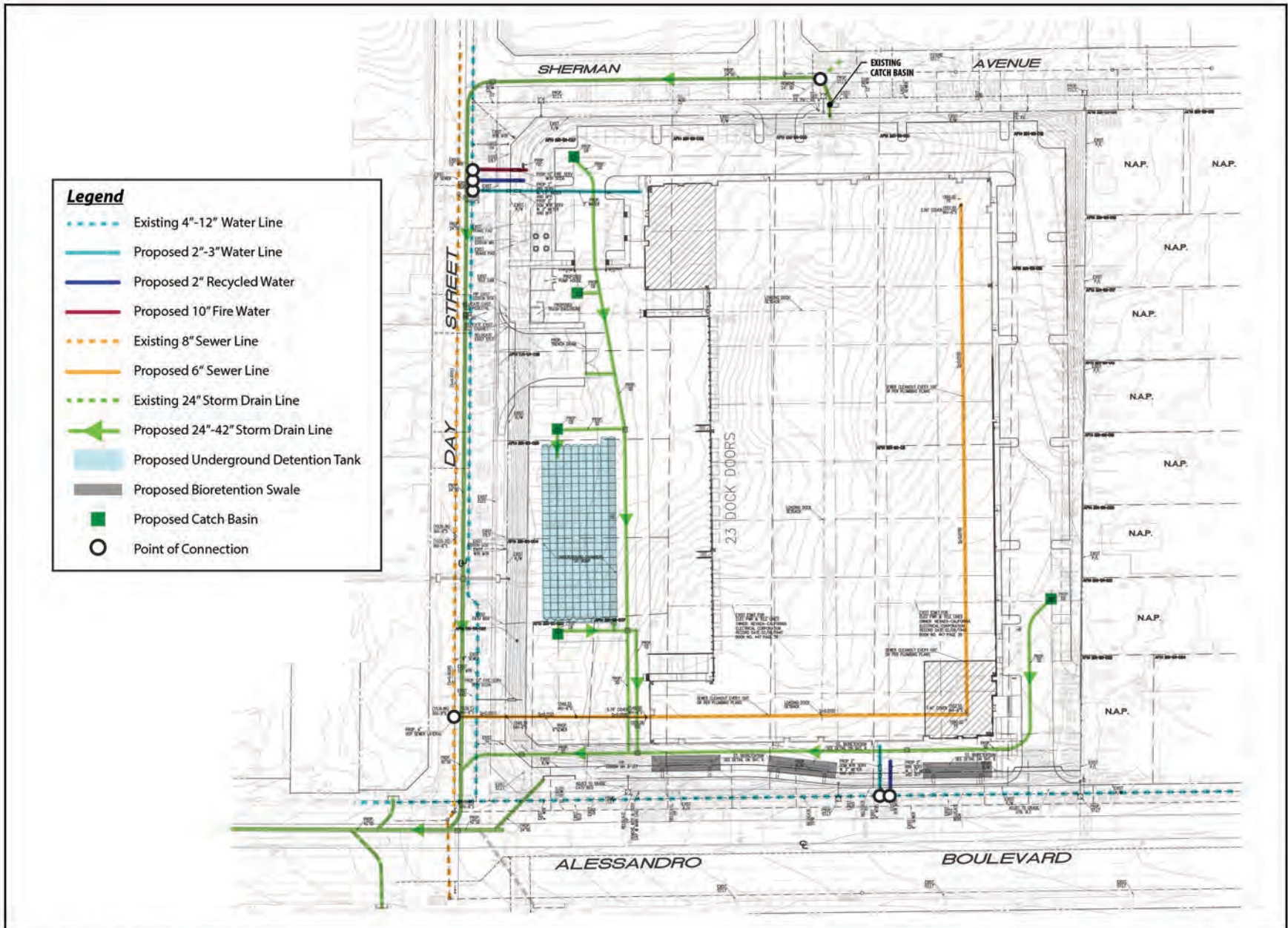
### Architectural Elevations



Source(s): SPLA (08-21-2020)

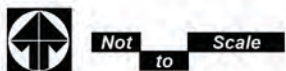
Figure 9



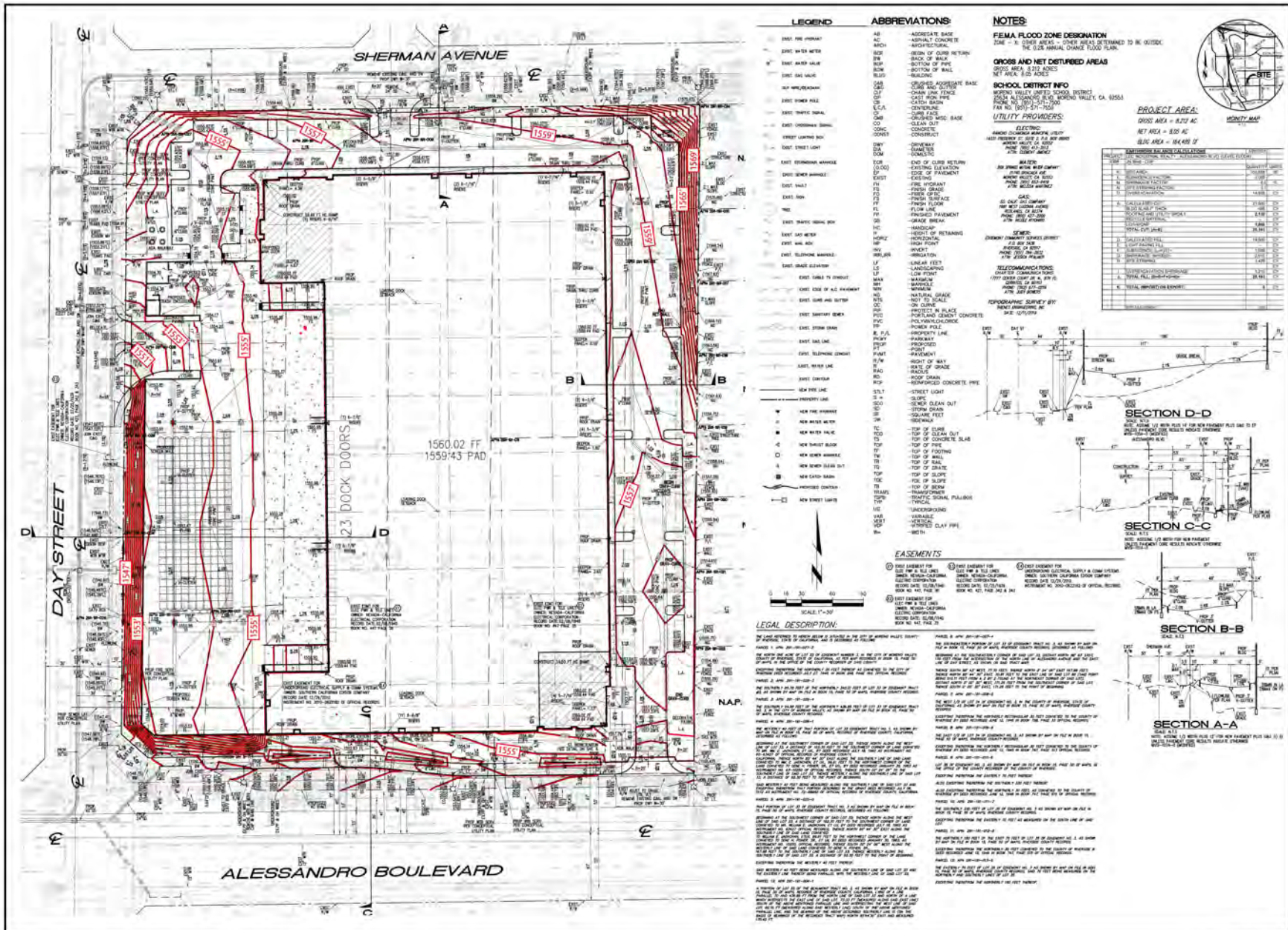


Source(s): Thienes Engineering, Inc. (07-08-2021)

Figure 10

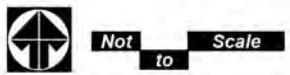


**Conceptual Utilities Plan**



Source(s): Thienes Engineering, Inc. (07-08-2021)

Figure 11



# Conceptual Grading Plan

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION (To be completed by the Lead Agency):**

On the basis of this initial evaluation:

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

  
 \_\_\_\_\_  
 Signature

6/10/2022  
 \_\_\_\_\_  
 Date

Julia Descoteaux  
 \_\_\_\_\_  
 Printed Name

City of Moreno Valley  
 \_\_\_\_\_  
 For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code § 21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Scenic resources within the City of Moreno Valley are identified as Box Springs Mountains, the Foothills, the Badlands, and Mount Russell and its foothills. According to General Plan Map ORSC-3, <i>Scenic Resources and Ridgelines</i>, the Project site is not located within or adjacent to a designated scenic resource or within a view corridor for any of the designated scenic resources in the City (Moreno Valley, 2021a, Map ORSC-3).</p> <p>Due to intervening development and their distance and orientation in relation to the Project site, prominent, distinct views of the Badlands (and beyond, San Gorgonio Mountain) and Mount Russell are not available from public viewing areas abutting the Project site under existing conditions (Google Earth Pro, 2020). Scenic resources visible (at least partially) from public viewpoints adjacent to the Project site include the Box Springs Mountains (approximately 2.2 miles to the north and partially visible from Alessandro Boulevard) and the Foothills (approximately 4.1 miles to the northeast and partially visible from Day Street). Under existing conditions, views of the Box Springs Mountains to the north are mostly obscured from Alessandro Boulevard due to intervening development, on- and off-site plant materials (i.e., trees), topography, and atmospheric haze that is common in the Inland Empire throughout the year (Google Earth Pro, 2020). Under existing conditions, views of the Foothills to the northeast are largely obstructed from Day Street by existing development, on- and off-site plant materials (i.e., trees), and atmospheric haze (ibid.).</p> <p>The Project would result in the construction of an approximately 44-foot-tall warehouse – with a solid screen wall surrounding the building’s truck court – and install new landscaping on the Project site. With these improvements, views of the Box Springs Mountains would continue to be mostly obscured from Alessandro Boulevard – although not substantially more than views are obscured under existing conditions. Similarly, implementation of the Project would not substantially alter existing views of the Foothills from Day Street because views of the Foothills from Day Street are mostly obscured by existing on-site landscaping and off-site development under existing conditions and the proposed warehouse building and other vertical site improvements (landscaping, screen walls, etc.) would not be so tall as to block views of the Foothills to a more substantial degree than already occurs.</p> <p>Based on the foregoing analysis, the Project would not have a substantial adverse effect on a scenic vista or scenic resources in the Project vicinity. Impacts would be less than significant.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site is not located within or adjacent to a scenic highway corridor and there are no State-designated or eligible scenic highways within the vicinity of the Project site (Caltrans, 2019). Additionally, the City of Moreno General Plan does not identify any scenic route within proximity to the Project site (Moreno Valley, 2021a, Map ORSC-3) (Moreno Valley, 2021b, Figure 7-2). The nearest State-designated scenic highway to the Project site is a segment of State Route 74 (SR-74) located approximately 9.8 miles southeast of the Project site; the Project site would not be visible from this SR-74 segment due to distance and intervening development/topography (Caltrans, 2019; Google Earth Pro, 2020). It should be noted, also, that an area of Interstate 15 (I-15) near the above-named segment of SR-74 is eligible for consideration as a State scenic highway; however, the Project site would not be visible from this portion of I-15 due to distance and intervening development/topography (ibid.). Accordingly, the Project site is not located within a State scenic highway corridor and implementation of the proposed Project would not have a substantial effect on scenic resources within a State scenic highway corridor. Thus, no impact to a State scenic highway would occur from implementation of the Project.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is located within an urbanized area, as defined by U.S. Census Bureau, and determined as part of the 2010 Census (U.S. Census Bureau, 2012). Thus, pursuant to this threshold, a potentially significant impact to visual character only would occur if the Project were to conflict with applicable zoning and/or other City of Moreno Valley regulations governing scenic quality. Implementation of the proposed Project would result in the visual conversion of the site from vacant, undeveloped land to an industrial building with associated improvements including parking lots, drive aisles, utility infrastructure, landscaping, exterior lighting, and signage. The Project would be compatible with the size, scale, and aesthetic/decorative architectural and landscaping features of the existing light industrial/warehouse buildings constructed on the south side of Alessandro Boulevard to the south and southeast of the Project site. Furthermore, the Project Applicant would be required to comply with the applicable development standards and design guidelines contained in the Moreno Valley Zoning Ordinance, which regulate the visual quality of new development and ensure that new development does not detract from any scenic attributes/qualities in the surrounding area. Because the Project site is located in an urbanized area and because the Project would not conflict with applicable regulations governing scenic quality, a less-than-significant impact would occur from implementation of the Project.</p>				
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Under existing conditions, the Project site contains no sources of artificial lighting; however, street lights are present along the Project site's frontage with Sherman Avenue, Day Street, and Alessandro Boulevard. The Project Applicant proposes to develop the site with one industrial warehouse building and would introduce new lighting elements on-site to illuminate the parking areas, truck docking areas, and building entrances.</p> <p>The Project Applicant would be required to comply with lighting requirements as set forth in the City of Moreno Valley Municipal Code Sections 9.10.110 and 9.16.280. The Municipal Code lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding public nuisances (e.g., blinking/flashing lights, unusually high intensity, or needlessly bright lighting). The City would confirm compliance with applicable lighting requirements during future review of building permit applications/plans. Mandatory compliance with the Municipal Code would ensure that the Project would not introduce any permanent design features that would adversely affect day or nighttime views in the area. This impact would be less than significant.</p> <p>With respect to glare, a majority of Project building materials would consist of concrete panels, which are non-reflective. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed for the Project would be low-reflective. In addition, the proposed building would be set back from adjacent roadways at a minimum distance of approximately 35 feet, and proposed landscaping would provide a buffer between all proposed glass surfaces and the public right of way. Thus, glare impacts from proposed building elements would be less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Chapter 10 – Open Space and Resource Conservation <ul style="list-style-type: none"> <li>- Map OSRC-3 –Scenic Resources and Ridgelines</li> </ul> </li> </ul> </li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code <ul style="list-style-type: none"> <li>Section 9.10.110 – Performance Standards, Light and Glare</li> <li>Chapter 9.16 – Design Guidelines</li> </ul> 3. Google Earth Pro, <a href="https://earth.google.com/web/">https://earth.google.com/web/</a> 4. California Department of Transportation (Caltrans) Scenic Highway Program, <a href="https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx">https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx</a> 5. U.S. Census Bureau Urbanized Area Reference Maps, <a href="https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside--san_bernardino_ca/DC10UA75340.pdf">https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside--san_bernardino_ca/DC10UA75340.pdf</a>				
<b>II. AGRICULTURE AND FOREST RESOURCES</b> – 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. <b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> The Project site is not utilized for agricultural purposes under existing conditions. According to mapping information available from the California Department of Conservation’s (CDC) Farmland Mapping and Monitoring Program (FMMP), the entire Project site contains “Urban and Built-up Land” (CDC, 2016). Accordingly, the Project site does not contain any lands mapped by the FMMP as “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance” and, thus, implementation of the Project would not convert such Farmland to a non-agricultural use. No impact would occur.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> The Project site is not zoned for an agricultural use under existing conditions; therefore, implementation of the Project would not conflict with existing zoning for agricultural use. Additionally, as disclosed in the City of Moreno Valley General Plan Final EIR, no land within the City – inclusive of the Project site – is under a Williamson Act Contract (Moreno Valley, 2021b, Figure 4.2-1). Based on the foregoing analysis, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> The Project site is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land. According to the City of Moreno Valley Zoning Map, there are no lands located within the City that are zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, the Project has no potential to conflict with any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. As such, no impact would occur.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site does not contain a forest and is not designated as forest land; therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. As such, no impact would occur.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> “Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines as “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance” (“Farmland”). As disclosed above under Response II(a), the Project would not result in the conversion of Farmland to non-agricultural use.</p> <p>As discussed under Responses II(c) and II(d), the Project would not convert forest land to non-forest use. No impact would occur.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Section 4.2 – Agriculture and Forestry Resources</li> </ul> </li> <li>2. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code</li> <li>3. Moreno Valley Zoning Map, <a href="https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf">https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf</a></li> <li>4. California Department of Conservation – California Important Farmland Finder, <a href="https://maps.conservation.ca.gov/DLRP/CIFF/">https://maps.conservation.ca.gov/DLRP/CIFF/</a></li> </ol>				
<p><b>III. AIR QUALITY</b> – 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. <b>Would the project:</b></p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is located within the South Coast Air Basin (SCAB or “Basin”). The SCAB encompasses approximately 6,745 square miles and includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south. In these areas, the South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards.</p> <p>Historically and presently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP, the 2016 AQMP, was adopted by SCAQMD in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12 of the SCAQMD’s <i>CEQA Air Quality Handbook (1993)</i>. The Project’s consistency with these criteria is discussed below.</p> <p><i>Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.</i></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Consistency Criterion No. 1 relates to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As evaluated under Response III(c), below, the Project would not exceed the applicable SCAQMD localized emissions threshold for any criteria pollutant; thus, the Project's short-term construction activities would not increase the frequency or severity of existing NAAQS and/or CAAQS violations in the SCAB, cause or contribute to new violations, and/or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Likewise, the Project's operational emissions would not exceed SCAQMD localized emissions thresholds (refer to Response III(c), below); thus, long-term operation of the Project would not increase the frequency or severity of existing NAAQS and/or CAAQS violations in the SCAB, cause or contribute to new violations, and/or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.</p> <p><u>Consistency Criterion No. 2:</u> <i>The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.</i></p> <p>The growth forecasts used in the AQMP to project future emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that propose to increase the intensity of use on a subject property may result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. If a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The prevailing planning documents for the Project site is the City of Moreno Valley General Plan. At the time the AQMP was prepared, the City of Moreno Valley General Plan Land Use Map designated the Project site for "Residential: Max 30 du/ac" land use. Although the proposed Project is consistent with the City's current general plan (General Plan 2040), the Project would result in a land use and development intensity that was not anticipated by the General Plan, and, by extension, the growth models that were used in the AQMP. Although the Project would not be consistent with the land use assumptions used in the AQMP, Project operation would not exceed applicable SCAQMD regional or localized air quality significance thresholds (refer to Responses III(b) and (c) below). Construction emissions are largely independent of land use assumptions but rather a function of the maximum area of disturbance on a development site. The entire Project site likely would be disturbed were it to be developed under the growth projections used in the AQMP; therefore, the Project's construction-related air quality effects are not considered to exceed the assumptions in the AQMP. Based on the foregoing, the Project's inconsistency with Consistency Criterion No. 2 would not result in a substantial adverse environmental impact.</p> <p>In summary, implementation of the proposed Project would not result in a significant adverse effect on the environment due to an inconsistency with AQMP. Impacts would be less than significant.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The proposed Project has the potential to generate substantial pollutant concentrations during both construction activities and long-term operation. An Air Quality Impact Analysis (Urban Crossroads, 2021a), Mobile Source Health Risk Assessment (Urban Crossroads, 2021b), Supplemental Air Quality Analysis (Urban Crossroads, 2022a), and Construction Health Risk Assessment (Urban Crossroads, 2022b) were prepared for the Project by Urban Crossroads, Inc. to evaluate potential criteria and hazardous air pollutant emissions that could result from the Project's construction and operation. These reports are included as <i>Technical Appendices A1</i> through <i>A4</i> to this IS/MND and their findings are incorporated into the analysis presented herein.</p>				
<p>The following analysis is based on the applicable significance thresholds established by the SCAQMD for regional criteria pollutant emissions (as summarized in Table 3-1 of <i>Technical Appendix A1</i>). This analysis assumes that the Project would comply with applicable, mandatory regional air quality standards, including: SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2, "Sulfur Content of Liquid</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Fuels;” SCAQMD Rule 1113, “Architectural Coatings;” SCAQMD Rule 1186, “PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations;” SCAQMD Rule 1186.1, “Less-Polluting Street Sweepers;” and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations “Airborne Toxic Control Measure.”

