

**From:** [Jeff Sims](#)  
**To:** [Sean P. Kelleher](#); [City Clerk](#); [Manuel A. Mancha](#)  
**Subject:** MVTC  
**Date:** Wednesday, November 30, 2022 2:58:42 PM  
**Attachments:** [11 30 22 \(MVTC Letter\).pdf](#)

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**Warning: External Email – Watch for Email Red Flags!**

Hi,

I respectfully ask this letter and attachments be included with the agenda packet for the upcoming MVTC appeal anticipated for the December 6, 2022 Council Meeting.

Thanks,

Jeff Sims

November 30, 2022

To: Honorable Mayor and City Council Members  
City of Moreno Valley

From: Jeff Sims  
Area Resident  
City of Moreno Valley Planning Commissioner

RE: Moreno Valley Trade Center  
Appeal PAA21-0001

On October 28, 2021, the Moreno Valley Trade Center ("MUTC or Project") was considered by your appointed Planning Commission and unanimously denied entitlement approvals based on its lack of consistency with the recently updated City of Moreno Valley General Plan – 2040. On December 7, 2021, the Developer appealed this unanimous decision of the Planning Commission to the City Council. After considerable input by interested stakeholders, Council Members deliberated. Deliberation comments by Council Members Delgado, Cabrera, and Marquez suggested a potential majority vote to uphold the Planning Commission's decision. Mayor Gutierrez acknowledged this with his statement "it doesn't appear there is support for the project." Instead of calling for the vote, Gutierrez motioned for a continuance, which was seconded and approved. Apparently, the continuance was to give the Developer time to address concerns and objections stated at the Planning Commission, and City Council appeal.

Of note the Developer heard the concerns and objections regarding the project at the October 28, 2021 Planning Commission Hearing where it was unanimously denied but cavalierly five weeks later at the City Council Appeal Hearing addressed none of the concerns. A person could go down many paths on why none of the concerns were addressed. But an obvious reason is Hillwood's motivation is profit driven with little to no concern of the impacts on the City, and especially for the existing residential neighborhood directly adjacent to the proposed MUTC. Hillwood wants the Project entitled to achieve their goal of maximizing profit.

The continued appeal was scheduled for June 21, 2022. The Developer at the last minute pulled the item from the agenda. It is understood the Developer between December 7, 2021, and June 21, 2022, offered additional "City Benefits" including a proposed Developer funded park near Ironwood and Redlands Blvd., and a \$500,000 cash contribution to the Moreno Valley Community Fund (of which I understand the Council Members control the allocation and disposition of the funds). The MUTC appeal was most recently pulled from the November 15, 2022 Council Meeting due to lack of quorum.

Although at the time of writing this letter the Project Conditions and Agenda Packet for the December 6, 2022, meeting was not available it is my understanding after speaking with City Planning staff these additional "City Benefits" are still on the table, and the plans and conditions for the Project are essentially the same as those proposed in June. The question I ask each of you is – is the offering by the

Developer to influence approval of their Project adequate consideration for the actual harm and damage it will impose on your citizens who live in the existing residential neighborhood directly next to this proposed project?

As one of your appointed Planning Commissioners I find the project is a nice logistics/warehouse project, but in the wrong location. Its location simply is not compatible with the existing land uses adjacent to it. Below are some of the concerns I had and still do about the MVTC:

1. Incompatible Land Use - The proposed MVTC land use is not consistent with the City of Moreno Valley General Plan Update. The General Plan Update indicates R-2 zoning for the property where the MVTC is proposed. The General Plan Update process and the entitlement review process for the proposed MVTC was happening concurrently over a two-year time frame. It is hard to believe city planning staff, city leadership, including the Council was not aware of the proposed MVTC during the General Plan Update process. The General Plan process considered the need to retain compatible land uses adjacent one another and appropriately retained a residential land use adjacent the existing half and third acre residential lots directly adjacent to the property where the MVTC is proposed. Your Planning Commission recognized the incompatibility of land uses and denied the MVTC entitlements due to its lack of consistency with the City's General Plan as approved by this Council. Why go through the years of effort to develop and approve a General Plan update and then not honor it?

2. Traffic – The original MVTC design proposed for maximum utility of a warehouse a design where thousands of daily employee passenger car trips would be dumped onto Encelia Avenue. Encelia Avenue is a one lane in each direction residential street and one of the two main access points into the adjacent existing rural residential neighborhood. The Developer indicated at the Planning Commission Hearing “they tried everything they could to mitigate impacts on the adjacent neighborhood, but the design as proposed was necessary so truck traffic in and out of their proposed project would not interface with their employee ingress and egress.” Their proposed solution to the problem they are creating is to make a forever problem for the existing neighborhood. Now Hillwood has modified the MVTC to not allow MVTC traffic onto Encelia Avenue by building a 40 ft. wide private street parallel to Encelia Avenue. This close to half mile long private street will be “masked” from sight behind a 35 ft. tall berm, but the adjacent neighborhood will undoubtedly be subjected to significant increases in noise and forced to breathe the air pollution as this proposed private circulation road is only 250 feet away from existing homes along Encelia Avenue. Since this is a proposed logistics/warehouse operation (or e-commerce fulfillment operation) with no time limits on operation, the noise and air pollution will be imposed on the existing neighborhood 24/7 – 365.

3. Air Pollution – Although I am a registered civil engineer, I am not technically versed in the details of air pollution. But it does not take an engineering degree to know regardless of what study says what, when thousands of new daily car and truck trips are introduced into an area where they previously were not, there will be a significant and immediate increase in air pollution in the vicinity. Hillwood in hopes to placate nearest residents offers band aid mitigation. Ask yourself, would I want my family to breathe in diesel soot 24/7 – 365 for as long we continued to live there? Who wants to live where you need air filtration for your home and to have the

exterior of the house power washed due to ongoing pollution? Is it fair to the citizens who invested in this neighborhood to be polluted on for the benefit of a profit driven developer who won't live next to the mess they have created?

4. Noise Pollution – Like with air pollution, it does not take an engineering degree to know regardless of what study says what, when thousands of new daily car and truck trips are introduced into an area where they previously were not, there will be a significant and immediate increase in noise pollution in the vicinity. Hillwood in hopes to placate nearest residents again offers some band aid mitigation. Ask yourself, would I want that right next to my house? Councilmember Cabrera during the appeal hearing stated his first-hand experience about noise impacts from the logistic/warehouse use near his home and indicated it was noticeable. There will be increased noise pollution happening all hours of every day. The revised and current MVTC site plan shows a private truck circulation road where trucks will be driving parallel along Encelia only 230 ft. away from homes 24/7 – 365. The 40 ft. wide private road is on the neighborhood side of the proposed 14 ft. screen wall and appears to be at an elevation where the exhaust pipes of the diesel trucks will be only a few feet below the top of berm. The proposed 14 ft. screen wall only screens the southerly loading dock area and does nothing to mitigate sounds from the trucks using the private circulation road. Essentially the Developer eliminated the traffic problem on Encelia Avenue from the Project but did so at the expense of increased noise and air pollution – both of which are clearly incompatible with the existing residential neighborhood.