For a detailed description of the health effects of air pollutants refer to Section 2.4 of the Project’s Air Quality Impact Analysis (*Technical Appendix A1*). In general, air pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects; however, based on available modeling it is not feasible to correlate regional criteria pollutant emissions from development projects of the scale of the proposed Project to adverse health effects on a SCAB-wide level (Urban Crossroads, 2021a, pp. 59-60). The potential for the Project to result in substantial adverse health effects from toxic air contaminant emissions is addressed under Response III(c), below.

Impact Analysis for Construction Emissions

For purposes of the construction emissions analysis, construction was conservatively expected to occur between July 2021 and July 2022. The California Emissions Estimator Model (CalEEMod) accounts for the implementation and enforcement of California’s progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment. Thus, according to the CalEEMod, construction activities that occur in the near future are expected to generate more air pollutant emissions than the same activities that may occur farther into the future. Accordingly, although the Project’s construction would occur at a later date than assumed as part of the air quality analysis, Project-related construction emissions are not expected to exceed the values presented below (Urban Crossroads, 2021a, p. 38).

The calculated maximum daily emissions associated with Project construction are presented in Table 3, *Summary of Construction-Related Emissions*. The Project’s construction characteristics and construction equipment fleet assumptions used in the analysis were previously described above in the Project Description (see Tables 1 and 2).

**Table 3: Summary of Construction-Related Emissions**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2021	1.34	15.20	31.13	0.06	10.67	4.38
2022	36.10	16.02	29.56	0.06	2.51	0.78
Winter						
2021	1.29	15.31	30.98	0.06	10.67	4.38
2022	36.05	16.17	28.45	0.06	2.51	0.78
<b>Maximum Daily Emissions</b>	<b>36.10</b>	<b>16.17</b>	<b>31.13</b>	<b>0.06</b>	<b>10.67</b>	<b>4.38</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 1)

As shown in Table 3, the Project’s daily construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>) carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) would not exceed SCAQMD regional criteria thresholds and, thus, would be less than significant. The SCAQMD considers any project-specific criteria pollutant emissions that exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. To put it another way, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project’s air pollutant emissions to not be cumulatively-considerable. Thus, because Project construction would not exceed the SCAQMD regional criteria significance thresholds, implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient air quality standards during construction.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Impact Analysis for Operational Emissions

Operational activities associated with the Project are expected to generate air pollutant emissions from the operation of motor vehicles (including trucks), landscape maintenance activities, application of architectural coatings, and the use of electricity and natural gas. Long term operational emissions associated with the Project are presented in Table 4, *Summary of Peak Operational Emissions*.

**Table 4: Summary of Peak Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Area Source	3.76	3.30E-04	0.04	0.00	1.30E-04	1.30E-04
Energy Source	0.07	0.64	0.54	3.83E-03	0.05	0.05
Mobile Source (Passenger Cars)	0.46	0.54	8.60	0.03	2.74	0.73
Mobile Source (Trucks)	0.49	18.02	4.14	0.09	3.60	1.18
TRUs	0.21	1.83	2.37	3.76E-04	0.04	0.04
On-Site Equipment Source	0.12	1.27	0.76	3.17E-03	0.04	0.04
<b>Total Maximum Daily Emissions</b>	<b>5.12</b>	<b>22.30</b>	<b>16.44</b>	<b>0.12</b>	<b>6.47</b>	<b>2.04</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Area Source	3.76	3.30E-04	0.04	0.00	1.30E-04	1.30E-04
Energy Source	0.07	0.64	0.54	3.83E-03	0.05	0.05
Mobile Source (Passenger Cars)	0.38	0.56	6.97	0.02	2.74	0.73
Mobile Source (Trucks)	0.48	18.97	4.16	0.09	3.60	1.18
TRUs	0.21	1.83	2.37	3.76E-04	0.04	0.04
On-Site Equipment Source	0.12	1.27	0.76	3.17E-03	0.04	0.04
<b>Total Maximum Daily Emissions</b>	<b>5.02</b>	<b>23.27</b>	<b>14.83</b>	<b>0.12</b>	<b>6.47</b>	<b>2.04</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 2)

As summarized in Table 4, Project operational emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. The Project's long-term emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:** The following analysis addresses the Project's potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation. The following analysis is based on the applicable significance thresholds established by the SCAQMD (as summarized in Table 3-11 of *Appendix A1*).

Impact Analysis for Construction Localized Emissions

As summarized in Table 5, *Summary of Construction Localized Emissions*, localized emissions of NO<sub>x</sub>, CO, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) would not exceed applicable SCAQMD thresholds during peak Project construction activities. Accordingly, Project construction would not expose any sensitive receptors to substantial localized pollutant concentrations and impacts would be less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

**Table 5: Summary of Construction Localized Emissions**

On-Site Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation				
<b>Maximum Daily Emissions</b>	<b>15.04</b>	<b>30.31</b>	<b>10.45</b>	<b>4.32</b>
SCAQMD Localized Threshold	270	1,577	13	8
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Grading				
<b>Maximum Daily Emissions</b>	<b>12.49</b>	<b>24.51</b>	<b>5.73</b>	<b>1.72</b>
SCAQMD Localized Threshold	270	1,577	13	8
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3)

Impact Analysis for Operational Localized Emissions

The Project's operational localized emissions are presented in Table 6, *Summary of Operational Localized Emissions*. As shown, the Project's peak operational emissions would not exceed the localized thresholds established by the SCAQMD. Accordingly, long-term operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

**Table 6: Summary of Operational Localized Emissions**

On-Site Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>3.51</b>	<b>3.62</b>	<b>0.41</b>	<b>0.19</b>
SCAQMD Localized Threshold	270	1,577	4	2
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 4)

Impact Analysis for CO "Hot Spots"

Localized areas where ambient CO concentrations exceed the CAAQS and/or NAAQS are termed CO "hot spots." Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations.

For purposes of providing a conservative, worst-case impact analysis, the Project's potential to cause or contribute to CO hotspots was evaluated by comparing study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD's analysis at these busy intersections did not identify any CO hotspots. Based on an analysis of the intersections in the Project's study area, Urban Crossroads determined that none of the intersections in the Project's study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP (Urban Crossroads, 2021a, pp. 54-56). Therefore, Project-related vehicular emissions would not create a CO hot spot and would not substantially contribute to an existing or projected CO hot spot. Impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u><i>Impact Analysis for Diesel Particulate Emissions</i></u></p> <p>This section evaluates the potential health risk impacts to sensitive receptors and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the Project Site. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of <i>Technical Appendix A2</i> and in <i>Technical Appendix A4</i>.</p> <p><b>Project Construction Analysis</b></p> <p>The land use with the greatest potential exposure to Project construction DPM source emissions (i.e., maximally exposed individual receptor, MEIR) is located approximately 30 feet east of the Project site at an existing residence located at 13937 Pepper Street. At the MEIR, the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 1.79 in one million, which is less than the SCAQMD’s significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be &lt;0.01, which would not exceed the applicable threshold of 1.0. (Urban Crossroads, 2022b, p. 7) All other receptors, including worker and school child receptors, in the vicinity of the Project site would experience less risk than what is identified for the MEIR (ibid.). As such, Project construction activities would not result in significant human health or cancer risks.</p> <p><b>Project Operation Analysis</b></p> <p>At the maximally exposed individual receptor (MEIR) – the existing residential home located at 13909 Day Street approximately 102 feet west of the Project site – the maximum cancer risk attributable to the Project’s DPM emissions is calculated to be 4.13 in one million (Urban Crossroads, 2021b, p. i). The cancer risk attributable to the Project at the MEIR would not exceed the SCAQMD cancer risk threshold of 10 in one million. At this same receptor location, the non-cancer health risk index attributable to the Project would be 0.002, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (ibid.). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, implementation of the Project would result in a less-than-significant impact.</p> <p>At the maximally exposed individual worker (MEIW) – located approximately 176 feet south of the Project site – the maximum cancer risk attributable to the Project’s DPM emissions is calculated to be 0.34 in one million (Urban Crossroads, 2021b, p. i). The cancer risk attributable to the Project at the MEIW would not exceed the SCAQMD cancer risk threshold of 10 in one million. At this same receptor location, the non-cancer health risk index attributable to the proposed Project would be 0.001, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (ibid.). Therefore, the Project would result in a less-than-significant impact.</p> <p>There are no schools located within a ¼ mile of the Project site or the Project’s primary truck route to I-215, which is the location with the highest concentration of Project-related DPM emissions. Proximity to sources of toxics is critical to determining the impact. Based on California Air Resources Board and SCAQMD emissions and modeling analyses, particulate matter pollutant concentrations drop by 70 percent at approximately 500 feet from the emissions source and by 80 percent at approximately 1,000 feet from the emissions source (Urban Crossroads, 2021b, p. i). Because there are no schools located within at least 1,320 feet of the Project site, implementation of would not expose any school child receptors to substantial concentrations of diesel particulate matter emissions. Project-related truck traffic would travel off-site along public streets (traffic to/from I-215 is expected to travel along Alessandro Boulevard and Day Street). There are no schools located within ¼ mile of Alessandro Boulevard and Day Street between the Project site and I-215; therefore, the Project-related traffic traveling to/from I-215 would not expose school children receptors to substantial DPM concentrations. Based on the foregoing analysis, implementation of the Project would not expose school child receptors to substantial DPM concentrations. This impact is less than significant.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (Urban Crossroads, 2021a, p. 61). Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.</p> <p>During long-term operation, the Project would include a warehouse land use, which is not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (Urban Crossroads, 2021b, p. 61). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Urban Crossroads, 2021a, Moreno Valley Business Center Air Quality Impact Analysis, <i>Technical Appendix A1</i></li> <li>2. Urban Crossroads, 2021b, Moreno Valley Business Center Mobile Source Health Risk Assessment, <i>Technical Appendix A2</i></li> <li>3. Urban Crossroads, 2022a, Supplemental Air Quality Analysis, <i>Technical Appendix A3</i></li> <li>4. Urban Crossroads, 2022b, Construction Health Risk Assessment, <i>Technical Appendix A4</i></li> <li>5. South Coast Air Quality Management District – National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin, <a href="http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf">http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf</a></li> </ol>				
<p><b>IV. BIOLOGICAL RESOURCES – Would the project:</b></p>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> A <i>General Biological Assessment</i> was prepared for the Project by Alden Environmental, Inc. (hereinafter, "Alden"), which addresses potential impacts to candidate, sensitive, or special status species due to implementation of the Project and is included as <i>Technical Appendix B</i> to this IS/MND (Alden, 2020). The analysis presented below is based on the findings of the <i>General Biological Assessment</i> report. The Project's off-site improvement area (i.e., the areas where proposed public water pump and public storm drain improvements would be constructed) is entirely developed and devoid of vegetation and natural habitat features. Accordingly, the analysis below addresses the potential for proposed development activities on the Project site to affect biological resources.</p>				

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<p><u><i>Special-Status Plants Species</i></u>  Alden biologists surveyed the Project site and determined the site to be entirely devoid of native plant communities (Alden, 2020, p. 4). The Project site was determined to contain approximately 6.9 acres of non-native grassland and 1.2 acres of disturbed habitat (ibid.). No special-status plant species were observed on the Project site (Alden, 2020, p. 5). The Project site is not located within a Narrow Endemic Plant Special Survey Area (NEPSSA) or Criteria Area Plant Special Survey Area (CAPSSA) for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and, thus, is not considered to be in an area with a high likelihood of supporting populations of sensitive native plant species (Alden, 2020, p. 6). No sensitive plant species records were returned in the California Natural Diversity Database (CNDDDB) and United States Fish and Wildlife Service (USFWS) species database queries for the site and its vicinity and the soils on the site do not have the potential to support the listed and sensitive plant species on site known to occur in the Project region (ibid). Accordingly, development of the Project would result in no impact to special-status plant species.</p> <p><u><i>Special-Status Wildlife Species</i></u>  No special status wildlife species were observed on the Project site (Alden, 2020, p. 5) . Three (3) wildlife species on the California Department of Fish and Wildlife (CDFW) “Watch List” were observed during field surveys: Cooper’s hawk (<i>Accipiter cooperii</i>), California gull (<i>Larus californicus</i>), and California horned lark (<i>Eremophila alpestris actia</i>) (ibid.). Cooper’s hawk and California gull were observed flying overhead the Project site and the California horned lark was observed foraging on-site (ibid.). The CDFW Watch List corresponds with species that were listed as “Species of Special Concern” at one time but their prevalence no longer warrants such a designation. The CDFW Watch List is not considered to be a special-status list. Therefore, implementation of the Project would not result in a substantial adverse impact to any special-status wildlife species known to use the Project site.</p> <p>The Project site supports suitable foraging habitat for the burrowing owl; however, the site does not contain any burrows suitable for burrowing owl nesting (Alden, 2020, p. 6). No burrowing owl individuals or their indirect sign (e.g., pellets, feathers) were observed on the Project site (ibid.). Accordingly, implementation of the Project would not result in a substantial adverse impact to the burrowing owl.</p> <p>Notwithstanding the analysis above, implementation of Project would result in removal of vegetation across the Project site that has the potential to support nesting and/or migratory birds that are granted special status by federal and State regulations. The Project’s potential to impact nesting birds and migratory birds is a significant direct impact for which mitigation is required, as discussed below.</p> <p>MM BR-1 would reduce potential impacts to nesting/migratory birds to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence on the Project site of protected nesting bird species prior to the commencement of construction activities. If the protected nesting bird species are present, the mitigation measures provide performance criteria that require avoidance and/or relocation of the species in accordance with accepted protocols.</p> <p>Based on the foregoing analysis, the proposed Project would result in less-than-significant impacts to candidate, sensitive, or special status species with the implementation of mitigation.</p> <p><u><b>Mitigation</b></u>  <b>MM BR-1</b> Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (January 31 through September 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ol style="list-style-type: none"> <li>a. A nesting bird survey shall be conducted on the Project site and within suitable habitat located within a 250-foot radius of the Project site by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.</li> <li>b. If the survey identifies the presence of active nests, then the nests shall not be disturbed unless the qualified biologist verifies through non-invasive methods that</li> </ol>				

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<p>either (i) the adult birds have not begun egg-laying and incubation; or (ii) the juveniles from the occupied nests are capable of independent survival.</p> <p>c. If the biologist is not able to verify any of the conditions from sub-item “b,” above, then no disturbance shall occur within a buffer zone specified by the qualified biologist for each nest or nesting site. The buffer zone shall be species-appropriate (no less than 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for raptors) and shall be sufficient to protect the nest from direct and indirect impacts from construction activities. The size and location of buffer zones, if required, shall be based on consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service and shall be subject to review and approval by the City of Moreno Valley. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist with City concurrence verify that the nests are no longer occupied and/or juvenile birds can survive independently from the nests.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site contains two (2) concrete storm drain outlets at the far north end of the site along Sherman Avenue. The areas below the drains do not exhibit any signs of flow nor contain riparian vegetation, and are isolated and non-functional in their current state (Alden, 2020, pp. 5-6). Non-native grasses, including puncture vine (<i>Tribulus terrestris</i>), cheeseweed (<i>Malva parviflora</i>), and lamb’s quarters (<i>Chenopodium album</i>) are growing around the outlets indicating the presence of some soil moisture; however, none of these plant species are associated with riparian/riverine or vernal pool habitat (ibid.). No other habitat on the Project site is classified as a riparian habitat or as a sensitive natural community in local or regional plans, policies, or regulations, or by the California Department Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS) (ibid.). Accordingly, implementation of the Project would not impact riparian habitat or other sensitive natural community.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site does not contain any wetlands (Alden, 2020, p. 5). Therefore, implementation of the Project would not result in any adverse effect on State or federally protected wetlands.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Wildlife movement corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbances. The Project site was evaluated for its function as a wildlife corridor that species would use to move between wildlife habitat zones as part of the MSHCP Compliance Analysis. Generally, mountain canyons and/or riparian corridors are used by wildlife as corridors; the Project site does not contain either of these features. Furthermore, the Project site is substantially surrounded by human activity in the form of industrial and residential land uses and roadways. Lastly, the Project site is not identified for conservation or</p>				

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<p>designated as a wildlife movement corridor as part of the MSHCP and the Project would be consistent with the MSHCP and, thus, would not interfere with or affect any MSHCP-designated wildlife movement corridor (Alden, 2020, p. 6). Therefore, no impact to a wildlife corridor would occur from implementation of the Project.</p> <p>Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Although no nesting birds or remnant nests were observed on the Project site by Alden, implementation of the Project could potentially result in significant impacts to biological resources (i.e., avian species and their nests) that are protected by State and federal regulations, if active nests are present within or adjacent to the site during construction. Implementation of MM BR-1 would reduce potential impacts to nesting birds to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence of nesting birds on or adjacent to the Project site prior to the commencement of construction activities. If active nests are discovered, this mitigation measure establishes performance criteria that requires avoidance of the nests until it can be determined the nest is no longer active or that the juveniles from the occupied nests are capable of surviving independently of the nest.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Implementation of the Project would result in the removal of trees on the Project site. The removal of trees is regulated by City of Moreno Valley Municipal Code Chapter 9.17.030, which requires development projects to conduct a tree survey prior to construction and, if any mature significant trees are to be removed, to replace each removed tree at defined ratios (as specified in Municipal Code Chapter 9.17.030). Prior to removal of any trees from the Project survey area, the Project Applicant would be required to comply with the provisions of Chapter 9.17.030 of the City of Moreno Valley Municipal Code. Mandatory compliance with the requirements of the Municipal Code would ensure the Project would not conflict with the City of Moreno Valley’s ordinance regulating tree removal.</p> <p>In addition, the City of Moreno Valley Municipal Code contains provisions for the protection of the Stephens’ Kangaroo Rat (refer to Title 8, Chapter 8.60 of the Municipal Code). The Project site does not provide suitable habitat for the Stephens’ Kangaroo Rat and the species was not observed during biological surveys of the Project site (Alden, 2020, p. 5). Accordingly, the Project is exempt from the focused survey requirements for the Stephens’ Kangaroo Rat established by the City’s Municipal Code. The Project Applicant is required by the Municipal Code to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the habitat conservation plan for the Stephens’ Kangaroo Rat. With mandatory compliance with standard regulatory requirements (i.e., development impact and mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the protection of the Stephens’ Kangaroo Rat. (The Project’s consistency with applicable provisions of the Stephens’ Kangaroo Rat Habitat Conservation Plan (HCP) are addressed in Response IV(f).)</p> <p>The City of Moreno Valley Municipal Code also contains provisions for the collection of mitigation fees to further the implementation of the Western Riverside County MSHCP (refer to Title 3, Chapter 3.48 of the Municipal Code). The Project Applicant is required by the Municipal Code to contribute a local mitigation fee, which requires a fee payment to assist the City in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP. (The Project’s consistency with applicable provisions of the MSHCP are addressed in Response IV(f).)</p> <p>The City of Moreno Valley does not have any additional policies or ordinances in place to protect biological resources that are applicable to the Project. Mandatory compliance with the above referenced Moreno Valley Municipal Code Chapters would ensure that implementation of the Project would result in a less-than-significant impact associated with local policies and ordinances.</p>				

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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is subject to the provisions of the Western Riverside County MSHCP; however, the Project site is not located in a criteria cell or area plan subunit. The following analysis evaluates the Project's compliance with the Western Riverside County MSHCP requirements pursuant to the following sections of the MSHCP that are applicable to the Project site: Section 6.1.2, <i>Protection of Species Associated with Riparian/Riverine areas and Vernal Pools</i>; Section 6.1.3, <i>Protection of Narrow Endemic Plant Species</i>; Section 6.1.4, <i>Guidelines Pertaining to the Urban/Wildland Interface</i>; and Section 6.3.2, <i>Additional Survey Needs and Procedures</i>.</p> <p><u><i>Section 6.1.2 Species Associated With Riparian/Riverine Habitat and Vernal Pools</i></u>  The Project site does not contain wetland/riparian features, or vernal pools on or adjacent to the site regulated by the MSHCP; therefore, the Project would not conflict with Section 6.1.2, <i>Protection of Species Associated with Riparian/Riverine areas and Vernal Pools</i> (Alden, 2020, p. 7).</p> <p><u><i>Section 6.1.3 Protection of Narrow Endemic Plants</i></u>  The Project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA); therefore, the NEPSSA requirements are not applicable to the Project and the Project is consistent with the Western Riverside County MSHCP narrow endemic plant species policies (Alden, 2020, p. 6).</p> <p><u><i>Section 6.1.4 Urban/Wildlands Interface Guidelines</i></u>  The Project site is not located within or adjacent to a Western Riverside County MSHCP Conservation Area; therefore, the Project site is not required to address Section 6.1.4 of the Western Riverside County MSHCP (Alden, 2020, p. 6).</p> <p><u><i>Section 6.3.2 Additional Surveys and Procedures</i></u>  The Project site is not located within the Western Riverside County MSHCP Criteria Area Plant Species Survey Area (CAPSSA); therefore, the CAPSSA requirements are not applicable to the Project (Alden, 2020, p. 6). Additionally, the Project site is not located within the Western Riverside County MSHCP additional survey areas for amphibians, survey areas for mammals, or any special linkage areas (ibid.).</p> <p>The Project site is located within the Western Riverside County MSHCP burrowing owl survey area. No evidence of use of the site by burrowing mammals was present and no burrows suitable for use by the owl was observed (Alden, 2020, p. 6). The species is considered absent from the Project site and potential occurrence is low; however, a preconstruction burrowing owl survey in accordance with the Western Riverside County MSHCP Burrowing Owl Survey Requirements is required to ensure compliance with the Plan's provisions for protecting the burrowing owl (see MM BR-2). With implementation of MM BR-2, implementation of the Project would result in a less-than-significant impact to the burrowing owl.</p> <p>Additionally, the Project site is located within the Stephens' Kangaroo Rat Habitat Conservation Plan Fee Area, which is administered by the Riverside County Habitat Conservation Agency. The Project Applicant would be required to pay the established Stephens' Kangaroo Rat mitigation fee (Riverside County, 1996). Payment of the Stephens' Kangaroo Rat HCP fee is required – as noted in the analysis under Response IV(e) – and would ensure the Project is consistent with the Stephens' Kangaroo Rat HCP and the Western Riverside County MSHCP.</p> <p><b><u>Mitigation</u></b>  <b>MM BR-2</b> Within 30 days prior to grading, a qualified biologist shall conduct a survey of suitable habitat on site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted,</p>				

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<p>reviewed, and accepted by the City of Moreno Valley prior to the issuance of a grading permit and subject to the following provisions:</p> <ul style="list-style-type: none"> <li>a) In the event that the pre-construction survey identifies no burrowing owls on the property a grading permit may be issued without restriction.</li> <li>b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</li> <li>c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall be issued, either: <ul style="list-style-type: none"> <li>i. Upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the burrowing owl by the CDFW; or</li> <li>ii. A determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</li> </ul> </li> </ul>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Alden Environmental, Inc., 2020, General Biological Assessment, <i>Technical Appendix B</i></li> <li>2. Moreno Valley Municipal Code Chapter 3.48 – Western Riverside County Multiple Species Habitat Conservation Plan Fee Program</li> <li>3. Moreno Valley Municipal Code Chapter 8.60 – Threatened and Endangered Species</li> <li>4. Moreno Valley Municipal Code Section 14.40.040 – Public Tree Care</li> <li>5. Moreno Valley Municipal Code Section 9.17.030 – Landscape Ordinance</li> <li>6. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), <a href="http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/">http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/</a></li> </ol>				

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7. Riverside County Information Technology – Map My County, <a href="https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public">https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public</a> 8. Regional Conservation Agency – MSHCP Information Map, <a href="http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd">http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd</a> 9. Riverside County Ordinance No. 633.10, <a href="https://www.rivcocob.org/ords/600/663.10.pdf">https://www.rivcocob.org/ords/600/663.10.pdf</a>				
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> A cultural resources survey conducted for the Project site by Brian F. Smith and Associates (BFSA), which included a comprehensive site survey and archival records search, identified no historic resources on the Project site (BFSA, 2021, p. 5.0-1). The potential for buried or masked cultural deposits within the Project site is considered low to moderate based upon the lack of identified resources on the Project site and previous impacts to the property (ibid.). Notwithstanding, because the Project site contained multiple structures as early as 1938, BFSA indicated there was the potential for buried historical deposits to be present on the Project site (ibid.). The potential for Project implementation to directly or indirectly destroy unknown, significant historical resources that may be buried or masked on the Project site is a significant impact and mitigation is required. The Project’s off-site improvement area is developed under existing conditions (i.e., cleared, graded, and/or paved) with no potential to contain historic resources.</p> <p>MM CR-1 through MM CR-9 would ensure the proper identification and subsequent treatment of any significant historical resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project’s potential impacts to significant historical resources would be reduced to less-than-significant.</p> <p><b><u>Mitigation</u></b></p> <p><b>MM CR-1</b> Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), including the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians, the contractor, and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project archaeologist shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.</p> <p><b>MM CR-2</b> Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for tribal monitoring. The City is also required to provide a minimum of 30 days’ advance notice to the tribes of all ground disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.</p> <p><b>MM CR-3</b> The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will</p>				

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<p>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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> <li>a) Project description and location;</li> <li>b) Project grading and development scheduling;</li> <li>c) Roles and responsibilities of individuals on the Project;</li> <li>d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;</li> <li>e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;</li> <li>f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and</li> <li>g) Contact information of relevant individuals for the Project.</li> </ul> <p><b>MM CR-4</b> In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> <li>a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department: <ul style="list-style-type: none"> <li>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.</li> <li>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 Mitigation Measure CR-3 The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.</li> </ul> </li> </ul> <p><b>MM CR-5</b> The City shall verify that the following note is included on the Grading Plan:</p> <p>"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."</p> <p><b>MM CR-6</b> If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Further ground disturbance shall not resume within the area of the discovery</p>				

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<p>until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p> <p><b>MM CR-7</b> 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).</p> <p><b>MM CR-8</b> It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p><b>MM CR-9</b> Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p>				
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> BFSFA conducted a cultural resources inventory of the Project site, which included a record search with the Eastern Information Center (EIC) at University of California at Riverside (UCR) and an intensive pedestrian survey of the site. Given the relatively gentle slope, valley setting, and lack of exposed bedrock outcrops for the Project, predictive modeling would suggest that if prehistoric archaeological sites are present within the Project area, they will likely be artifact scatters or specialized resource processing loci that would have developed as a result of prehistoric resource extraction practices (BFSFA, 2021, p. 5.0-1). According to the pedestrian survey, no prehistoric archaeological resources were observed on the site (ibid.). Furthermore, due to the lack of known prehistoric archaeological resources in the vicinity of the Project site and the extensive nature of past ground disturbances, the likelihood of discovering buried prehistoric archaeological resources on the Project site is considered low to moderate (ibid.). Notwithstanding the preceding analysis, there is a possibility that prehistoric archaeological resources may be present beneath the Project site's subsurface, and may be impacted by ground-disturbing activities associated with Project construction. If any prehistoric</p>				