5. No boundary/perimeter fencing along Encelia Avenue – As mentioned above under #2 “Traffic”, the project proposes installing a massive 35 ft. high landscaped berm along Encelia Avenue with a goal to mask the project from the existing residential neighborhood. The berm will obliterate existing northerly viewsheds currently enjoyed by the existing neighborhood (35 ft. high graded berm relative to existing Encelia street elevations and then topped with trees). The Developers own plans show cross sections of this berm to scale (attached). When looking at the cross section, notice the relationship of the person to the height of the berm and trees. The area of open space on the south side of the MVTC property, including the landscaped berm totals around 7.5 acres with no perimeter fencing along Encelia Avenue. If the Project is approved and built as proposed, going toward the Project from the northerly right of way of Encelia Avenue there will be a 35 ft. high landscaped berm (relative to existing centerline elevation of Encelia Avenue), then a landscaped open space between the berm and a 40 ft. wide private truck circulation road, and then a 14 ft. high screen wall. Attached are cross-sections showing all of this from the Developers plans. Concern about this include:

- a. The 14 ft. screen wall will do nothing to constrain any of the noise from the truck traffic using the 40 ft. private truck circulation road as the private truck circulation road is on the neighborhood side of the screen wall. The private truck circulation road is being proposed to enable trucks to access loading dock on the north and south side of the proposed 1,200,000+ sf warehouse/logistic building 24/7 – 365 days per year from Eucalyptus only. Looking at the Developer provided cross-sections, the private truck circulation road elevation is such where the exhausts stacks of the trucks will be very

close in elevation to the top of the 35' graded berm. The noise and pollution from the truck traffic on this private truck circulation road will directly impact the neighborhood as it is only 230 ft away from the existing homes.

- b. As proposed, there is no perimeter fencing for the Project along Encelia Avenue to deter unwanted loitering, camping, or trespassing on the privately owned 7.5 acres of landscaped open space. With Encelia Avenue kept as a quiet, low traffic residential street directly adjacent a large unfenced open space, one can reasonably anticipate this unfenced, unsecured open space area will become attractive to homeless along with the problems associated therewith. This would be further exacerbated if the Pilot Travel Center is approved on appeal to Council. The residents living in this neighborhood while at work to pay for their homes they invested in will have to worry about increased property theft, and other crimes potentially carried out by those occupying the unfenced, unsecured open space.

When deliberating on this project, I ask you to think about these five above compatibility issues. Would you want this next to your home? But beyond straight compatibility issues there are other concerns.

For those who drive Redlands Blvd. on a routine basis to access the 60 Freeway know the roundabout at Eucalyptus is challenging now during peak periods caused by existing traffic. You don't have to be a traffic engineer to know this will be exacerbated with the addition of the proposed MVTC. This problem will likely remain for decades until the Redlands/60 interchange is upgraded. I say decades because as a resident of the City of Moreno Valley living in the east end since 1994, I've seen how long the Moreno Beach interchange has taken to be improved, and it's still not done. The City is getting the cart in front of the horse approving major truck and traffic producing projects where supporting road infrastructure is obviously deficient. The Redlands Blvd/60 interchange is deficient now and addition of the proposed MVTC will further degrade the quality of life of area resident's dependent on this interchange. The daily drive in and out of Moreno Valley is already miserable during morning and evening commute times due to existing freeway congestion on the 60 between the 60/215 interchange and 60/91 interchange. Absent an improved Redlands/60 interchange the MVTC will add more time lost to sitting and logging through added traffic congestion trying to get off 60 at Redlands Blvd. and navigating through the roundabout. I am sure most, if not all, of the area residents who use the 60 to get to work agree the proposed MVTC will exacerbate an already miserable daily commute.

The Moreno Valley portion of the draft LAFCO Municipal Services Report is attached. As you know LAFCO is an unbiased governmental entity to monitor services provided by various municipalities within Riverside County. There are some interesting findings in this unbiased report you as elected leaders of this City should be mindful of:

1. The median household income in Moreno Valley is lower than the rest of the County of Riverside
2. Moreno Valley's population grew slowly during the last decade at just 0.77%
3. Population growth over the next 15-25 years is not expected to keep up with county-wide growth rates
4. The City's land use profile "is disproportionately skewed towards industrial development with almost 75% of the City's commercial square footage designed for industrial users"
5. Largest employers are distribution centers

6. The City will not meet its Regional Housing Needs Assessment 6<sup>th</sup> cycle (RHNA) in all income categories.

7. Major sources of income:

- a. Property tax
- b. Sales tax
- c. Property tax in lieu of vehicle licensing fee
- d. Utility tax

Supporters of large box distribution/logistic facilities tout benefits of job creation, increased ability to work near home, and living wages. If this is true, why is the median income in Moreno Valley lower than the rest of the County of Riverside? Why is the City's population growth slow and expected to stay slow? Perhaps it is because most logistic/distribution jobs don't pay living wages sufficient to own and buy a home. How many of these jobs are full-time, benefited jobs? Or are the job creation numbers inflated due to part-time and seasonal worker turnover? Perhaps the word on the street is Moreno Valley is becoming a less attractive place to live and raise a family because of its disproportionately skewed land use of industrial development which creates traffic congestion, difficulty to get in and out of Moreno Valley, low paying jobs, and added air and noise pollution.

This Council recently approved an update to the City's General Plan with this property planned for residential development consistent with the existing residential directly adjacent. If you can somehow find a way to justify approval of the proposed MVTC from the "city benefits" over the irreparable harm to the adjacent residential residents, this land use change approval (GPA and zoning) from residential to industrial shows a continued disregard by the City in meeting its state of California Regional Housing Needs Assessment (RHNA) metrics. A more appropriate General Plan Amendment to consider for these 80 acres would perhaps be a transitional residential use. For example, the property could transition from R-2 along Encelia Avenue (for consistency with existing homes) to higher density residential along Eucalyptus (for compatibility with existing warehouse uses). At least there would be a buffer for the existing residential use with similar and compatible uses. Under this scenario, people moving there would do so acknowledging/accepting the surrounding existing land uses. And with transitional higher density residential, the City could indicate progress towards meeting RHNA metrics by providing more opportunity for affordable housing consistent with Moreno Valley incomes.

We all know the City needs increasing tax increment revenues from development to meet ever growing expenses. If the MVTC is built on this property, the property tax increment received by the City will see an initial large increase (over current) then see only small incremental increases due to Prop 13 legislation. In contrast if developed as residential land use consistent with the recently updated General Plan, the City would receive an initial large increase in property taxes, plus receive ongoing increased sales tax, and utility taxes as the added residential population will live, shop, and spend in Moreno Valley. Also, as part of a residential development the residential developer would be required to pay development impact fees such as park fees to fund a park.

Saying no is hard especially on union supported projects. Labor unions focus on keeping their dues paying members employed. But how many of those dues paying union members live in Moreno Valley or anywhere near where this project is proposed? The reality is not many, if any, do. After a union supported project is approved those same union representatives will be at the next Planning Commission and Council Meeting in whatever town the next project is proposed. It's understood it is quite an undertaking to get elected and re-elected. It takes backing and money to get exposure. Hats off to all of you seeking elected office. Maybe it's a bit naive on my part, but it would be nice to believe

those seeking elected office remember the people who live, shop, and spend in Moreno Valley are the ones who are most impacted by the consequences of the decisions. Out-of-towners and special interest campaign contributors who participate to influence local city elections won't live with the negative, harmful impacts of the projects they support. In the recent special election in April, the council seat win was not by significant margin which may be indicia people are beginning to take note of the policies and stances of people seeking elected office here in Moreno Valley. As traffic in and out of Moreno Valley gets worse and neighborhoods are impacted by traffic, noise, and air pollution from warehouse projects it is likely there will be less support for leadership who supports approving them.

Many cities are pushing back on warehouse/logistics project approvals. There is an awareness of the incompatibility of these land uses adjacent to or near existing residential land uses. With the already approved World Logistics Center comprising approximately 2,800 acres, perhaps tapping the brakes a bit would not be a bad decision.