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<p>archaeological resources are unearthed on the Project site during construction that meet the definition of an archaeological resource cited in CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to prehistoric archaeological resources would be significant. MM CR-1 through MM CR-9 would ensure the proper identification and subsequent treatment of any significant prehistoric archaeological resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project's potential impacts to significant prehistoric archaeological resources would be reduced to less-than-significant.</p> <p>The Project's off-site improvement area is developed under existing conditions (i.e., cleared, graded, and/or paved) with no potential to contain prehistoric archaeological resources.</p>				
<p>c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. The field survey conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site (BFSa, 2021, p. 1.0-1; Moreno Valley, 2021b, p. 4.5-34). Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with the Project's construction. The Project's off-site improvement area is developed under existing conditions (i.e., cleared, graded, and/or paved) with no potential to contain human remains.</p> <p>If human remains are unearthed during construction activities at the Project site, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 "Disturbance of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.</p> <p>With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impact to human remains, including human remains of Native American ancestry, that may result from development of the Project site would be less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Section 4.5 – Cultural and Tribal Cultural Resources</li> </ul> </li> <li>2. Brian F. Smith and Associates, Phase I Cultural Resources Survey for the Moreno Valley Business Center, <i>Technical Appendix C</i></li> <li>3. California Health Code Section 7050.5 – Dead Bodies</li> <li>4. Public Resources Code Section 5097.94(k) – Powers and Duties</li> <li>5. Public Resources Code Section 5097.98 – Native American Historical, Cultural, and Sacred Sites</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The analysis below is based on the <i>Energy Analysis</i> (included as <i>Technical Appendix E</i> to this IS/MND) prepared for the proposed Project by Urban Crossroads and demonstrates that implementation of the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p> <p><u><i>Energy Use During Construction</i></u>  The Project's construction process would consume electricity and fuel. Project-related construction activities would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project construction is estimated to consume approximately 179,091 kWh of electricity, approximately 41,124 gallons of diesel fuel from operation of construction equipment, 11,718 gallons of diesel fuel from construction vendor trips, and 18,107 gallons of fuel from construction worker trips (Urban Crossroads, 2021c, p. 37). The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of scale of construction proposed by the Project and there are no aspects of the Project's proposed construction process that are unusual or energy-intensive. Furthermore, construction equipment would be required to conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. For example, California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2021c, p. 37).</p> <p><u><i>Energy Use Project Operations</i></u>  Project-related traffic would consume approximately 168,375 gallons of fuel per year (Urban Crossroads, 2021c, pp. 34-35). The number of daily trips and miles traveled by Project traffic are consistent with other industrial uses of similar scale and configuration in the Inland Empire. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and/or vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of passenger vehicles to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per mile traveled. The location of the Project site proximate to regional and local arterial roadways (for example, I-215) is expected to minimize the Project vehicle miles traveled within the region. Based on the foregoing, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2021c, p. 37).</p> <p>Building operations and site maintenance activities associated with the Project would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by Southern California Gas Company; electricity would be supplied to the Project by Southern California Edison (SCE). Energy demands resulting from Project operations are estimated at 2,256,005 kilo-British thermal units (kBtu) per year of natural gas and 1,900,224 Kilowatt-hour (kWh) per year of electricity (Urban Crossroads, 2021c, p. 39). The Project provides conventional industrial buildings uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Additionally, the Project would be required to comply with Title 24 standards, which would ensure that the Project's energy demand would not be considered inefficient, wasteful, or otherwise unnecessary (ibid.).</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The following section analyzes the Project's consistency with the applicable federal and State regulations. As supported by the proceeding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and a less-than-significant impact would occur.</p>				
<p><u>Consistency with Federal Energy Regulations</u></p>				
<p><i>Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)</i></p>				
<p>Transportation and access to the Project site is provided primarily by the local and regional roadway systems, which includes I-215 and Alessandro Boulevard. Implementation of the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site (Urban Crossroads, 2021c, p. 39).</p>				
<p><i>The Transportation Act for the 21st Century (TEA-21)</i></p>				
<p>The Project site is located along major transportation corridors with proximate access to the interstate freeway system (i.e., I-215). The site selected for the Project facilitates access, acts to reduce vehicle miles traveled (VMT), takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21 (Urban Crossroads, 2021c, pp. 39-40).</p>				
<p><u>Consistency with State Energy Regulations</u></p>				
<p><i>Integrated Energy Policy Report (IEPR)</i></p>				
<p>Electricity would be provided to the Project by MVU and natural gas would be provided by SoCalGas. The MVU and SoCal Gas energy supplies comply with and build off existing State programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the IEPR (Urban Crossroads, 2021c, p. 40).</p>				
<p><i>State of California Energy Plan</i></p>				
<p>The Project site is located along Alessandro Boulevard, with proximate access to I-215. The location of the Project site facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the introduction of industrial uses on a light industrial-designated site. Therefore, the Project supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan (Urban Crossroads, 2021c, p. 40).</p>				
<p><i>California Code Title 24, Part 6, Energy Efficiency Standards</i></p>				
<p>The Project would design building shells and building components, such as windows; roof systems: electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards. The Project also is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards</p>				
<p><i>Pavley Fuel Efficiency Standards (AB 1493)</i></p>				
<p>AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of AB 1493.</p>				

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<p><i>Advanced Clean Cars Program</i> The Advanced Clean Cars Program is applicable to the Project because model year 2017-2025 passenger car vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California's Advanced Clean Cars Program.</p> <p><i>California Renewable Portfolio Standards (SB 1078)</i> Energy directly or indirectly supplied to the Project site by electric corporations is required by law to comply with SB 1078.</p>				
<p><b>Sources:</b></p> <p>1. Urban Crossroads, 2021c, Moreno Valley Business Center Energy Analysis, <i>Technical Appendix E</i></p>				
<p><b>VII. GEOLOGY AND SOILS – Would the project:</b></p>				
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</p>				
<p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to <a href="https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf">https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf</a></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> There are no Alquist-Priolo Earthquake Fault Zones affecting the Project site (NorCal Engineering, 2021, p. 2). The nearest Earthquake Fault Zone is the San Jacinto Fault, which occurs approximately 6.8 miles northeast of the Project site (NorCal Engineering, 2021, p. 3; Moreno Valley, 2021a, Map S-1; Google Earth Pro, 2020). Because there are no known faults located on the Project site, there is no potential for the Project to expose people or structures to adverse effects related to ground rupture. No impact would occur.</p>				
<p>ii) Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed building in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the Moreno Valley Building Code, which is based on the CBSC with local amendments. The CBSC and Moreno Valley Building Code (Moreno Valley Municipal Code, Chapter 8.20) provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) and the Moreno Valley Building Code (Chapter 8.21) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The Project has prepared such a report entitled, <i>Geotechnical Investigation</i> (NorCal Engineering, 2021), which is included as <i>Technical Appendix D</i> to this IS/MND, and the City would condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the report.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Based on laboratory analysis of soil samples taken from the Project site, NorCal Engineering concluded that the Project site is not subject to seismic-related ground failure, including liquefaction (NorCal Engineering, 2021, p. 6). Notwithstanding, the City of Moreno Valley will require that the property be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBSC and the City of Moreno Valley Municipal Code Building Code, to minimize potential liquefaction hazards. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site contains no substantial natural or man-made slopes under existing conditions. The Project Applicant proposes construction of manufactured slopes and a retaining wall on the Project site. As required by Moreno Valley Municipal Code Chapter 8.21, the proposed retaining wall and manufactured slopes would be constructed in accordance with the site-specific recommendations contained within the geotechnical report for the Project site (see <i>Technical Appendix D</i>). Mandatory compliance with the recommendations contained within the Project site's geotechnical report would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and/or long-term operation.</p> <p><u>Construction-Related Impacts</u></p> <p>Construction of the Project would involve grading, paving, utility installation, building construction, and landscaping installation, which has the potential to temporarily expose on-site soils that would be subject to erosion during rainfall events or high winds. Pursuant to State Water Resources Control Board requirements, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana Regional Water Quality Control Board (RWQCB's) <i>Santa Ana River Basin Water Quality Control Program</i>. Compliance with the NPDES permit and the <i>Santa Ana River Basin Water Quality Control Program</i> involves the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. In addition, the Project Applicant would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant and mitigation is not required.</p> <p><u>Long-Term Operational Activities</u></p> <p>Following construction, wind and water erosion on the Project site would be minimized, because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Implementation of the Project would result in less long-term erosion and loss of topsoil than occurs under the site's existing conditions.</p>				

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<p>The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Water Quality Management Plan (WQMP) (refer to Moreno Valley Municipal Code Section 8.21.170). The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as would the long-term maintenance of erosion and sediment control features. The preliminary WQMP for the Project prepared by Thienes Engineering (attached hereto as <i>Technical Appendix I2</i>) incorporates design features would be effective at removing silt and sediment from storm water runoff. Because the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less-than-significant impacts related to soil erosion.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> No substantial natural or man-made slopes are located on or adjacent to the Project site (Google Earth Pro, 2020). As noted in Response VII (a) (iii), the Project includes manufacturing slopes and a retaining wall. The retaining wall and manufacturing slopes would be engineered for long-term stability and constructed in accordance with the site-specific recommendations contained within the geotechnical report for the Project site (included as <i>Technical Appendix D</i> to this IS/MND), as required by the Moreno Valley Municipal Code Section 8.21.050. Accordingly, the Project would result in less-than-significant impacts associated with landslide hazards.</p> <p>The Project's geotechnical report also indicates that the settlement potential on the Project site would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the Project's geotechnical report. Through standard conditions of approval in accordance with Moreno Valley Municipal Code Section 8.21.050, the proposed Project would be required by the City to incorporate the recommendations contained within the Project geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.</p> <p>As discussed in Responses VII (a), (iii) and (iv), development of the property as proposed by the Project would result in a less-than-significant impact involving ground failure, including liquefaction and landslide, and a less-than-significant impact involving landslides.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> According to subsurface explorations and laboratory testing conducted by NorCal Engineering, the site surficial soils primarily consist of silty sand with a very low expansion potential (NorCal Engineering, 2021, p. 15). As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Response:</b> The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site does not contain any known unique geologic features. The Project site is underlain by older Pleistocene very old alluvial fan deposits that have a high paleontological sensitivity for fossils of large, terrestrial Ice Age vertebrates (BFS, 2020b, p. 6). In the event that Project grading and excavation activities encroach into previously undisturbed Pleistocene-age alluvial deposits, the Project could result in impacts to important paleontological resources that may exist below the ground surface if they are unearthed and not properly protected. Therefore, the Project's potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is determined to be a significant impact and mitigation is required.</p> <p>Implementation of MM GEO-1 through MM GEO-4 would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the proposed Project. Therefore, with implementation of MM GEO-1 through MM GEO-4, the Project's potential impacts related to paleontological resources would be reduced to less-than-significant levels.</p> <p><b>Mitigation</b></p> <p><b>MM GEO-1</b> Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.</p> <p><b>MM GEO-2</b> The paleontological monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at depths five or more feet below the existing ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.</p> <p><b>MM GEO-3</b> Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.</p> <p><b>MM GEO-4</b> A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. NorCal Engineering, Geotechnical Investigation Proposed Warehouse Building Development Northeast Corner Alessandro Boulevard and Day Street Moreno Valley, California, <i>Technical Appendix D</i></li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Brian F. Smith and Associates, Paleontological Assessment for the Moreno Valley Business Center Project, <i>Technical Appendix H</i> 3. Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Chapter 6 – Safety               <ul style="list-style-type: none"> <li>- Map S-1 – Fault Zones</li> </ul> </li> </ul> 3. Moreno Valley Municipal Code Section 8.20 – Moreno Valley Building Code 4. Moreno Valley Municipal Code Section 9.08.160 – Seismic Hazards 5. Moreno Valley Municipal Code Section 8.21.050 – Grading Permit Requirements 6. Moreno Valley Municipal Code Section 9.08.080 – Grading 7. Google Earth Pro, <a href="https://earth.google.com/web/">https://earth.google.com/web/</a>				

**VIII. GREENHOUSE GAS EMISSIONS – Would the project:**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:** A *Greenhouse Gas Analysis* (Urban Crossroads, 2021d) and a supplemental air quality and greenhouse gas analysis (Urban Crossroads, 2022a) was prepared for the Project by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operational activities. These reports are included as *Technical Appendix A3* and *Technical Appendix F* to this IS/MND and its findings are incorporated into the analysis presented herein.

While estimated Project-related GHG emissions can be calculated, the direct impacts of such emissions on Global Climate Change (GCC) and global warming cannot be determined on the basis of available science because global climate change is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis (Urban Crossroads, 2021d, p. 8). Therefore, the analysis below focuses on the Project’s potential to contribute to global climate change in a cumulatively-considerable way.

The City of Moreno Valley has not adopted a numerical threshold for determining the significance of GHG emissions; however, the City has discretion to select an appropriate significance criterion used by other agencies, based on substantial evidence (Urban Crossroads, 2021d, p. 39). Specifically, the City has selected to compare Project-related GHG emissions against the draft 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year threshold recommended by SCAQMD staff for industrial projects against where SCAQMD is the lead agency. The industrial threshold utilized by SCAQMD is a widely accepted threshold used by numerous lead agencies in the South Coast Air Basin (SCAB) and was established based on the recommendations from California Air Pollution Control Officers Association (CAPCOA) contained in a report titled “CEQA and Climate Change” (dated January 2008), which serves as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project’s GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5) (CAPCOA, 2008, pp. 46-47). A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA. Based on SCAQMD’s research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO<sub>2e</sub> per year produce approximately 90 percent of the carbon dioxide equivalent emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO<sub>2e</sub> as that threshold would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations. If Project-related GHG emissions do not exceed the 10,000 MTCO<sub>2e</sub> per year threshold, then Project-related GHG emissions would clearly have a less-than-significant impact. On the

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

other hand, if Project-related GHG emissions exceed 10,000 MTCO<sub>2</sub>e per year, the Project would be considered a substantial source of GHG emissions.

The Project's annual GHG emissions are summarized in Table 7, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project's GHG emissions is described in detail in *Technical Appendices A3 and F*.

**Table 7: Total Annual Project Greenhouse Gas Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	21.91	3.45E-03	0.00	22.23
Area Source	8.72E-03	2.00E-05	0.00	9.29E-03
Energy Source	479.64	0.03	0.01	482.22
Mobile Source (Passenger Cars)	317.91	7.07E-03	0.01	320.49
Mobile Source (Trucks)	1,265.26	0.01	0.18	1,319.11
TRUs				40.93
On-Site Equipment	50.79	0.02	0.00	51.20
Waste	31.39	1.85	0.00	77.76
Water Usage	99.91	1.25	0.03	140.07
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>2,454.00</b>			

Source: (Urban Crossroads, 2022a, Table 9)

As shown in Table 7, the Project is estimated to generate approximately 2,454.00 MTCO<sub>2</sub>e annually, which is less than the significance threshold of 10,000 MTCO<sub>2</sub>e (Urban Crossroads, 2021d, p. 48). Because the Project's total annual GHG emissions would not exceed 10,000 MTCO<sub>2</sub>e, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:** The Project would comply with a number of regulations, policies, plans, and policy goals that would reduce GHG emissions, including the Assembly Bill 32 (AB 32), and Senate Bill 32 (SB 32), which are regulations applicable to the Project. For more information on these regulations as well as other state-wide plans, policies, and regulations associated with GHG emissions that are not applicable to the Project, refer to *Technical Appendix F* of this IS/MND.

On October 9, 2012, the Moreno Valley City Council approved an Energy Efficiency and Climate Action Strategy and related GHG analysis. The Energy Efficiency and Climate Action Strategy document identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The majority of the policies are directed at municipal operations of the City, but the document also contains recommended policies for the community at large (including private development projects). These recommended policies include but are not limited to: energy efficiency, water use reduction, trip reduction, solid waste diversion, and educational policies. The overall goal of the Energy Efficiency and Climate Action Strategy is to ensure that the City is consistent with and would not otherwise conflict with the provisions of AB 32. As demonstrated by the analysis below, the Project would not conflict with the provisions of SB 32, which as a successor to AB 32 requires more stringent GHG emissions reductions than AB 32, and, therefore, would not obstruct implementation of the components of the City's Energy Efficiency and Climate Action Strategy that are applicable to the Project.

Additionally, as part of the adoption of General Plan 2040, the City adopted a Climate Action Plan (CAP). The CAP establishes an inventory of the City's baseline (year 2018) GHG emissions, quantifies the City's long-term GHG emissions, and establishes the measures the City will implement – including

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>requirements for new development projects to be energy efficient – to achieve the year 2030 GHG emissions reduction goals of SB 32 as well as additional GHG emissions through the General Plan’s horizon year (2040). As demonstrated by the analysis below, the Project would not conflict with the provisions of SB 32, and, therefore, would neither conflict with the CAP nor hinder or delay the City’s ability to meet the GHG emissions reductions targets that are outlined in the CAP.</p> <p>In April 2015, Governor Edmund Brown Jr. signed Executive Order B-30-15, which advocated for a statewide GHG-reduction target of 40 percent below year 1990 levels by 2030 and 80 percent below 1990 levels by 2050. In September 2016, Governor Brown signed the Senate Bill (SB) 32. SB 32 formally established a statewide goal to reduce GHG emissions to 40 percent below year 1990 levels by 2030. To date, no statutes or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically-based statewide emission reduction targets.</p> <p>CARB identified measures in their 2017 Scoping Plan Update to identify the measures that would achieve the emissions reductions goals of SB 32. As explained in point-by-point detail in Section 3.9 of <i>Technical Appendix F</i> (refer to Table 3-9), the Project would not conflict with applicable measures of the 2017 Scoping Plan Update and would not preclude/obstruct implementation of the Scoping Plan Update (Urban Crossroads, 2021d, Table 3-9).</p> <p>According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies (i.e., CARB Scoping Plan), is on track to meet the year 2030 reduction targets established by SB 32 (Urban Crossroads, 2021d, p. 25). As described above, the Project would not conflict with or obstruct implementation of the CARB Scoping Plan; therefore, the Project would not interfere with the State’s ability to achieve the year 2030 GHG-reduction target established by SB 32.</p> <p>Rendering a significance determination for year 2050 GHG emissions relative to Executive Order (EO) B-30-15 would be speculative because EO B-30-15 establishes a goal more than three decades into the future; no agency with GHG subject matter expertise has adopted regulations to achieve these statewide goals at the project-level; and, available analytical models cannot presently quantify all project-related emissions in those future years. Further, due to the technological shifts anticipated and the unknown parameters of the regulatory framework in 2050, available GHG models and the corresponding technical analyses are subject to limitations for purposes of quantitatively estimating the Project’s emissions in 2050.</p> <p>As described above, the Project would not conflict with the State’s ability to achieve the State-wide GHG reduction mandates and would be consistent with applicable policies and plans related to GHG emissions reductions. Impacts would be less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Urban Crossroads, 2021d, Moreno Valley Business Center Greenhouse Gas Analysis, <i>Technical Appendix F</i></li> </ol>				
<p><b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b></p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> A Phase I Environmental Site Assessment (ESA) was prepared for the Project site by SCS Engineers (SCS) and is included as <i>Technical Appendix G</i> to this IS/MND. As part of the Phase I ESA efforts, SCS conducted a visual inspection of the Project site, researched regulatory hazardous materials databases, and reviewed historical reference materials (including aerial photographs, topographic maps, and City of Moreno Valley directories); the findings of this research are incorporated into the analysis presented herein.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u><i>Existing Site Conditions Impacts</i></u></p> <p>Review of historical aerial photographs, City directories, and topographic maps, SCS determined the Project site was either undeveloped or residential use from at least 1938 through 2008 (SCS, 2019, p. iv). By 2008, all residential buildings and associated structures were removed, leaving behind only the concrete slab foundation (ibid.). There were no underground or aboveground storage tanks, hazardous substances, hazardous wastes, or drums found on the Project site (SCS, 2019, pp. 5-6). Two pad-mounted Southern California Edison (SCE) electrical transformers were noted on the northwest portion of the Project site; however, the observed transformers are not believed to contain high concentrations of polychlorinated biphenyls (PCBs) because SCE exclusively utilizes mineral oils as the insulating/cooling fluid for electrical transformers (SCS, 2019, p. 5). Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, and a reconnaissance of the Project site, SCS determined that the Project site does not contain any recognized environmental conditions (RECs) (SCS, 2019, p. 17). A REC is considered to be the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.</p> <p>A previous report by LOR Geotechnical Group (prepared in 2018) identified a groundwater monitoring well located on the eastern edge of the Project site, which was associated with contamination from an off-site former gasoline station. LOR reported concentrations of total petroleum hydrocarbons as gasoline (TPH-G), methyl tert-butyl ether (MtBE), and tert-butyl (tBA). The Santa Ana RWQCB closed this case in February 2019 after the completion of required vapor extraction activities. Based on the updated cases status, SCS considers the historical groundwater impacts to be a historical recognized environmental condition (HREC) that have been adequately remediated (SCS, 2019, pp. iv and 12).</p> <p>The Project site is located approximately 1.0-mile northwest of the former March Air Force Base where numerous releases of hazardous materials to the environment including contaminated groundwater and soil had occurred. Based on the regulatory oversight provided by federal and State regulatory agencies, distance from the Project site, and no groundwater plume associated with MAFB at the Project site, MAFB is not anticipated to have a significant environmental impact to the Project site (SCS, 2019, p. 14).</p> <p>Based on the foregoing analysis, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials from the Project site under existing conditions. A less-than-significant impact would occur.</p> <p><u><i>Construction-Related Impacts</i></u></p> <p>Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Long-Term Operational Impacts</u></p> <p>The future building occupant(s) for the Project site are not yet identified; however, the Project is designed to house warehouse distribution occupants and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that requires businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the Moreno Valley Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of Riverside Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.</p> <p>If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment.</p> <p>With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Response IX(a), the transport, use, and handling of hazardous materials on the Project site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. Upon buildout, the Project site would operate as a warehouse distribution center. Based on the operational characteristics of warehouse distribution centers, it is possible that hazardous materials could be used during the course of a future occupant's daily operations; however, as discussed above under Response IX(a), the Project Applicant would be required to comply with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous material. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project and mitigation would not be required.</p>				
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> There are no schools located within 0.25-mile of the Project site (Google Earth Pro, 2020). Thus, the Project would not have a significant effect in emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Phase I ESA (<i>Technical Appendix G</i> to this IS/MND) prepared for the Project site included a search of regulatory databases, including the California EPA's Regulated Site Portal, the Santa Ana RWQCB's Geotracker database, and DTSC's EnviroStor database. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SCS, 2019, pp. 12-15). Accordingly, no impact would occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is located approximately 1.0-mile northwest of the March Air Reserve Base / Inland Port Airport (MARB/IPA). Pursuant to the March Air Reserve Base Compatible Use Zone Study commissioned by the United States Air Force and as depicted on Map S-7, <i>Airport Compatibility Zones</i>, of the Moreno Valley General Plan, the Project site is not located within a zone subject to hazards related to air crashes (Moreno Valley, 2021a). According to the MARB/IPA Airport Land Use Compatibility Plan (ALUCP), the Project site is located in Compatibility Zone C1 (RCALUC, 2014, Map MA-1). Properties located in Zone C1 are subject to relatively high noise levels associated with aircraft operations, and noise-sensitive land uses such as schools, hospitals, and congregate care facilities are prohibited; however, uses not sensitive to airport-related noise – like the light industrial use proposed by the Project – are allowed within Zone C1 (RCALUC, 2014, Table MA-1). The warehouse building proposed by the Project would be no greater than 44 feet tall and does not include an air travel component (e.g., runway, helipad); therefore, implementation of the Project would not interfere with flight operations at the March Air Reserve Base. Furthermore, the Project was reviewed on April 8, 2021 by the Riverside County Airport Land Use Commission (ALUC), who determined the Project would not conflict with the MARB / Inland Port ALUCP (RCALUC, 2021). The Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant.</p>				
<p>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site does not contain any emergency facilities under existing conditions nor does it serve as an emergency evacuation route, so there is no potential for the Project to adversely affect an existing emergency response or evacuation plan. During construction and at Project buildout, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. As part of the City's discretionary review process, the City of Moreno Valley reviewed the Project to ensure that appropriate emergency ingress and egress would be available to-and-from the proposed warehouse building for public safety, and determined that the Project would not substantially impede emergency response times in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.</p>				
<p>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> According to City of Moreno Valley General Plan 2040 FEIR Figure 4.18-2, <i>CAL FIRE Fire Threat Areas</i> the Project site is not located in an area of substantial or high fire risk (Moreno Valley, 2021b). Additionally, the California Department of Forestry and Fire Protection (CalFire) identifies the Project site as located in a Non-Very High Fire Hazard Severity Zone (CalFire, 2009). The Project site is located in an area that has been largely developed. No wildlands are located on or adjacent to the Project site and the Project site is largely disturbed or devoid of vegetation and surrounded on all sides by developed or maintained properties and paved roads. Thus, implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No impact would occur.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>SCS Engineers, Phase I Environmental Site Assessment LDC Alessandro Business Park, Technical <i>Appendix G</i></li> <li>Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>Section 4.18 – Wildfire <ul style="list-style-type: none"> <li>Figure 4.18-2 – CAL FIRE Fire Threat Areas</li> </ul> </li> </ul> </li> <li>Google Earth Pro</li> <li>Moreno Valley General Plan 2040</li> <li>Riverside County Airport Land Use Commission, March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, <a href="http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700">http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700</a></li> <li>Riverside County Airport Land Use Commission, Airport Land Use Commission Meeting Minutes, April 8, 2021, <a href="http://www.rcaluc.org/Portals/13/Minutes%204-8-21.pdf?ver=2021-05-13-160919-950">http://www.rcaluc.org/Portals/13/Minutes%204-8-21.pdf?ver=2021-05-13-160919-950</a></li> <li>California Department of Forestry and Fire Protection (CalFire), <a href="https://osfm.fire.ca.gov/media/5917/moreno_valley.pdf">https://osfm.fire.ca.gov/media/5917/moreno_valley.pdf</a></li> <li>Riverside County Airport Land Use Commission Development Review, dated May 21, 2020</li> </ol>				
<p><b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b></p>				
<p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project Applicant would be required to comply with Section 402 of the Clean Water Act, which authorizes the National Pollution Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one-acre or larger to prepare a Storm Water Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The Project Applicant also would be required to comply with the California Porter-Cologne Water Quality Control Act (Section 13000 et seq., of the California Water Code), which requires that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB).</p> <p><u>Construction-Related Impacts</u></p> <p>Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Pursuant to the requirements of the Santa Ana RWQCB and the City Moreno Valley (Municipal Code Chapter 8.10 et seq. and Section 8.21.170), the Project Applicant would be required to obtain coverage under the State’s General Construction Storm Water Permit (NPDES Permit). The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB’s <i>Santa Ana River Basin Water Quality Control Program</i>. Compliance with the NPDES permit and the <i>Santa Ana River Basin Water Quality Control Program</i> involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project’s construction does not violate any water quality standards or waste discharge requirements. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.</p>				
<p><u><i>Post-Development Water Quality Impacts</i></u>  Stormwater pollutants commonly associated with the land use proposed by the Project include bacterial indicators, metals, and toxic organic compounds (Thienes Engineering, 2020, Table E.1).</p>				
<p>Pursuant to the Moreno Valley Municipal Code (Chapter 8.10 et seq. and Section 8.21.170), the Project Applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City’s NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project’s Preliminary WQMP, prepared by Thienes Engineering, is included as <i>Technical Appendix 11</i> appended to this IS/MND. As identified in Project’s Preliminary WQMP, the proposed Project is designed to include on-site, structural source control BMPs (including underground infiltration chambers) as well as operational source controls (including but not limited to: drainage system maintenance, storm drain system stenciling and signage, and implementation of minimal pesticide use) to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Compliance with the WQMP would be required as a condition of Project approval pursuant to Municipal Code Chapter 8.10 and Municipal Code Section 8.21.170, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.</p>				
<p>In addition to the WQMP, the NPDES program also requires certain land uses, including industrial land uses as proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted an updated new NPDES permit for stormwater discharge associated with industrial activities (referred to as the “Industrial General Permit”). The new Industrial General Permit, which is more stringent than the existing Industrial General Permit, became effective on July 1, 2015. Under the effective NPDES Industrial General Permit, the Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon the operational activities of the buildings, and the Project’s future building occupants and their operations are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is anticipated that the Project’s mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements during long-term operation. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project Applicant does not propose the use of any wells or other groundwater extraction activities on the Project site. Therefore, the Project would not directly extract groundwater resources. Accordingly, implementation of the proposed Project has no potential to substantially deplete or decrease groundwater supplies and the Project’s impact to groundwater supplies would be less than significant.</p> <p>Development of the Project would increase impervious surface coverage on the property, which would reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, and as noted in the City’s General Plan EIR, the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source (Moreno Valley, 2021b, p.4.10-15). Additionally, water captured by the proposed Project’s infiltration chambers and landscaped areas would have the opportunity to percolate into the ground. With buildout of the Project, the local groundwater levels would not be substantially adversely affected. Accordingly, buildout of the Project would not interfere substantially with groundwater recharge.</p> <p>For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.</p>				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Under existing conditions, the Project site is divided into two drainage zones. Runoff from the northwestern portion of the site sheet flows southwest onto Day Street and the remaining runoff from the southeastern portion of the site sheet flows in a southerly direction onto Alessandro Boulevard (Thienes Engineering, 2021).</p> <p>The Project would mass grade the entire property and construct one light industrial building and associated improvements, which would change the site’s existing ground contours and alter the existing drainage patterns interior to the Project site. Upon buildout of the Project, stormwater flow generated on the Project site would be discharged into a new underground storm drain pipe and would no longer be discharged as surface flow Day Street and Alessandro Boulevard (Thienes Engineering, 2021).</p> <p>Although the Project would alter the subject property’s drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Under post-development conditions, a majority of the site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the Project site would be minimal. Also, as discussed under Response X(a), the Project would construct an integrated storm drain system on-site with BMPs to minimize the amount of water-borne pollutants carried from the Project site. The BMPs proposed by the Project, including a truck court and underground infiltration chambers are highly effective at removing sediment from stormwater runoff flows (Thienes Engineering, 2020, p. 18). Therefore, stormwater runoff flows leaving the Project site would not carry substantial amounts of sediment. Once stormwater runoff leaves the Project site, it would be discharged to an underground storm drain system that terminates with a controlled flow discharge device (“bubbler”) within an existing drainage swale. Because stormwater runoff from the Project site would be discharged with a relatively low flow rate within an existing drainage facility, there is no potential for the Project’s stormwater runoff to result in substantial erosion as it leaves the Project site. Accordingly,</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
implementation of the Project would not result in substantial erosion or siltation on- site or off-site, and a less-than-significant impact would occur.				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Proposed grading and earthwork activities on the Project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area, as flows would continue to travel westerly within Alessandro Boulevard with implementation of the Project (although with the Project, flows from the Project site would travel beneath Alessandro Boulevard within a new storm drain while existing flows travel along Alessandro Boulevard as surface sheet flow. Under long-term development conditions, and with on-site detention during peak storm events, runoff flows discharged from the Project site would be equal to existing conditions (for the 2-year storm event) or less than existing conditions (for the 10-year and 100-year storm events, respectively) (Thienes Engineering, 2021, p. 7). Accordingly, implementation of the Project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant.</p>				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project's storm drain system would be sized and designed in accordance with the area's master drainage plan to ensure that off-site flows that are conveyed through the Project site and flows originating off-site are discharged from the site at a volume and rate that can be accommodated by existing and planned downstream storm drain facilities (Thienes Engineering, 2021, p. 7).</p> <p>As discussed under Response X(a), the Project Applicant would be required to comply with a future SWPPP and the Project's WQMP (<i>Technical Appendix 11</i>), which identify required BMPs to be incorporated into the Project to ensure that near-term construction activities and long-term post-development activities of the proposed Project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Project's SWPPP and WQMP, the proposed Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.</p>				
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0745G, the Project site is located within "Zone X (unshaded)", which are areas with a 0.2% chance of annual flood (FEMA, 2008). The Zone X (unshaded) designation is considered to be an area of minimal flood hazard and is not considered a special flood hazard area. Accordingly, the Project site is not expected to be inundated by flood flows during the lifetime of the Project and the Project would not impede flood flows. No impact would occur.</p>				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Pacific Ocean is located approximately 40 miles southwest of the Project site (Google Earth Pro, 2020); consequently, there is no potential for the Project site to be impacted by a tsunami as tsunamis typically only reach up to a few miles inland. The nearest large body of water to the Project site is Lake Perris, which is located approximately 6.0 miles southeast of the Project site and too far from the site to inundate the site in the event of a seiche. According to City of Moreno Valley General Plan FEIR Figure 4.10-3, <i>FEMA Floodplains and Floodways</i>, the Project site is not located in an identified inundation area (Moreno Valley, 2021b); therefore, risk of inundation by dam failure is low. Additionally, there are no levees in the vicinity of the Project site. No impact would occur.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's <i>Santa Ana River Basin Water Quality Control Plan</i> by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant.</p> <p>Additionally, as discussed under Response X(a) above, the Project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge and, therefore, is not expected to conflict with or obstruct a sustainable groundwater management plan. Further, BSMWC produces potable groundwater from the San Bernardino – Riverside Groundwater Basin – South, which is an adjudicated basin (DWR, n.d.). Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) requirement to develop Groundwater Sustainability Plan because such basins already operate under a court-ordered water management plan to ensure their long-term sustainability. No component of the Project would obstruct with or prevent implementation of the management plan for the San Bernardino – Riverside Groundwater Basin – South. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Thienes Engineering, 2020a, Preliminary Hydrology Calculations, <i>Technical Appendix I1</i></li> <li>2. Thienes Engineering, 2020b, Project-Specific Water Quality Management Plan, <i>Technical Appendix I2</i></li> <li>3. Federal Emergency Management Agency (FEMA) – Flood Map Service Center: Flood Insurance Rate Map No. 06065C0745G, <a href="https://msc.fema.gov/portal/home">https://msc.fema.gov/portal/home</a></li> <li>4. Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Section 4.10 – Hydrology/Water Quality <ul style="list-style-type: none"> <li>- Figure 4.10-3 – FEMA Floodplains and Floodway</li> </ul> </li> </ul> </li> <li>5. Google Earth Pro</li> <li>6. Department of Water Resources, Adjudicated Basins Annual Reporting, <a href="https://sgma.water.ca.gov/webgis/index.jsp?appid=adjbasin">https://sgma.water.ca.gov/webgis/index.jsp?appid=adjbasin</a></li> </ol>				
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> Development of the Project would not physically disrupt or divide the arrangement of an established community. Under existing conditions, the Project site is bordered by Sherman Avenue to the north; Day Street to the west; Alessandro Boulevard to the south; and several residential homes to the east. The homes to the east are separated from the site by existing fencing. Accordingly, the Project would not physically divide an established community because the site is already physically separated from abutting properties. Furthermore, the Project site is not needed for access to any surrounding properties and development of the Project would not isolate an existing surrounding use. No impact would occur.</p>				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project would develop the subject property in accordance with its underlying General Plan land use and zoning designations and would comply with all applicable policies contained in the General Plan as well as all applicable zoning regulations/development standards contained in the Municipal Code. Because the Project would have no conflict with the General Plan and/or zoning regulations, no significant environmental impact would occur from such a conflict. As disclosed throughout this IS/MND, all Project impacts would be reduced to less than significant levels after</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
mitigation; therefore, there is no potential for the Project to cause a significant environmental impact due to a conflict with any goals, objectives, and policies of applicable land use plans, including the SCAQMD's AQMP (there would be no conflict after mitigation, as discussed in Response III(a)), SCAG's <i>Connect SoCal 2020-2045 RTP/SCS</i> , and SCAG's <i>Regional Comprehensive Plan</i> . Impacts would be less than significant.				
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. Moreno Valley Zoning Map, <a href="https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf">https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf</a></li> <li>2. Moreno Valley Adopted Land Use Map, <a href="https://www.moval.org/city_hall/general-plan2040/GP-LandUseMap.pdf">https://www.moval.org/city_hall/general-plan2040/GP-LandUseMap.pdf</a></li> <li>3. Google Earth Pro</li> </ol>				
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> The Project site is not located within an area known to be underlain by regionally- or locally-important mineral resources (Moreno Valley, 2021b, p. 4.12-4). Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. In addition, the City's General Plan EIR does not identify any locally-important mineral resource recovery sites on-site or within proximity to the Project site (Moreno Valley, 2021b, p. 4.12-4). Accordingly, no impact would occur.				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> Refer to Response XII(a), above. Implementation of the proposed Project would not result in the loss of a locally-important mineral resource recovery site. No impact would occur.				
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> <li>• Section 4.12 – Mineral Resources</li> </ul> </li> </ol>				
<b>XIII. NOISE – Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> A <i>Noise Impact Analysis</i> (Urban Crossroads, 2021e) was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. Additionally, Urban Crossroads prepared a supplemental noise analysis (Urban Crossroads, 2022c) to evaluate short-term impacts from the construction of the Project's off-site improvements. These reports are included as <i>Technical Appendices J1</i> and <i>J2</i> to this IS/MND and their findings are incorporated into the analysis presented herein.				
<p>The analysis presented below summarizes the Project's potential construction noise levels and operational noise levels. The detailed noise calculations for the analysis presented here are provided in Appendices 7.1 and 8.1 of <i>Technical Appendix J1</i>.</p>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Construction Noise Impact Analysis