In the event the Council makes findings and justifications indicating the proposed MVTC has more benefit to the City than harm despite Planning Commission denial and significant area opposition, it is requested the Council condition the MVTC with the following added improvements:

1. Addition of perimeter fencing along the entire length of Encelia Avenue such 6 – 8 ft. high metal fencing with masonry pilasters. Common sense should make this an obvious requirement.
2. Record an irrevocable deed restriction or some other legally sufficient mechanism on the property forever disallowing any project traffic onto Encelia Avenue. The only exceptions would be access for emergency by Fire or Police, and if the property in the distant future was redeveloped into residential.
3. Addition of a traffic signal at the intersection of Redlands and Dracaea or Encelia.
4. Full improvement of the west side of Redlands Blvd. between Encelia and Dracaea. It is anticipated the proposed MVTC is already conditioned to fully improve Redlands Blvd. along its frontage between Eucalyptus and Encelia and provide for adequate transition from full improvement on Redlands for southbound traffic to the existing two-lane roadway on Redlands between Encelia and Dracaea. This would complete Redlands Blvd. between Eucalyptus and Cottonwood and be an incremental add to the project conditions.

Items 3 & 4 are needed to provide area residents with safe access to Redlands Blvd. and ability to leave the area via Cottonwood to Moreno Beach or Alessandro to avoid congestion at the roundabout and the unimproved 60/Redlands interchange. To provide some equity to the MVTC Developer, the Developer and the City could enter into a reimbursement agreement where MVTC would be reimbursed some proportionate amount from other developers within an Identified Benefit Area who benefit from Redlands Blvd. street improvements. For example, there is undeveloped property along the west side of Redlands Blvd. between Encelia and Dracaea. The developer of that property would likely be conditioned to build out this improvement if not already built. It would seem reasonable this developer would be required to contribute a proportionate share of the expense paid by MVTC for making the improvement.

As a Planning Commissioner for close to 10 years I have participated in the approval of most warehouse/logistic projects in this City. This includes voting yes for the World Logistics Center (WLC) despite living close to it. What WLC has going for it is a plan for buffering the impacts of its project from the existing residential and eliminated truck and employee traffic from Redlands Blvd. by having access from Theodore now WLC Parkway. Most other warehouse/logistic approvals in the City have been in areas where the existing underlying land use zoning allows for warehouse/logistic use, or the projects are located where there are existing non-residential land uses, and existing city approved truck routes. This project on two sides (Encelia and Redlands) is not located next to city approved truck routes. Rather, next to small residential single lane in each direction streets.

The proposed MVTC even as modified to eliminate traffic on and off Encelia Avenue, will create irreparable harm to the existing residential neighborhood. Residents bought homes in this area with a reasonable expectation City elected would respect and protect their investments by rejecting entitlement requests for incompatible land uses on adjacent property. Prior Planning Commissions and City Councils have done this in the past. For example, when Pro-Logis was developing warehouses along Eucalyptus east of the auto center, Pro-Logis responsibly agreed with area resident and city leadership to maintain a buffer of their proposed industrial/warehouse use to the existing residential and eliminated two buildings from their project.

Saying no is hard but sometimes needs to be done. This is one of those times. The harm the proposed MVTC creates far outweighs the tax revenue increase this project will generate, a proposed park, and \$500,000 cash contribution. There are approximately 2,800 acres of property already approved for warehouse/logistics for the World Logistics Center nearby and the existing neighborhood does not deserve having this incompatible use built right on top of it. A yes vote on the proposed MVTC benefits out-of-town developers who will enjoy profits at the expense of city residents.

Please do right by the approximate 1,000 citizens who have invested and live in the 250 +/- homes between Encelia and Cottonwood who pay taxes, shop, spend, and vote in Moreno Valley. Don't ruin a nice neighborhood. **VOTE NO UPHOLDING YOUR RECENTLY APPROVED GENERAL PLAN UPDATE AND YOUR PLANNING COMMISSIONS FINDING THE PROJECT IS NOT CONSISTENT WITH THE GENERAL PLAN.**

I apologize for the long letter but thank you for your time to read it as part of your considerations in coming to a decision. If you have any questions or would like to discuss, please feel free to contact me.



Jeff Sims  
City of Moreno Valley Resident  
Planning Commissioner – City of Moreno Valley

1. Cross-section along Encelia (Developer Plan DAB-A4.2)
2. MVTC overall site and landscape plan
3. Pages 225-251 of Public Review Draft - LAFCO City MSR and SOI Update dated March 29, 2022







Local Agency Formation Commission for the County of Riverside  
6216 Brockton Avenue, Suite 111-B  
Riverside, CA 92506

## City Municipal Service Review and Sphere of Influence Update

### Riverside County

**LAFCO 2021-06-1, 2, 3, 4, 5**

Public Review Draft – March 29, 2022



## CITY OF MORENO VALLEY

The City of Moreno Valley incorporated in 1984 as a general law city in the County's Western Region.<sup>110</sup> The City's northern, eastern, and the majority of the southern boundary is shared with unincorporated Riverside County territory. Most of the City's southern boundary is adjacent to the Lake Perris State Recreation Area. The City of Perris boundary is immediately south of a portion of Moreno Valley. The City's western edge is bound by the March Air Reserve Base, City of Riverside corporate boundary, and unincorporated territory. The City's incorporated boundary covers an area of 51.3 square miles and the City's SOI extends northwest and southeast to encompass an additional 15.5 square miles, for a combined 66.8 square miles.<sup>111</sup>

The City's demographic profile is presented in Figure 84.

Figure 84: Demographic Profile - Moreno Valley

Moreno Valley	City	SOI	County
Population as of 2020	208,838	150	2,442,304
Population as of 2010	193,365	105	2,189,641
Annual Pop. Growth Since 2010	0.77%	3.63%	1.10%
Housing Units	57,523	55	867,637
Persons / Housing Unit	3.63	2.73	2.81
Land Area (sq mi)	51.3	15.5	7,206.0
Persons / Square Mile	4,071	10	339
Median Household Income	\$64,073	\$93,293	\$67,369
Projected Population in 2035	246,068		2,995,509
Annual Proj. Growth 2020-2035	1.10%		1.37%
Projected Population in 2045	266,814		3,251,705
Annual Proj. Growth 2020-2045	1.65%		1.93%

Sources: California Department of Finance, Southern California Association of Governments, US Census, ESRI Business Analyst Online (Growth rates are presented as annual growth rates)

<sup>110</sup> Source: City of Moreno Valley

<sup>111</sup> Source: Riverside LAFCO

Moreno Valley's population grew slowly during the last decade, increasing at just a 0.77 percent annual growth rate to a total population of almost 209,000. Moreno Valley is the second-largest city in the County of Riverside. Moreno Valley has large households (3.63 persons per household) and a high population density (4,071 persons per square mile) when compared to the County averages (2.81 persons per household and 339 persons per square mile). The population projections over the next 15 to 25 years indicate that population growth will increase, but growth is not expected to keep pace with County-wide growth rates.

The City's SOI contains a population of just 150, spread across 55 households. The City's median household income is slightly lower than the County-wide average, while the median household income in the SOI is about 38 percent higher than the County-wide average.

The City's land use profile is disproportionately skewed towards industrial development, with almost 75 percent of the City's commercial square footage designed for industrial users. During the last decade, the City added over 9.3 million square feet of industrial space, representing about half of the City's commercial development. While this is a significant increase in square footage, a lot of the City's development can be attributed to retail projects. The City's housing inventory is concentrated in single-family housing, representing more than 80 percent of the City's units.

Aligned with the City's land use profile, several of the City's largest employers are distribution centers, including Amazon (7,500 employees), Ross Dress for Less/DD's (2,400 employees), Sketchers USA (1,200 employees), Harbor Freight Tools (788 employees), and Deckers Outdoor (700 employees). The remaining top ten employers include March Air Reserve Base (9,600

employees), Riverside University Health Systems Medical Center (3,400 employees), Moreno Valley Mall (1,500 employees), and Kaiser Permanente Community Hospital (1,457 employees).<sup>112</sup>

Moreno Valley's land use summary is presented in Figure 85.

Figure 85: Land Use Summary - Moreno Valley

Moreno Valley		County	
Residential Units	Units	%	%
Single Family	46,378	80.6%	54.8%
Multifamily	9,781	17.0%	43.6%
Mobile Home	1,384	2.4%	1.6%
Total Units	57,523	100.0%	100.0%
New Units Since 2010	1,964		
Commercial	Gross SF		
Retail	8,080,993	20.9%	26.6%
Industrial	28,896,728	74.9%	61.8%
Office	1,512,415	3.9%	9.6%
Other	103,295	0.3%	2.0%
Total	38,593,431	100.0%	100.0%
New Commercial Since 2010	20,028,947		

Sources: California Department of Finance (2020) and Costar (Other includes hospitality, healthcare, specialty, sports and entertainment)

## CURRENT SPHERE OF INFLUENCE, ISLANDS/POCKETS, AND DUCS

The City of Moreno Valley's SOI consists of three (3) noncontiguous areas, illustrated in Exhibit 12. The City's eastern SOI is the largest of the three (3) areas, stretching eastward into the hills along State Route 60 and southward along Gilman Springs to encompass the area known as Mystic Lake, which is a seasonal body of water. The City's northwestern SOI extends west to the City of Riverside's existing SOI in the hills north of State Route 60, in an area that is largely overlapping the Box Springs Mountain Reserve Park. The City's third and smallest SOI area

<sup>112</sup> Source: City of Moreno Valley, 2018-19 Comprehensive Annual Financial Report

extends south from the City's southern boundary adjacent to Lake Perris State Recreation Area, east of Davis Road.

The SOI does not contain LAFCO-identified DUCs or unincorporated islands and pockets.

Moreno Valley's boundary was previously reconfirmed in the September 2006 Central Valleys, The Pass Area and Southwestern Riverside County MSR (LAFCO 2005-49-3&5; LAFCO 2005-48-5; LAFCO 2005-47-1&3) (the "2006 MSR").

## City of Moreno Valley and Sphere of Influence

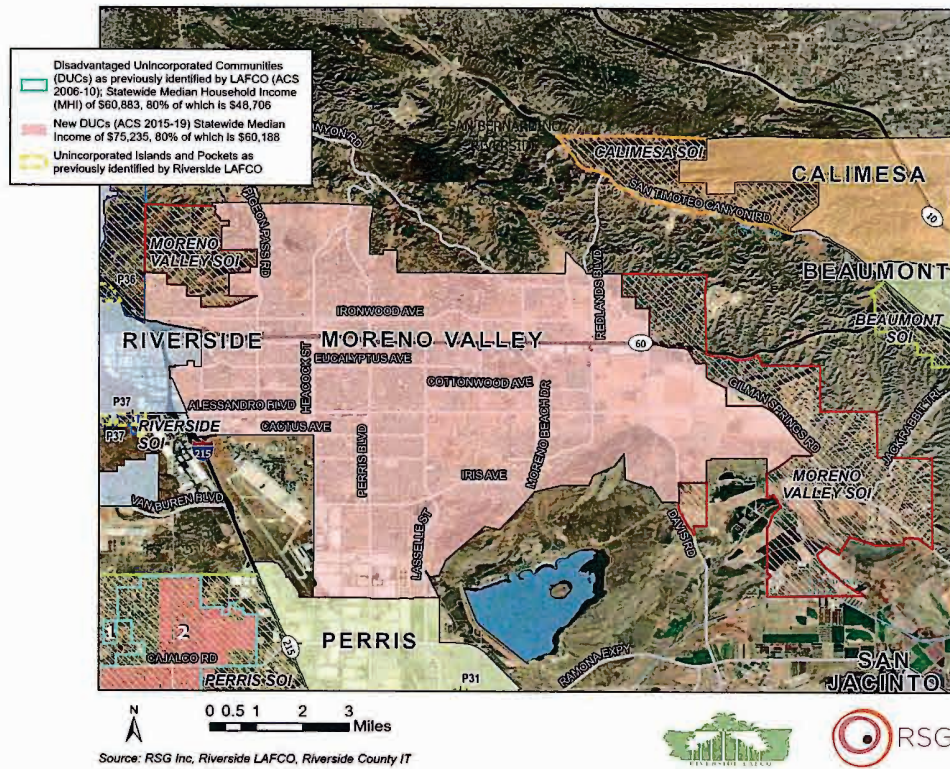


Exhibit 12: City and SOI Boundaries - Moreno Valley

## FORM OF GOVERNMENT AND STAFFING

The City of Moreno Valley is a "Council – Manager" form of government, with a City Council that includes five (5) members, including one Mayor elected at-large, and four (4) Councilmembers elected according to district boundaries. The Mayor serves a two (2) year term while Councilmembers serve four (4) year terms. The City Council appoints a City Manager, who serves as the head of the administrative branch of the City government.<sup>113</sup>

The City Council also serves as the Housing Authority, Successor Agency, Moreno Valley Community Services District, Public Financing Authority, and Public Facilities Financing Corporation. Several boards, commissions, committees, and councils carry out assignments as directed by the City Council, including the Accessibility Appeals Board, Environmental and Historical Preservation Board, Senior Citizens Advisory Board, Arts Commission, Library Commission, Planning Commission, Traffic Safety Commission, Utilities Commission, Moreno Valley Citizens Public Safety Committee, Parks Community Services and Trails Committee, and the Emerging Leaders Council.<sup>114</sup>

The City Manager reports directly to the City Council and oversees a staff of 375 full-time equivalent personnel.<sup>115</sup> The City's annual operating expenditures ranged from \$118 to \$150.3 million between 2016-17 to 2018-19.<sup>116</sup>

## SERVICES PROVIDED

City staff provide the community with building and planning, housing, code enforcement, animal control, parks and recreation, landscape maintenance, streets and road maintenance, lighting, utilities, stormwater drainage, and innovation and technology services. The following section describes municipal services provided within Moreno Valley and identifies the service provider.

<sup>113</sup> Source: City of Moreno Valley

<sup>114</sup> Source: City of Moreno Valley

<sup>115</sup> Source: City of Moreno Valley, 2018-19 Comprehensive Annual Financial Report

<sup>116</sup> Source: California State Controller's Office, "Cities Financial Data"

Figure 86 summarizes the municipal services provided within the Moreno Valley city limits by the City or by other service providers.