Construction activities on the Project site would create temporary periods of noise when heavy construction equipment is in operation and would cause a short-term increase in ambient noise levels. Maximum daytime construction noise levels at representative sensitive receptor locations near the Project site are summarized in Table 8, *Daytime Construction Equipment Noise Level Summary*. Exhibit 8-A of the *Noise Impact Analysis* (included as *Technical Appendix J1* to this IS/MND) illustrate the receptor locations for this analysis.

**Table 8: Daytime Construction Equipment Noise Level Summary**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>
R1	63.7	61.9	60.0	59.6	53.6	63.7
R2	65.0	63.2	61.3	60.9	54.9	65.0
R3	67.2	65.4	63.5	63.1	57.1	67.2
R4	62.0	60.2	58.3	57.9	51.9	62.0
at 200'	62.3	60.5	58.6	58.2	52.2	62.3

Source: (Urban Crossroads, 2021e, Table 8-2)

<sup>1</sup> Noise receiver locations are shown on Exhibit 8-A of *Technical Appendix J1*.

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 9. CadnaA construction noise model inputs are included in Appendix 8.1 of *Technical Appendix J1*.

As shown on Table 8, daytime construction noise levels at the Project Site are expected to range from 62.0 to 67.2 A-weighted decibels (dBA) equivalent sound level (L<sub>eq</sub>) at nearby receiver locations and 62.3 dBA L<sub>eq</sub> at 200 feet from the Project site. Pursuant to Moreno Valley Municipal Code Section 11.80.030(C), a significant impact would occur if Project construction activities were to generate daytime noise levels of 65.0 dBA L<sub>eq</sub> or higher when measured at 200 feet from the Project site boundary. Because Project construction activities would only result in noise levels of 62.3 dBA L<sub>eq</sub> or less at a distance of 200 feet from the Project site, construction activities on the Project site would not exceed the standard established by the Moreno Valley Municipal Code. Construction of the Project's off-site improvements would result in noise levels of 63.3 dBA L<sub>eq</sub> or less at a distance of 200 feet from the work area and would not exceed the standard established by the Moreno Valley Municipal Code (Urban Crossroads, 2022c, p. 3). Impacts during daytime construction activities would be less than significant.

There is the potential that specific construction activities (i.e., concrete pouring) could occur on the Project site outside of the construction hours permitted by right in the Municipal Code. Pursuant to Municipal Code Section 11.80.030(D)(7), the City of Moreno Valley would be required to approve any nighttime construction activities. If nighttime construction activities were to occur, noise levels above 60 dBA L<sub>eq</sub> at a distance of 200 feet from the Project site would exceed the standards established in the City's Municipal Code (Section 11.80.030(C)). The only Project construction activities that have a reasonable potential to occur during nighttime hours are concrete pouring. Noise levels for nighttime concrete pouring are listed in Table 10 below.

As shown in Table 9, nighttime concrete pouring activities would not exceed 63.1 dBA L<sub>eq</sub> at the nearby sensitive receiver locations or 58.2 dBA L<sub>eq</sub> at a distance of 200 feet from the Project site. Because potential nighttime concrete pouring activities would not exceed 60 dBA L<sub>eq</sub> at a distance of 200 feet from the Project site, Project construction would not exceed the standard established by the Moreno Valley Municipal Code. Impacts during nighttime construction activities would be less than significant.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Table 9: Nighttime Construction Equipment Noise Level Summary**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )		
	Paving Construction <sup>2</sup>	Nighttime Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	59.6	--	No
R2	60.9	--	No <sup>5</sup>
R3	63.1	--	No <sup>5</sup>
R4	57.9	60	No
at 200'	58.2	60	No

Source: (Urban Crossroads, 2021e, Table 8-3)

<sup>1</sup> Noise receiver locations are shown on Exhibit 8-A of *Technical Appendix J*.

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 8-4 of *Technical Appendix J1*.

<sup>3</sup> Per Moreno Valley Municipal Code Section 11.80.030(C), noise standard is applicable at a distance of 200 feet or farther.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

<sup>5</sup> Receiver location is less than 200 feet.

Operational Noise Impact Analysis

Stationary (on-site) noise sources associated with long-term Project operation are expected to include idling trucks, delivery truck and automobile parking, delivery truck backup alarms, roof-mounted equipment (e.g., heating/ventilation equipment), as well as noise associated with the loading and unloading of dry goods. The daytime and nighttime stationary maximum noise levels associated with Project operation at nearby sensitive receptor locations (the same receptor locations used for the construction analysis, above) and at a distance of 200 feet from the Project site are summarized in Table 10, *Operational Noise Level Compliance*.

**Table 10: Operational Noise Level Compliance**

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA L <sub>eq</sub> ) <sup>2</sup>		Noise Level Standards (dBA L <sub>eq</sub> ) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	48.4	48.1	65	60	No	No
R2	34.7	33.8	65	60	No	No
R3	38.3	36.8	65	60	No	No
R4	59.6	59.6	65	60	No	No
at 200'	57.9	57.9	65	60	No	No

Source: (Urban Crossroads, 2021e, Table 7-5)

<sup>1</sup> See Exhibit 7-A of *Technical Appendix J1* for the receiver locations.

<sup>2</sup> Proposed Project operational noise levels as shown on Tables 7-3 and 7-4 of *Technical Appendix J1*.

<sup>3</sup> Exterior noise level standards for source (commercial) land use per Moreno Valley Municipal Code Section 11.80.030(C)..

<sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

Table 10 shows the operational noise levels associated with proposed Project would comply with the City of Moreno Valley 65 dBA L<sub>eq</sub> daytime and 60 dBA L<sub>eq</sub> nighttime exterior noise level standards at a distance of 200 feet from the Project site. The Project's operational noise would contribute up to 0.4 dBA L<sub>eq</sub> and 1.1 dBA L<sub>eq</sub> to the existing daytime and nighttime ambient noise environment, respectively, in the Project area which is not considered to be a substantial increase (Urban Crossroads, 2021e, pp. 38-39). Based on the foregoing analysis, operation of the Project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of applicable City of Moreno Valley standards. Impacts would be less than significant.

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

**Response:** The analysis presented below demonstrates that implementation of the Project would not generate excessive groundborne vibration or groundborne noise levels.

Construction Analysis

Construction activities on the Project site would utilize construction equipment that has the potential to generate vibration. Table 11, *Construction Equipment Vibration Levels*, below, summarizes Project construction vibration levels at the modeled receiver locations. As shown in Table 12, all receiver locations in the vicinity of the Project site would be exposed to vibration levels that fall below the City of Moreno Valley’s significance threshold at all receiver locations. Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur.

**Table 11: Construction Equipment Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) <sup>2</sup>					Threshold VdB <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	168'	33.3	54.2	61.2	62.2	62.2	78	No
R2	122'	37.3	58.3	65.3	66.3	66.3	78	No
R3	105'	39.3	60.3	67.3	68.3	68.3	78	No
R4	232'	29.0	50.0	57.0	58.0	58.0	78	No
at 200'	200'	30.9	51.9	58.9	59.9	59.9	78	No

Source: (Urban Crossroads, 2021e, Table 8-5)

<sup>1</sup> Noise receiver locations are shown on Exhibit 8-A of *Technical Appendix J1*.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 8-4 of *Technical Appendix J1*.

<sup>3</sup> FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria as shown on Table 4-1 of *Technical Appendix J1*.

<sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?

Operational Analysis

Under long-term conditions, the proposed Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible groundborne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low-to-normal speeds on smooth, paved surfaces – as is expected on the Project site and along surrounding roadways – typically do not exceed 65 VdB. Truck deliveries transiting on-site would travel at very low speeds, so it is expected long-term operations at the Project site would not exceed the City’s allowable levels. Accordingly, long-term operation of the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels, and a less-than-significant impact would occur.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:** The Project site is located approximately 1.0-mile northwest of the MARB/IPA. Based on the ALUCP for the MARB/IPA, the Project is located within the Airport’s 60 dBA CNEL noise level contours (RCALUC, 2014, Map MA-4), which represents an area subjected to moderate airport noise. The light industrial land uses proposed by the Project are not sensitive to moderate airport noise and do not conflict with the ALUCP (RCALUC, 2014, Table MA-1 and Table MA-2). Accordingly, the proposed Project would not expose people residing or working the Project area to excessive noise levels from a public airport; therefore, impacts would be less-than-significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Sources:**
1. Moreno Valley General Plan 2040
    - Chapter 7 – Noise Element
      - Map N-3 – Future Noise Contours
  2. Final Environmental Impact Report City of Moreno Valley General Plan 2040
    - Section 4.13 – Noise
      - Figure 413-3– March Air Reserve Base Noise Contours
  3. Moreno Valley Municipal Code Chapter 11.80 Noise Regulations
  4. Urban Crossroads, 2021e, Moreno Valley Business Center Noise Impact Analysis, *Technical Appendix J1*
  5. Urban Crossroads, 2022c, Moreno Valley Business Center Off-Site Improvements Noise Assessment, *Technical Appendix J2*

**XIV. POPULATION AND HOUSING – Would the project:**

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:** The proposed Project would result in development of the subject property with industrial land uses that would add employment opportunities to the area. It is anticipated that the employment base for both the construction and operational phases of the Project would come from the existing population in the Inland Empire, which comprises western Riverside County and southwestern San Bernardino County. According to the Bureau of Labor Statistics, the Riverside-San Bernardino-Ontario region’s civilian labor force contains approximately 2,071,914 persons with approximately 1,908,605 people employed and an unemployment rate of approximately 8% (approximately 163,309 persons) (USBLS, 2020). Accordingly, the Project region already contains an ample supply of potential employees under existing conditions and the Project’s labor demand is not expected to draw substantial numbers of new residents to the area. Furthermore, approximately 86% of City of Moreno Valley residents commute outside of the City for work (SCAG, 2019, p. 21); therefore, the Project would provide job opportunities closer to home for existing and future Moreno Valley residents.