Figure 86: Service Provider Matrix - Moreno Valley

Public Service	Service Provider	City Department	County	Small Independent Special District	Large Independent Special District	Small Dependent Special District	Large Dependent Special District	Private Contractor	Firm/In-house	Shared Service	Other
Law Enforcement	Sheriff										
Fire Protection	Fire/Calfire										
Emergency Medical	Fire/Calfire										
Building/Firefighting	Community Development										
Housing	Housing Authority										
Community Development	Community Development										
Animal Control	Community Development										
Parks and Recreation	Parks and Community Services, CSD, Regional Parks										
Library	Library, Library System										
Museum	Historical Society										
Landscape Maintenance	Public Works, CSD, LLMD, & CFD										
Street/Road Maintenance	Public Works, CSA										
Streetscape	Edgemont CSD, LLMD, & CFD										
Lighting	Public Works, CSD, LLMD, & CFD										
Utilities	Electric Utility, Edison, So Cal Gas										
Solid Waste	Waste Management										
Stormwater Drainage	Public Works, Flood Control & Water Conservation										
Innovation and Technology	Financial & Management Services, Spectrum, AT&T										
Air Quality	N/A										
Cemeteries *	N/A										
Healthcare *	N/A										
Water *	Eastern Municipal Water District, Edgemont CSD										
Wastewater *	Edgemont Community Services District										

\* Not included in this MSR

**Government Services**

General government services in the City of Moreno Valley are provided by the elected City Council, and appointed staff like the City Manager and City Clerk. The City Manager serves as the Chief Executive of the City and is responsible to the City Council for the efficient management of all City business including implementation of Council policies and programs, providing direction to departments that administer City programs and services, coordinating intergovernmental relations and legislative advocacy efforts, and administering the outsourcing agreements through which Public Safety services are provided. The City Clerk is responsible for the administration of all municipal elections, access to and management of City records, preparation of agendas, recording and maintenance of all Council actions, maintenance of the Municipal Code, and serves as the official custodian of the City seal.

## Law Enforcement

Moreno Valley receives law enforcement services from the Riverside County Sheriff Department. The Sheriff provides general policing services including, investigations, special enforcement, school resources, traffic enforcement and patrols, community services, crime prevention, and the administration of the volunteer program and the Explorer youth program.

The 2006 MSR presented the following determination:

- Law enforcement services were being provided at a level below the City's standard of 1 sworn officer per 1,000 people.

According to City staff, the recently adopted General Plan identifies City policies for providing responsive, efficient, and effective law enforcement services that promote a high level of public safety. Furthermore, City staff noted that the City no longer has a policy specifying a number of sworn officers per 1,000 residents.

## Fire Protection

Fire Protection services are provided by Riverside County Fire Department/CalFire in Moreno Valley. Since 1921, the Riverside County Fire Department has been in a contractual relationship with CalFire to provide wildland fire protection services. In 1946, the contract between CalFire and Riverside County Fire Department was expanded to include fire protection services. Services provided by Riverside County Fire Department/CalFire include fire protection and prevention, medical response, review of planning cases, review and inspections of construction and developments, fire and life safety inspections of state-regulated occupancies, information on ordinances and standards for construction, and information bulletins and standards for fire protection. Fire Stations 2, 6, 48, 58, 65, 91, and 99 are in the City.

The Riverside County Fire Department/CalFire provides fire protection services to 20 cities in Riverside County and the Rubidoux community services district. The Riverside County Fire Department/CalFire also responds to calls for service in seven (7) additional Riverside County cities and the Idyllwild Fire Protection District through mutual and automatic aid agreements.

### **Emergency Medical**

Emergency medical services are provided by the Riverside County Fire Department/CalFire. Please refer to the previous section for more information on the Department.

### **Building/Planning and Housing (Community Development)**

Building, planning, and housing services are provided by the City's Community Development Department through the Planning and Building and Safety Divisions. The Planning Division informs the planning commission, ensures new developments fulfill the City's strategic priorities, and ensures new development is in line with CEQA. The Building and Safety Division conducts plan reviews, issues permits, conducts field inspections, and coordinates permit approvals with City departments and outside agencies.

### **Code Enforcement**

Code enforcement services are provided by the Community Development Department's Code and Neighborhood Services Division. The Division responds to citizen complaints, proactively enforces the municipal code, provides parking control services, and runs the abandoned vehicle abatement program.

### **Animal Control**

Animal control is provided by the Animal Services Division of the Community Development Department. The Division provides humane animal services, sheltering, rabies control, stray animal control, licensing, and public education. A shelter operated by the Division is located in the City at 14041 Elsworth Street.

### **Parks and Recreation**

Parks and recreation services are provided by three (3) entities: The City's Parks and Community Services Department, the Community Services District- Zone A, Community Facilities District No. 1, and the Riverside County Regional Parks and Open Space District. The Department provides

maintenance and development of parks, trails and recreational facilities, maintains open space, administers an array of recreational programs, and enforces park rules and regulations. The Community Services District, known also as Zone A, services parks in the City with the Parks and Community Services Department. The District primarily provides funding to the Department for parks and recreation services. The Community Facilities District No. 1 also provides funding to the Department, but funding is reserved for maintenance of facilities. The Riverside County Regional Parks and Open Space District operates the Box Spring Mountain Reserve in the City. The Reserve is located on 3,400 acres of land that overlooks the cities of Riverside and Moreno Valley. The entrance is located at 9699 Box Springs Mountain Road in Moreno Valley.

The 2006 MSR identified the following determinations:

- The City was providing parkland at a ratio that was below the City's standard and noted financing constraints that led to an increase in fee related recreational activities and a degradation of service provision.

According to City staff, the recently adopted General Plan identifies 671 acres of existing and planned parkland which could meet the parkland ratio within a 20-year period. City staff noted that the City also plans to evaluate parkland dedication fees and in-lieu parkland dedication fees to ensure that the City is adequately addressing the community need while maintaining regional competitiveness.

#### Library

The Moreno Valley Public Library provides library services to the City. The Library is owned and operated by the City. It has two (2) satellite locations in the Moreno Valley Mall and Iris Plaza. The Library provides users of all ages with reading materials in electronic and traditional formats, educational support for students, and literacy programs. The City's Community Services District provides funding for the operations of the Library.

The 2006 MSR presented the following determinations:

- The City's Library was too small to hold the City's entire inventory and the City had plans at the time to develop a larger facility.

The City has expanded library facilities to address this finding, adding two satellite libraries that provide library services throughout Moreno Valley. Museum

There is no museum in the City of Moreno Valley.

#### **Landscape Maintenance**

Landscape maintenance is provided by the City's Public Works Department through funding from the Community Services District, Landscape Maintenance District 2014-2, and several other special funding districts in the City. The Department provides general landscape maintenance services to public property and oversees any landscape maintenance contracts.

#### **Streets/Road Maintenance**

Streets and roads maintenance is provided by the Public Works Department. The Department's responsibilities include the coordination, maintenance, and operation of traffic facilities and roadways, sidewalk and street maintenance, and the management of City capital improvements.

The 2006 MSR identified the following determinations:

- The City's roads and intersections operating below the City's level of service standard.

City staff indicated that streets and roads were in fair to good shape.

#### **Streetlights**

The Moreno Valley Community Services District, Zone C Arterial Streetlights, the Lighting Maintenance District 2014-01, the Community Facilities District 2014-01, and the Edgemont Community Services District all provide funding for streetlight maintenance in various parts of the City. The Edgemont Community Services District provides streetlight maintenance services to several neighborhoods in the western part of the City. The District was formed in 1957 to cover

the Edgemont area of Riverside County which straddles both the cities of Riverside and Moreno Valley. The other districts provide funding that is used by the Moreno Valley Public Works Department to service the rest of the City.

#### **Utilities (Gas, Electric)**

Utilities are provided by the Moreno Valley Electric Utility ("MVU"), Southern California Edison ("SCE"), and the Southern California Gas Company ("SoCal Gas"). The MVU is the primary public electric utility in the City and is run by the Public Works Department. Created in 2001, the utility now serves around 6,600 residents. The traditional regional utilities SCE and SoCal Gas both still serve some residents in the City. In Fiscal Year 2018-19 the MVU entered into a financing agreement through Bank of America to acquire the City's streetlights from SCE. According to City staff, the streetlights then underwent an LED retrofit.

#### **Solid Waste**

The City has a franchise agreement in place with Waste Management for solid waste collection services. Waste Management is a private solid waste disposal company provides solid waste disposal and recycling services to Moreno Valley residences. Waste Management is one of the largest solid waste companies in North America with more than 45,000 employees serving over 20 million residential, industrial, municipal, and commercial customers.

The 2006 MSR presented the following determinations:

- The City was not disposing of the required amount of solid waste.

City staff indicated that the City has implemented a number of innovative source reductions, recycling, composting, and reuse programs to help meet State diversion goals. The City's current diversion rate is 65 percent, which exceeds the current standard diversion rate of 50 percent. Furthermore, City staff noted that an amendment to the City's municipal code will require a diversion rate of 75 percent by 2025 as required by State law.

### **Storm Drainage**

Storm drainage services are provided by the Public Works Department. The Department is responsible for engineering, designing, and overseeing the construction of capital improvements for flood and storm-water management, and the operation and maintenance of City storm drains.

County Service Area 152 provides funding for the management of the City's NPDES permit program, which is aimed at reducing pollution to underground water tables.

The 2006 MSR presented the following determinations:

- The City's storm water drainage is inadequate.

City staff did not indicate that storm water drainage was inadequate in the City.

### **Innovation and Technology**

Innovation and technology services are provided by the Financial and Management Services Department. The Department manages the City's technology assets, improves hardware, software, and telecommunications, and provides IT support.

### **Airport**

There is no public or private airport in the City of Moreno Valley.

### **Extraterritorial Services Provided**

The City of Moreno Valley does not provide services outside of the City's boundaries. Government Code Section 56133 requires LAFCO approval for extension of services outside a sphere of influence in response to an existing or impending threat to public health or safety.

### **RECENT AND PLANNED MAJOR CAPITAL IMPROVEMENTS**

The City prepares a Capital Improvement Plan that serves as a comprehensive planning document inclusive of revenues and expenditures for capital improvements within the City. The

City's CIP is adopted every other year and coordinates with the City's two-year budget cycle. The City plans to make improvements in regard to pavement rehabilitation, street and road improvements, interchange construction, bridge maintenance and construction, drainage improvements, lighting improvements, and community center renovation.

According to City staff, all projects identified above, except for the March Community Center Renovation, are moving forward and funded.

## HOUSING NEEDS AND HOUSING ELEMENT REPORTING

The City of Moreno Valley submitted its 6<sup>th</sup> Cycle Draft Housing element to HCD on February 19, 2021. As of the date on this MSR, HCD had not completed the review of the City's Housing Element.<sup>117</sup> During the 5<sup>th</sup> Cycle, the City submitted Annual Progress Reports between 2014 and 2019, but failed to submit an Annual Progress Report in 2013.<sup>118</sup>

The City's 5<sup>th</sup> Cycle housing needs are presented in Figure 87.

Figure 87: 5<sup>th</sup> Cycle Housing Element Summary - Moreno Valley

Moreno Valley 5 <sup>th</sup> Cycle Housing Needs	Very Low Income	Low Income	Moderate Income	Above Moderate Income
RHNA Allocation	1,500	993	1,112	2,564
Permitted Units	0	0	457	1,354
Allocation Surplus/(Shortage)	(1,500)	(993)	(655)	(1,210)

Source: HCD Annual Progress Report Permit Summary, October 6, 2020

The City permitted 457 moderate income housing units and 1,354 above-moderate income units during the 5<sup>th</sup> Cycle. The City did not permit any very low- or low-income housing units during the 5<sup>th</sup> Cycle, and the City fell short of meeting its RHNA allocation in all income categories. With a

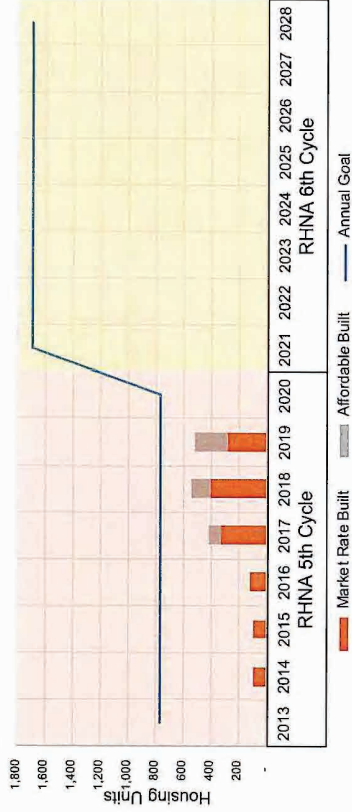
<sup>117</sup> Source: California Department of Housing and Community Development, "Housing Element Implementation Status Tracker" updated June 28, 2019  
<sup>118</sup> Source: California Department of Housing and Community Development, "Annual Progress Report Permit Summary," dated October 6, 2020.

shortage of 4,358 housing units, the City is not expected to meet its RHNA allocation in any income category.

The City's RHNA allocation increases by about 120 percent, or 7,427 units, to a total of 13,596 housing units for the 6<sup>th</sup> Cycle. In order to accomplish this, the City will need to permit 1,700 units every year during the eight (8) year cycle.

The City's 5<sup>th</sup> and 6<sup>th</sup> Cycle production goals and unit production is presented in Figure 88.

Figure 88: 5<sup>th</sup> and 6<sup>th</sup> Cycle RHNA Allocation and Production - Moreno Valley



Moreno Valley is one of 289 California jurisdictions that have not made sufficient progress toward either moderate-income RHNA unit production or failed to submit the latest (2019) Annual Progress Report. As a result, the City is subject to streamlined ministerial approval process for proposed housing developments with at least 10 percent affordable units. The streamlined ministerial approval process was introduced as part of Senate Bill 35 (Chapter 366, Statutes of 2017) in 2017.<sup>119</sup>

<sup>119</sup> Source: California Department of Housing and Community Development, "SB 35 Statewide Determination Summary"

## FISCAL HEALTH

The City of Moreno Valley's fiscal health evaluation, including audit findings, revenue sources, expenditure categories, long-term obligations, reserves, and California State Auditor assessment is presented in the sections that follow. The City's net position is presented as annual revenues less expenditures for fiscal years 2016-17 through 2018-19 in Figure 89. The City recorded surpluses in each year between 2016-17 and 2018-19.

Figure 89: Net Position - Moreno Valley

Moreno Valley	2016-17	2017-18	2018-19
Total General Tax Revenues	\$80,283,944	\$95,664,565	\$101,563,227
Other Tax Revenues	252,636	757,763	3,562
Other Revenues	43,623,150	58,823,573	69,378,685
<b>Total Revenues</b>	<b>124,159,730</b>	<b>155,245,901</b>	<b>170,945,474</b>
Total Operating Expenditures	102,604,217	132,608,840	132,343,618
Debt Service	4,326,445	4,319,000	4,309,456
Capital Outlay	11,013,480	13,418,628	12,203,689
<b>Total Expenditures</b>	<b>117,944,142</b>	<b>150,346,468</b>	<b>148,856,763</b>
<b>Net Position</b>	<b>\$6,215,588</b>	<b>\$4,899,433</b>	<b>\$22,088,711</b>

## Operating Revenues

As illustrated in Figure 90, the City had total revenues that ranged from \$124.2 million in 2016-17 to \$170.9 million in 2018-19. Figure 90 outlines the City's revenue sources between 2016-17 and 2018-19.