There are no components of the Project that would reasonably result in indirect or unplanned population growth because the surrounding area is mostly developed under existing conditions or approved for development. The Project would install new/expanded infrastructure; however, this infrastructure would either be master-planned facilities (meaning the facilities would be installed with or without the Project), upgrades to existing facilities that are needed to correct service deficiencies (meaning that the quality of existing service would improve but no additional system capacity would be added), or would be private facilities for the sole use of the Project (meaning they would not be available for general public use). Accordingly, no significant indirect impacts associated with population growth would result from any Project-related improvements because the Project and its required improvements would not induce substantial growth on surrounding properties.

Based on the foregoing analysis, neither the Project nor any Project-related component would result in substantial, direct, or indirect population growth that would cause a significant direct or indirect impact to the environment. This impact is less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:** The Project site does not contain any residential structures and no people live on the site under existing conditions. Accordingly, implementation of the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. Google Earth Pro</li> <li>2. Southern California Association of Governments (SCAG) – Profile of the City of Moreno Valley, <a href="https://www.scag.ca.gov/Documents/MorenoValley.pdf">https://www.scag.ca.gov/Documents/MorenoValley.pdf</a></li> <li>3. United States Bureau of Labor Statistics – Riverside-San Bernardino-Ontario, CA Economy at a Glance on October 2020, <a href="https://www.bls.gov/eag/eag.ca_riverside_msa.htm#eag_ca_riverside_msa.f.p">https://www.bls.gov/eag/eag.ca_riverside_msa.htm#eag_ca_riverside_msa.f.p</a></li> </ol>				
<b>XV. PUBLIC SERVICES – Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Fire protection services to the Project site are provided by the Moreno Valley Fire Department (MVFD). The Project site is served by the Towngate Fire Station (Station No. 6) located at 22250 Eucalyptus Avenue, approximately 1.4 roadway miles to the north of the Project site. Based on the Project site's proximity to existing fire protection facilities, the Project is expected to be adequately served by existing fire protection services, and no new or expanded facilities would be required. The Project Applicant is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of fire protection facilities. The City will collect DIF from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for fire protection services and other public services.</p> <p>The Project would incorporate fire prevention and fire suppression design features to minimize the potential demand placed on the MVFD. The proposed warehouse distribution building would be of concrete tilt-up construction. Concrete is non-flammable and concrete tilt-up buildings have a lower fire hazard risk than wood-frame construction. The Project also would install fire hydrants on-site and would provide paved primary and secondary emergency access to the Project site to support the MVFD in the event fire suppression activities are needed on-site. Lastly, the proposed warehouse distribution building would be equipped with fire sprinklers in accordance with the California and Moreno Valley building codes. Based on its size and scale, the proposed building would likely feature Early Suppression, Fast Response (ESFR) ceiling mounted fire sprinklers (or a comparable fire suppression system) that exceed the fire protection of traditional sprinkler systems. ESFR high output, high volume systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to provide the necessary fire protection for industrial buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its source, making it more manageable for the MVFD to extinguish.</p> <p>Based on the foregoing, the Project incorporates several design features to minimize fire hazards. Additionally, the Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities and the Project Applicant would pay DIF and the Project would generate other revenues (e.g., tax) that would help offset the Project's demand for fire protection services. Impacts to fire protection facilities would be less than significant.</p>				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project would introduce a new building structure and employees to the Project site, which would result in an incremental increase in demand for police protection services, but is not anticipated to require or result in the construction of new or physically altered police facilities. Furthermore, prior to the issuance of building permits, the Project Applicant would be required to comply</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>with the provisions of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695). This ordinance requires a fee payment that the City applies to the funding of public facilities, including police protection facilities. The City will collect the Project's DIF share from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF fees, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for police protection services and other public services. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would therefore be less than significant.</p>				
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Implementation of the Project would not create a direct demand for public school services, as the subject property would contain non-residential uses and would not generate any school-aged children requiring public education. The addition of employment-generating uses on the Project site would assist the City in achieving its goal to provide a better jobs/housing balance within the City and the larger western Riverside County region; therefore, the proposed Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate school-aged students requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Moreno Valley Unified School District in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits. Impacts to public schools would be less than significant.</p>				
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> As discussed under Responses XVI(a) and XVI(b) below, the Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility. Thus, no impact would occur.</p>				
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, and/or animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley Fire Department – Strategic Plan 2012-2022</li> <li>2. California Legislative Information – Senate Bill 50 (Greene), Approved August 27, 1998, <a href="http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html">http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html</a></li> <li>3. Google Earth Pro</li> <li>4. City of Moreno Valley Municipal Code <ul style="list-style-type: none"> <li>• Chapter 3.42 “Commercial and Industrial Development Impact Fees” – Ordinance 695</li> </ul> </li> </ol>				
<p><b>XVI. RECREATION – Would the project:</b></p>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> The Project would develop the subject property with industrial land uses. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur.</p>				
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur.</p>				
<p><b>Sources:</b></p> <p>1. Project Application Materials – Site Plan</p>				
<p><b>XVII. TRANSPORTATION – Would the project:</b></p>				
<p>a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Pursuant to the City of Moreno Valley’s policy, as documented in their <u>Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment</u> (June 2020), the City utilizes an accepted screening threshold in the transportation engineering industry (i.e., 100 two-way peak hour trips, both actual and PCE trips) to determine whether a development project has the potential to result in substantial adverse effects on the circulation system (Moreno Valley, 2020, p. 3). When a development project would generate more than 100 peak hour trips, the City considers that project to be a contributor of substantial traffic to local roadways and requires additional analysis to determine whether the traffic generated by that development project would conflict with City plans, ordinances, and/or policies related to the circulation system. However, where there are no unique circumstances that suggest unacceptable traffic conditions – such as an existing safety problem or substandard operations at nearby intersection or street – and a development project contributes less than 100 peak hour trips, the City has determined that such projects would clearly have a less-than-significant impact to plans, ordinances, and policies addressing the circulation system.</p> <p>The Project is calculated to generate a maximum of 31 trips during the morning peak hour and 33 trips during the evening peak hour (Urban Crossroads, 2021f, Table 4). When weighted for “passenger car equivalent” (PCE), which converts all classifications of vehicles – including heavy trucks with multiple axles – to a single metric, the Project is calculated to generate 38 trips during the morning peak hour and 44 trips during the evening peak hour (ibid.). The City has reviewed the Project’s design proposal and reviewed traffic operations in the surrounding area and determined that: 1) the Project would not introduce any design features that would create an unsafe or adverse traffic condition in the area; 2) there are no existing safety problems in the Project vicinity; and 3) there are no substandard traffic facilities in the Project area.</p> <p>In addition, the Project would not conflict with applicable objectives from the Moreno Valley General Plan Circulation Element, including Policies C.2-3, C.2-5, C.2-7, C.3-4, C.3-6, and C.4-4. In addition, Project would not conflict with the City’s Bicycle Master Plan nor with the vehicular and non-vehicular goals from SCAG’s 2016-2040 RTP/SCS, including goals to: 1) maximize mobility and accessibility for all people and goods in the region; 2) ensure travel safety and reliability for all people and goods in the region; 3) preserve and ensure a sustainable regional transportation system; 4) protect the environment and health of residents by improving air quality and encouraging active transportation; and 5) encouraging land use and growth patterns that facilitate transit and active transportation.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Based on the foregoing analysis, the City determines that the Project would not would not conflict with applicable plans, ordinances, or policies addressing the circulation system and impacts would be less than significant.				
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> SB 743, which approved in 2013, was intended to change the way transportation impacts are determined according to CEQA. Updates to the CEQA Guidelines that were adopted in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision “b” establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR’s revisions to the CEQA Guidelines, lead agencies were required to adopt VMT thresholds of significance by July 1, 2020. The City of Moreno Valley adopted its <u>Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment</u> in June 2020, which is used in this analysis to determine the significance of Project-related VMT.</p> <p>The Project’s traffic was evaluated against screening criteria to determine if it could be determined clearly that implementation of the Project would not generate substantial vehicles miles traveled (VMT) – and, therefore, be consistent with CEQA Guidelines Section 15064.3 – or if additional analysis was needed to determine the significance of Project-related VMT. Pursuant to the City’s <u>Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment</u>, development projects that generate less than 400 daily traffic trips (actual trips) – like the proposed Project – would not cause or contribute to a substantial increase in the total citywide and/or regional VMT and are presumed to have a less than significant impact related to VMT (Urban Crossroads, 2021f, p. 3). Accordingly, implementation of the Project would not generate excessive VMT and, therefore, would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3.</p>				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project’s design would direct Project truck traffic to Alessandro Boulevard and Project passenger vehicle traffic to Alessandro Boulevard, Day Street, and Sherman Avenue; thus, the types of traffic generated during operation of the Project would be compatible with the type of traffic observed along these roadways under existing conditions. In addition, all proposed improvements within the public right-of-way would be installed in conformance with City of Moreno Valley design standards. The City reviewed the Project’s application materials and determined that no hazardous transportation design features would be introduced through implementation of the Project. Accordingly, the Project’s construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Implementation of the Project would result in a less-than-significant impact.</p>				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project would result in the construction of one light industrial building on the Project site, which would require the need for emergency access to-and-from the site. During the course of the City of Moreno Valley’s review of the proposed Project, the Project’s design was reviewed to ensure that adequate access to-and-from the site is provided for emergency vehicles. The Project would not construct any improvements within the public right of way that would adversely affect local circulation/access or hinder emergency response. Furthermore, the City of Moreno Valley will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during temporary construction activities. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Urban Crossroads, 2021f, Moreno Valley Business Center Project Scoping Form, <i>Technical Appendix K1</i></li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. Urban Crossroads, 2021g, Moreno Valley Business Center Vehicle Miles Traveled Analysis, *Technical Appendix K2*

**XVIII. TRIBAL CULTURAL RESOURCES – Would the project:**

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:** A Phase I Cultural Resources Study (*Technical Appendix C*) was prepared for the Project site by BFSa. The Phase I Cultural Resources Study included a records search with the EIC at University of California Riverside (UCR) in order to assess previous archaeological studies and identify any previously recorded tribal cultural resources within the Project site. Additionally, as part of preparation of the Phase I Cultural Resources Study, BFSa also requested a records search of the Native American Heritage Commission (NAHC) Sacred Lands Files (SLF). According to BFSa's search of EIC records and NAHC SLFs, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources are present on the Project site or previously recorded on the Project site (BFSa, 2020, pp. 1.0-1, 5.0-1). In addition, the Project site is highly disturbed and no tribal cultural resources were observed on the Project site or in the Project site's immediate vicinity (ibid.).

As part of the AB 52 consultation process required by State law, the City of Moreno Valley sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project area. In response to the AB 52 consultation invitation, five tribes contacted the City to request formal consultation. The City met with each tribe and concluded tribal consultation on June 16, 2021. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code section 21074, are present on the Project site or have been found previously on the Project site. Notwithstanding, due to the Project site's location in an area where multiple Native American tribes are known to have a cultural affiliation, there is the possibility that prehistoric archaeological resources, including tribal cultural resources, could be encountered during ground-disturbing construction activities – although this is considered unlikely due to the pervasive, historic and on-going disturbances that have occurred on the Project site. Were a tribal cultural resource, as defined in Public Resources Code Section 21074, to be found on the Project site during construction – and not protected – a significant impact would occur.