Figure 90: Operating Revenue History - Moreno Valley

Moreno Valley	2016-17	2017-18	2018-19
<b>General Revenues</b>			
Property Tax	\$13,549,337	\$19,681,234	\$20,781,717
Sales Tax	22,613,602	22,899,957	25,928,638
Transient Occupancy Tax	1,852,584	2,344,159	2,433,358
Property Tax in-lieu of VLF	17,430,250	18,406,258	19,577,636
Franchise Tax	5,673,109	6,300,486	6,585,791
Business License Tax	2,832,064	2,956,966	3,046,854
Property Transfer Tax	719,514	767,591	833,082
Utility User Tax	15,613,484	15,629,102	15,483,806
Other Tax Revenues	-	6,678,812	6,892,345
<b>Total General Tax Revenues</b>	<b>80,283,944</b>	<b>95,664,565</b>	<b>101,563,227</b>
Transportation Tax	252,636	757,763	3,562
Parking Tax	-	-	-
Voter-Approved Taxes	-	-	-
Functional Tax Revenues	-	-	-
<b>Total Tax Revenues</b>	<b>80,536,580</b>	<b>96,422,328</b>	<b>101,566,789</b>
Charges for Services	6,582,057	11,502,017	10,078,587
Special Benefit Assessments	686,981	800,544	732,737
Use of Money	3,040,329	6,153,214	9,724,869
Fines and Forfeitures	195,970	727,887	800,140
Licenses and Permits	2,950,348	3,234,411	3,638,808
Intergovernmental	14,637,872	18,156,624	21,488,264
Other Taxes in-Lieu	-	-	-
Miscellaneous Revenues	15,529,593	18,248,876	22,915,280
<b>Total Revenues</b>	<b>\$124,159,730</b>	<b>\$155,245,901</b>	<b>\$170,945,474</b>

Source: California State Controller's Office

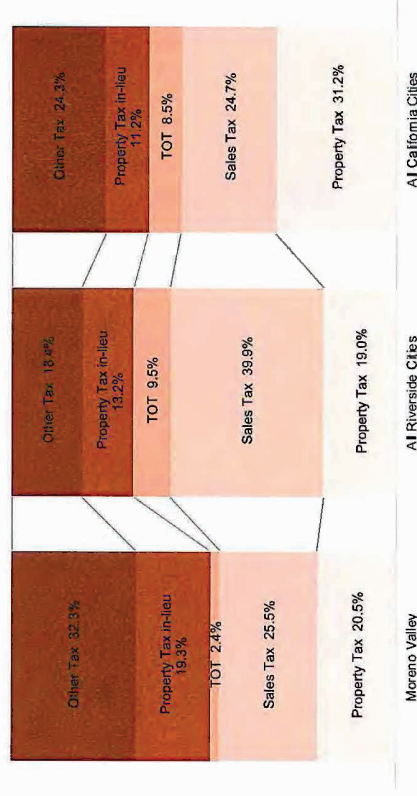
The City's general tax revenues, which were \$101.6 million in 2018-19, account for 59.4 percent of the City's total revenues. The City has a diverse revenue base, with sales tax (\$25.9 million), property tax (\$20.8 million), property tax in-lieu of VLF (19.6 million), and utility user tax (\$15.5 million) representing the largest revenue sources and collectively representing 80.5 percent of total general tax revenues.

When compared to all other Riverside County and California cities, the City's tax revenues are proportionate, except for utility user tax, which not all communities have adopted. Although sales tax is the City's largest general tax revenue source, accounting for 25.5 percent of the City's general tax revenues, it is proportionally lower than the average sales tax revenue for all

Riverside County cities (39.9 percent), and more aligned with the average sales tax revenue for all California cities (24.7 percent). Because sales tax can be susceptible to economic shifts, such as the results of the COVID-19 pandemic, it may be advantageous for the City to rely less on sales tax revenues.

The City's general tax revenues are compared to all Riverside County and California cities in Figure 91.

Figure 91: General Tax Revenue Comparison - Moreno Valley



Aside from tax revenues, City's largest non-tax revenue sources are miscellaneous revenues (\$22.9 million) and intergovernmental revenues (\$21.5 million). The City's major revenue sources are described in greater detail in the sections that follow.

#### Sales Tax

Sales tax revenues are the City's single-largest tax revenue, accounting for 25.5 percent of general tax revenues or \$25.9 million in 2018-19. Sales tax revenues are derived from one percent of gross receipts from the sale of tangible personal property sold in Moreno Valley. Sales tax revenues increased by 7.1 percent annually between 2016-17 and 2018-19.

### **Property Tax and Property Tax in-lieu of Motor Vehicle License Fees**

Property tax and property tax in-lieu of VLF were the City's second and third largest tax revenues in 2018-19, accounting for 20.5 and 19.3 percent of general tax revenues respectively.

In 2018-19, the City collected almost \$20.8 million in property tax. Property tax is assessed on land, improvements, and personal property, which amounted to about \$15.6 billion in 2018-19. Approximately \$4.1 billion in assessed value was derived from land value and \$11.8 billion from improvements.<sup>120</sup> The City's property tax collections were approximately 15.6 percent of all property tax collected in Moreno Valley, which is one of the highest tax rates for a city in Riverside County.

The City's property tax revenues increased from about \$13.5 million in 2016-17 to \$20.8 million in 2018-19, 23.8 percent annual growth rate. While property assessed valuations can only increase by a maximum of 2 percent annually, property tax revenues can grow at a much faster pace as a result of new development adding new taxable value to the tax roll.

The City of Moreno Valley and County of Riverside have a mutually adopted Master Property Tax Exchange Agreement in place, which was adopted in 1985.<sup>121</sup>

Property tax in-lieu of VLF accounted for 19.3 percent of the City's general tax revenue in 2018-19, equivalent to \$19.6 million. Property tax in-lieu of VLF replaced vehicle license fees as a revenue source for cities in 2004, and increases based on assessed valuation growth in the jurisdiction.

### **Utility User Tax**

A fourth significant revenue source for the City is utility user tax revenues. The City assesses utility user taxes on telephone use at a rate of 5.75 percent, inclusive of intrastate residential and

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<sup>120</sup> Source: California City Finance, "Assessed Valuation of Property by City"

<sup>121</sup> Source: Riverside LAFCO

commercial calls, interstate residential and commercial calls, international residential and commercial calls, and all wireless residential and commercial calls. Additionally, the City taxes business and residential electricity, business and residential natural gas, business and residential cable television, business and residential water, and business and residential sewer fees at a rate of 6 percent.<sup>122</sup> In 2018-19, utility user tax revenues amounted to \$15.5 million, or about 15.2 percent of general tax revenues. Over the three (3) year period from 2016-17 to 2018-19, the City's utility user tax revenues were relatively flat, decreasing by a little more than \$100,000 over that period.

#### **Miscellaneous Revenues**

The City's largest non-tax revenue source is classified as miscellaneous revenues. Miscellaneous revenues amounted to \$22.9 million in 2018-19, or about 13.4 percent of all revenues. For the City, the primary sources of miscellaneous revenues includes development impact fees (\$9.6 million in 2018-19), contributions from nongovernmental sources (\$1.9 million), and other unclassified miscellaneous revenues (\$11.3 million). According to City staff, the City is expected to begin preparation of a development impact fee study in 2021.

#### **Intergovernmental Revenues**

Intergovernmental revenues are collected from County, State, and Federal sources and amounted to \$21.5 million in 2018-19 for the City. The City's intergovernmental revenues are comprised of gas tax revenues (\$8.0 million), community development block grants (\$1.8 million) and several other State (\$8.0 million) and Federal (\$3.3 million) government sources. Intergovernmental revenues increased from about \$14.6 million in 2016-17 to \$21.5 million in 2018-19, a 21.2 percent annual growth rate.