Implementation of MMs CR-1 through CR-9, would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with Project development. With implementation of the required mitigation, the Project's potential impact to significant tribal cultural resources would be reduced to less-than-significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Sources:</b> 1. Brian F. Smith and Associates, Phase I Cultural Resources Survey for the Moreno Valley Business Center Project, <i>Technical Appendix C</i>				
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> The Project would construct an on-site network of water and sewer pipes that would connect to existing water and sewer facilities that abut the Project site, also, would construct off-site improvements that would include a new public water pump and a storm segment that would connect the Project site to existing storm drain facilities beneath Old 215 Frontage Road. The Project also would install connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. The installation of water and sewer line connections, stormwater drainage facilities, electricity, natural gas, and communications infrastructure as proposed by the Project would result in physical impacts to the environment; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this IS/MND accordingly. In instances where significant environmental impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this IS/MND to reduce impacts to less-than-significant levels. The construction of utility infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Accordingly, additional mitigation measures beyond those identified throughout this IS/MND would not be required.				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> Relying on water usage factors from the Moreno Valley General Plan EIR, the Project would demand approximately 9.75 acre-feet of water per year, which is less than the annual 117-acre-foot demand of the site's planned land use under existing conditions (i.e., multi-family land uses developed at 30 dwelling units per acre) (Moreno Valley, 2006b, Table 5.13-8). The BSMWC is responsible for supplying potable water to the Project site and its region. BSMWC receives approximately 60% of its supply from groundwater and purchases approximately 40% of its supply from the Western Municipal Water District (WMWD) (WMWD, 2016, p. 3-5). The BSMWC is not known to have any issues with its existing or projected future water supply and the WMWD is projected to adequate water supplies are projected to be available to meet WMWD's estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions – based on population projects that utilize adopted land use regulations contained within the general plans that cover their geographic service areas (WMWD, 2016, Table 7-3, Table 7-5, and Table 7-7). Because local water providers are expected to have sufficient water supplies to meet projected future year demands and because the Project would actually reduce projected future year demands, local water providers would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. The Project's impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> Wastewater generated by the Project would be conveyed by the ECSD, which is under contract with the City of Riverside and transmits sewage to the City of Riverside’s Regional Water Quality Control Plant (RWQCP). Based upon ECSD’s wastewater generation rate of 2,000 gallons per day (gpd) per acre for industrial light land uses, the proposed Project would generate approximately 16,120 gallons of wastewater per day (2,000 gpd per acre × 7.8 Project acres (net) = 15,500 gpd). Under existing conditions, the City of Riverside’s RWQCP has an excess treatment capacity of approximately 18.6 million gallons per day (mgpd) (46 mgpd treatment capacity – 27.4 mgpd influent flows = 18.6 million gallons excess treatment capacity) (City of Riverside, 2019, Vol. 4, pp. 1-1 &amp; 1-2). Implementation of the Project would utilize approximately 0.09% of the City of Riverside’s RWQCP daily excess treatment capacity. Accordingly, the City of Riverside’s RWQCP has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility. Because there is adequate capacity at existing treatment facilities to serve the Project’s projected sewer demand, impacts would be less than significant.</p>				
<p>d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Solid waste generated by the Project would be disposed at the El Sobrante Landfill and/or the Badlands Sanitary Landfill.</p> <p>The El Sobrante Landfill is permitted to receive 16,054 tons of refuse per day and has a total capacity of 209,910,000 cubic yards. According the CalRecycle, the El Sobrante Landfill has a total remaining capacity of 143,977,170 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2019a). In October 2020 (the most recent period for which disposal volumes are available), the average daily disposal at the El Sobrante Landfill was approximately 10,513.12 tons, which correlates to an excess daily disposal capacity of approximately 5,540.88 tons (CalRecycle, 2020a).</p> <p>The Badlands Sanitary landfill is permitted to accept a maximum of 4,800 tons of solid waste per day. In October 2020, the most recent time period for which disposal data was publicly available, the Badlands Sanitary Landfill was receiving an average of 2,896.83 tons of waste per day, which correlates to an excess daily disposal capacity of approximately 1,903.17 tons (CalRecycle, 2020b). The Badlands Sanitary Landfill has available capacity until at least the year 2021; however, future landfill expansion opportunities may exist at this site. (CalRecycle, 2019b)</p> <p>The analysis below summarizes the Project’s potential to generate solid waste during construction and/or operation that would exceed the disposal capacity of local landfill facilities. As demonstrated in the analysis below, the Project would generate less-than-significant volumes of solid waste.</p> <p><u>Construction Impact Analysis</u></p> <p>Based on the United States Environmental Protection Agency’s (U.S. EPA) construction waste generation factor of 4.34 pounds of solid waste generated for the construction of every 1 s.f. for non-residential uses, Project construction is estimated to generate approximately 357 tons of solid waste. ([164,187 s.f. × 4.34 pounds per s.f.] ÷ 2,000 pounds per ton = 357 tons) (EPA, 2009, Table A-2). CalGreen requires a minimum of 65% of all construction waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 125 tons of construction waste requiring landfill disposal (357 tons × 0.35 = 125 tons). The Project’s construction phase is estimated to last for up to 280 work days; therefore, the Project is estimated to generate approximately 0.45 tons of solid waste per work day (125 tons ÷ 280 days = 0.45 tons per day) requiring landfill during construction.</p> <p>Non-recyclable construction waste generated by the Project would be disposed at the El Sobrante Landfill or Badlands Sanitary Landfill. As described above, these landfills receive well below their</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfills to exceed their maximum permitted daily disposal volume. (Project construction waste would represent less than 0.01% of the excess disposal capacity at the El Sobrante Landfill and approximately 0.02% of the excess disposal capacity at the Badlands Sanitary Landfill.) Furthermore, the El Sobrante Landfill and Badlands Sanitary Landfill are not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The El Sobrante Landfill and Badlands Sanitary Landfill have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.</p> <p><u>Operational Impact Analysis</u>  Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 1.17 tons of solid waste per day (<math>[(1.42 \text{ pounds} \div 100 \text{ s.f.}] \times 164,187 \text{ s.f.}] \div 2,000 \text{ pounds} = 1.17 \text{ tons per day}</math>) (CalRecycle, 2019c). Pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate approximately 0.59 tons of solid waste per day requiring landfilling (<math>1.17 \text{ tons per day} \times 50\% = 0.59 \text{ tons per day}</math>).</p> <p>Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill and the Badlands Sanitary Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfills to exceed their maximum permitted daily disposal volume. (Project operational rate would represent approximately 0.01% of the daily excess disposal capacity at the El Sobrante Landfill and approximately 0.03% of the daily excess disposal capacity at the Badlands Sanitary Landfill.) Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at the receiving landfills, impacts to the El Sobrante Landfill and Badlands Sanitary Landfill facilities during the Project's long-term operational activities would be less than significant.</p>				
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the County of Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. (RCDWR, 2020)</p> <p>In order to assist the City of Moreno Valley and the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project's building user(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. (CA Legislative Information, 2005) Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week (CA Legislative Information, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>California Legislative Information – Assembly Bill 341 Solid Waste: Diversion, Approved October 5, 2011, <a href="https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341">https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341</a></li> <li>California Legislative Information – Public Resources Code § 42911 – California Solid Waste Reuse and Recycling Access Act of 1991, Effective January 1, 2005, <a href="https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&amp;sectionNum=42911">https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&amp;sectionNum=42911</a>.</li> <li>City of Riverside, 2019. Update Of The Integrated Master Plan For The Wastewater Collection And Treatment Facilities, Volume 4. Available at: <a href="https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%204.pdf">https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%204.pdf</a>. Accessed: March 8, 2021.</li> <li>Riverside County Department of Waste Resources – Countywide Integrated Waste Management Plan, 2020, <a href="https://www.rcwaste.org/business/planning/ciwmp">https://www.rcwaste.org/business/planning/ciwmp</a></li> <li>CalRecycle – SWIS Site/Facility Details: El Sobrante Landfill. Available at: <a href="https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402">https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402</a>. Accessed October 19, 2020. (CalRecycle, 2019a)</li> <li>CalRecycle – Daily Landfilled Tonnage &amp; Total Traffic By Site: El Sobrante, October 2020. (CalRecycle, 2020a)</li> <li>CalRecycle – SWIS Site/Facility Details: Badlands Sanitary Landfill. Available at: <a href="https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367">https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367</a>. Accessed October 19, 2020 (CalRecycle, 2019b)</li> <li>CalRecycle – Daily Landfilled Tonnage &amp; Total Traffic By Site: Badlands, October 2020. (CalRecycle, 2020b)</li> <li>CalRecycle – Estimated Solid Waste Generation Rates. Available at: <a href="https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates">https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates</a>. Accessed: December 15, 2020.</li> </ol>				
<b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> The Project site is not located in or near state responsibility areas (SRA) or lands within a very high fire hazard severity zone (CalFire, 2007); therefore, the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. As such, no impact would occur.</p>				

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

- California Department of Forestry and Fire Protection – Western Riverside County Fire Hazard Severity Zones in SRA, Adopted on November 7, 2007, [https://osfm.fire.ca.gov/media/6752/fhszs\\_map60.pdf](https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf)

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:** All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND. Throughout this IS/MND, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this IS/MND, the Project would not substantially degrade the quality of the environment and impacts 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 project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:** As discussed throughout this IS/MND, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively-considerable. In all instances where the Project has the potential to contribute to a cumulatively-considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels.

*Aesthetics*

New development on the Project site and in the surrounding area would change the existing character of the Project’s viewshed; however, all development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the City’s Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project’s aesthetic impacts would not be cumulatively-considerable.

*Agriculture and Forestry Resources*

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

*Air Quality*

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in Responses III(a) and (c), Project- related construction emissions would exceed the SCAQMD localized

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>emissions threshold for particulate matter and, therefore, the Project's air quality impacts would be cumulatively-considerable. MM AQ-1 would reduce particulate matter emissions during Project construction to less-than- significant levels by ensuring construction equipment meet stringent tailpipe emissions standards.</p>				
<p><u>Biological Resources</u></p>				
<p>The Project site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally-protected wetlands; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under these resources. Although the Project site is highly disturbed and fragmented from other open space areas under existing conditions, the site does contain habitat for nesting birds and contains habitat that could be used by the burrowing owl. Therefore, there is the potential that nesting birds and/or the burrowing owl could be present on the Project site prior to construction and there also is the potential that other development projects in the Riverside area could support bird nests and/or the burrowing owl. The Project's potential impacts to nesting birds and the burrowing owl would be cumulatively considerable. MMs BR-1 and BR-2 would reduce the Project's cumulative effects to less-than-significant levels by ensuring that no direct take of nesting birds occurs during construction.</p>				
<p><u>Cultural Resources</u></p>				
<p>Implementation of the Project has the potential to impact masked/buried historic and/or prehistoric archaeological resources on the Project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. MMs CR-1 through CR-9 would require the Project Applicant to implement monitoring and recovery programs in conformance with accepted protocols for historic and prehistoric archaeological resources in the event these resources are found during Project construction. With implementation of MMs CR-1 through CR-9, potential cumulative impacts would be reduced to less-than-significant levels.</p>				
<p><u>Energy</u></p>				
<p>The Project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would also be required to comply with the California Building Standards Code, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the Project would result in a less-than-significant cumulative impact to energy.</p>				
<p><u>Geology and Soils</u></p>				
<p>Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).</p>				
<p>Notwithstanding, there is remote potential that paleontological resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the Project site to impact subsurface paleontological resource deposits is a cumulatively-considerable impact. Application of MMs GEO-1 through GEO-4 would reduce the Project's cumulative impacts to less-than-significant levels.</p>				
<p><u>Greenhouse Gas Emissions</u></p>				
<p>As described in the preceding analysis, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130[f]).</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the Project. As concluded under Response VIII(a) and (b), the Project would not result in a cumulatively-considerable impact related to GHG emissions.</p>				
<p><u><i>Hazards and Hazardous Materials</i></u>            Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.</p>				
<p><u><i>Hydrology and Water Quality</i></u>            Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively-considerable impact.</p> <p>The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to flooding would not occur.</p>				
<p><u><i>Land Use and Planning</i></u>            The Project would not physically divide an established community, or conflict with applicable land use/planning documents; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact related to land use and planning.</p>				
<p><u><i>Mineral Resources</i></u>            The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.</p>				
<p><u><i>Noise</i></u>            Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the Project site that are expected to have periods of substantial construction noise (e.g., operation of heavy, off-road diesel equipment) that would overlap with substantial periods of Project-related construction noise. Accordingly, cumulatively-considerable impacts related to periodic construction noise and construction-related vibration would not occur. Under long-term operating conditions the Project would comply with the City of Moreno Valley noise ordinance and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis provided under Response XIII(a) demonstrates that the Project would not result in a cumulatively-considerable impact related to transportation noise under long-term conditions.</p>				
<p><u><i>Population and Housing</i></u>            The Project would not implement land uses that generate new residents and would not require the construction of replacement housing. Accordingly, the City has anticipated – and planned for – the growth that would occur on the Project site and there is no potential for the Project to result in an adverse, cumulatively-considerable environmental effect related to population and housing.</p>				
<p><u><i>Public Services</i></u>            All development projects in the City of Moreno Valley, including the Project, would be required to pay development impact fees, a portion of which would be used by the City for the provision of public services, to offset the incremental increase in demand for fire protection and police protection services. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the City of Moreno Valley for the provision</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>of fire and police protection services. The Project would not directly result in the introduction of new residents to the City and, therefore, would have no potential to result in cumulatively-considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.</p> <p><u>Recreation</u> The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.</p> <p><u>Transportation</u> The Project would not conflict with any City policies addressing the circulation network and would not generate substantial VMT. Therefore, the Project would not contribute to any cumulatively-considerable adverse transportation effects.</p> <p><u>Tribal Cultural Resource</u> Development activities on the Project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the Project site to impact subsurface tribal cultural resource deposits is a cumulatively considerable impact. Application of MMs CR-1 through CR-9 would reduce the Project's cumulative impacts to less-than-significant levels.</p> <p><u>Utilities and Service Systems</u> The Project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively-considerable impacts to utilities and service systems would not occur.</p> <p><u>Wildfire</u> The Project site is not located in a SRA or very high fire hazard area. Therefore, implementation of the Project would result in no adverse impacts associated with wildfire.</p>				
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. As demonstrated by this analysis, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.</p>				

# Mitigation Monitoring and Report Program (MMRP)

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## Moreno Valley Business Center Project Moreno Valley, California

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### **Lead Agency**

City of Moreno Valley  
14177 Frederick Street  
Moreno Valley, CA 92552

### **Applicant**

LDC Industrial Realty, LLC  
555 N. El Camino, Suite A456  
San Clemente, CA 92672

### **CEQA Consultant**

T&B Planning, Inc.  
3200 El Camino Real, Suite 100  
Irvine, CA 92602

### **Lead Agency Discretionary Permits**

General Plan Amendment (PEN20-0160)  
Change of Zone (PEN20-0161)  
Plot Plan (PEN20-0162)

**June 2022**

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<b>Biological Resources</b>					
<p><b>Threshold a &amp; d:</b> There is potential for the Project to impact protected nesting birds and migratory birds.</p>	<p><b>MM BR-1:</b> Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (January 31 through September 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <p>a) A nesting bird survey shall be conducted on the Project site and within suitable habitat located within a 250-foot radius of the Project site by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.</p> <p>b) If the survey identifies the presence of active nests, then the nests shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (i) the adult birds have not begun egg-laying and incubation; or (ii) the juveniles from the occupied nests are capable of independent survival.</p> <p>c) If the biologist is not able to verify any of the conditions from sub-item "b," above, then no disturbance shall occur within a buffer zone specified by the qualified biologist for each nest or nesting site. The buffer zone shall be species-appropriate (no less than 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for</p>	Project Biologist	City of Moreno Valley Planning Division	Within three (3) days prior to initiating vegetation clearing or ground disturbance	Less than significant with mitigation incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>raptors) and shall be sufficient to protect the nest from direct and indirect impacts from construction activities, The size and location of buffer zones, if required, shall be based on consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service and shall be subject to review and approval by the City of Moreno Valley. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist with City concurrence verify that the nests are no longer occupied and/or juvenile birds can survive independently from the nests.</p>				
<p><b>Threshold f:</b> There is a low potential for the burrowing owl to occur on the Project site; however, the Project Applicant is required to ensure compliance with the MSHCP's provisions for protecting the burrowing owl.</p>	<p><b>MM BR-2:</b> Within 30 days prior to grading, a qualified biologist shall conduct a survey of suitable habitat on site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Moreno Valley prior to the issuance of a grading permit and subject to the following provisions:</p> <p>a) In the event that the pre-construction survey identifies no</p>	<p>Project Applicant, Project Biologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>Within 30 days prior to grading</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>burrowing owls on the property a grading permit may be issued without restriction.</p> <p>b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p> <p>c) In the event that the pre-construction survey identifies the presence of three (3) or more mating</p>				

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	<p>pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall be issued, either:</p> <p>i. Upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the burrowing owl by the CDFW; or</p> <p>ii. A determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive</p>				

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.				
<b>Cultural Resources</b>					
<p><b>Threshold a:</b> There is potential for buried historical deposits to be present on the Project site.</p> <p><b>Threshold b:</b> There is potential for significant archaeological resources to be unearthed during ground-disturbing activities associated with Project construction.</p>	<p><b>MM CR-1:</b> Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), including the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians, the contractor, and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project archaeologist shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those</p>	Project Developer; Project Archaeologist	City of Moreno Valley Planning Division	Prior the issuance of a grading permit	Less than significant with mitigation incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.</p> <p><b>MM CR-2:</b> Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for tribal monitoring. The City is also required to provide a minimum of 30 days' advance notice to the tribes of all ground disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.</p> <p><b>MM CR-3:</b> The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation</p>	<p>Project Developer;                      Project Construction Contractor;                      Project Archaeologist</p> <p>Project Archaeologist</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior the issuance of a grading permit</p> <p>Prior the issuance of a grading permit</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>pursuant to the definition in AB52 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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> <li>a) Project description and location;</li> <li>b) Project grading and development scheduling;</li> <li>c) Roles and responsibilities of individuals on the Project;</li> <li>d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;</li> <li>e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;</li> <li>f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and</li> <li>g) Contact information of relevant individuals for the Project.</li> </ul>				

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p><b>MM CR-4:</b> In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <p>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:</p> <p>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.</p> <p>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</p>	<p>Project Developer;                      Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries)</p>	



Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>(36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval</p>				



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	<p>California Government Code 6254(r).</p> <p><b>MM CR-9:</b> Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p>	<p>Project Developer;                      Project Archeologist</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>Prior to final inspection</p>	
<b>Geology and Soils</b>					
<p><b>Threshold f:</b> There is potential for Project-related grading activities</p>	<p><b>MM GEO-1:</b> Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a</p>	<p>Project Applicant;                      Project Construction</p>	<p>City of Moreno Valley Planning Division</p>	<p>Prior to the issuance of a grading permit</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<p>to uncover and impact paleontological resources.</p>	<p>qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.</p> <p><b>MM GEO-2:</b> The paleontological monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at depths five or more feet below the existing ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.</p>	<p>Contractor;                      Project                      Paleontologist</p> <p>Project                      Applicant;                      Project                      Construction                      Contractor;                      Project                      Paleontologist</p>	<p>City of Moreno                      Valley Planning                      Division</p>	<p>Concurrent with                      grading activities</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p><b>MM GEO-3:</b> Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.</p> <p><b>MM GEO-4:</b> A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.</p>	<p>Project Applicant;                      Project Construction Contractor;                      Project Paleontologist</p> <p>Project Applicant;                      Project Construction Contractor;                      Project Paleontologist</p>	<p>City of Moreno Valley Planning Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior to grading permit final inspection</p> <p>Prior to building final</p>	