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<sup>122</sup> Source: California City Finance, "Utility User Tax by City" updated in February 2021

## Operating Expenditures

The City's operating expenditures ranged from \$117.9 to \$150.3 million between 2016-17 and 2018-19. The City's annual operating expenditures, categorized by use, are presented in Figure 92.

Figure 92: Operating Expenditures - Moreno Valley

Moreno Valley	2016-17	2017-18	2018-19
Operating Expenditures			
Salaries and Wages	\$31,577,627	\$45,685,127	\$21,936,258
Employee Benefits	9,756,381	12,363,241	13,222,377
Materials and Supplies	4,749,004	2,974,431	3,675,063
Contract Services	56,321,004	57,844,737	83,315,931
Other Operating Expenditures	200,201	13,741,304	10,193,989
<b>Total Operating Expenditures</b>	<b>102,604,217</b>	<b>132,608,840</b>	<b>132,343,616</b>
Debt Service	4,326,445	4,319,000	4,309,456
Capital Outlay	11,013,480	13,418,628	12,203,689
<b>Total Expenditures</b>	<b>\$117,944,142</b>	<b>\$150,346,468</b>	<b>\$148,856,763</b>

Source: California State Controller's Office

Because the City contracts with the County of Riverside for law enforcement and fire protection services, it is not surprising that the City's largest expenditure category is contract services, amounting to \$83.3 million in 2018-19. Between 2016-17 and 2018-19, the City's contract services expenditures increased by 21.6 percent annually – over the same time frame all other operating expenditures increased by just 2.9 percent. In 2018-19, the City's contract service expenditures amounted to 56 percent of total expenditures.

The City's largest current expenditure category is associated with public safety, amounting to \$63.3 million in 2018-19. Public safety expenditures grew at just 3.5 percent annually between 2016-17 and 2018-19 while total current expenditures increased by 12.3 percent annually. Most of the growth occurred in transportation, community development, and culture and leisure expenditure categories. The City's current expenditures by function between 2016-17 and 2018-19 are presented in Figure 93.

Figure 93: Current Expenditures - Moreno Valley

Moreno Valley	2016-17	2017-18	2018-19
General Government	\$17,323,318	\$18,982,549	\$19,669,398
Public Safety	59,152,472	63,992,529	63,305,321
Transportation	10,976,980	18,441,708	19,286,980
Community Development	6,843,958	12,717,384	11,128,467
Health	-	-	-
Culture and Leisure	8,307,489	18,474,670	18,953,452
Public Utilities	-	-	-
Debt Service	4,326,445	4,319,000	4,309,456
Capital Outlay	11,013,480	13,418,628	12,203,689
<b>Total Current Expenditures</b>	<b>\$117,944,142</b>	<b>\$150,346,468</b>	<b>\$148,856,763</b>

Source: California State Controller's Office

In most contract cities around Riverside County, the public safety costs are rapidly increasing at unsustainable paces – that is not the case in Moreno Valley. The fastest growing expenditure categories for the City were culture and leisure (51 percent annual increase between 2016-17), transportation (32.6 percent annual growth), and community development (\$27.5 percent annual growth). These three (3) categories represented \$23.2 million in expenditure increases between 2016-17 and 2018-19.

Culture and leisure expenditures are entirely associated with parks and recreation costs (almost \$19.0 million in 2018-19) while transportation expenditures include costs for streets, highways and storm drains (\$18.1 million), and trees and landscaping (\$1.1 million). Community development expenditures are associated with planning (\$3.2 million), construction and engineering regulation (\$373,000), and other unclassified community development expenditures (\$7.5 million). Some of these costs are recovered via charges for services, and according to City staff, the City's fees are balanced and consistent with all fee studies. City staff also indicated that the City planned to prepare a new development impact fee study in 2021 because the previous fee study was prepared nine (9) years ago.

#### Reserve Fund Balance

The City has several reserve fund policies. The City's cash flow reserve aims to preserve 17 to 35 percent of General Fund expenditures. The Emergency fund policy requires 12 percent of

General Fund expenditures and the Rainy Day Reserve policy requires an additional 10 percent of General Fund expenditures to be retained. The City's 2020-21 budget indicates that the City will retain \$39.9 million in reserves and is in compliance with the City's reserve policies.<sup>123</sup>

#### Pension and OPEB Obligations

The City of Moreno Valley's pension and OPEB obligations are outlined in Figure 94.

Figure 94: Pension and OPEB Obligations - Moreno Valley

Moreno Valley	2017-18	2018-19	2019-20
Net Pension Liability/(Surplus)	\$72,410,028	\$68,092,267	\$72,896,273
Total OPEB Liability/(Surplus)	7,099,335	6,453,487	8,175,011
Total Benefit Liability/(Surplus)	\$79,509,363	\$74,545,754	\$81,071,284

Source: 2017-18, 2018-19 and 2019-20 ACFR

Qualifying employees are eligible to participate in the City's Miscellaneous Pension Plan. The City does not have public safety employees and therefore does not offer a Safety Plan. The City also provides OPEB policies, which are defined benefit postemployment healthcare plans for retired persons, and benefits are extended to surviving spouses. As illustrated in Figure 94, the City has about \$81.1 million in combined pension and OPEB liabilities.

The City established an irrevocable trust fund in June 2009 to begin prefunding the City's unfunded OPEB liability.

The City's pension indicators, which include the City's employer contribution compared to the actuarially determined contribution, the City's total covered payroll, and the contribution rate as a percent of covered payroll, are presented in Figure 95.

<sup>123</sup> Source: City of Moreno Valley, 2019-20 Budget

Figure 95: Pension Indicators - Moreno Valley

Moreno Valley	2017-18	2018-19	2019-20
Actuarially Determined Contribution	\$6,385,610	\$7,094,031	\$7,972,616
Employer Contribution	6,385,610	7,094,031	7,972,616
Covered Payroll	\$20,860,026	\$21,783,847	\$24,175,227
Employer Contribution Rate	30.6%	32.6%	33.0%

Source: 2017-18, 2018-19 and 2019-20 ACFR

The City made employer contributions equivalent to the actuarially determined contribution between 2016-17 and 2019-20. During this time frame, the City's covered payroll increased at an annual rate of about 7.7 percent. The City's employer contribution rate, which ranged from 30.6 to 33.0 percent between 2016-17 and 2019-20, is about average for the County of Riverside, which ranged from 26 to 32 percent over the same period.

#### Annual Audit Findings

RSG reviewed the City's Annual Audits from 2017-18 through 2019-20. The Annual Audits did not present any findings and the auditor stated that the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City. Additionally, the City's Annual Audits between 2017-18 and 2019-20 were awarded Certificates of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association.

#### California State Auditor Fiscal Health Evaluation

The City of Moreno Valley ranked 281 out of 471 jurisdictions and received an overall risk rating of low. The City is considered higher risk than 190 peer cities in California, or about 40 percent of cities. The City received low risk ratings on six (6) indicators, including liquidity, general fund reserves, pension obligations, pension costs, future pension costs, and OPEB obligations. Two

- (2) indicators were given moderate risk ratings, including debt burden and revenue trends. Two
- (2) indicators scored high risk ratings, including pension funding and OPEB funding.<sup>124</sup>

## MSR DETERMINATIONS

Requisite CKH determinations for the City of Moreno Valley are presented by topic below:

### 1. Population, Growth, and Housing

Moreno Valley grew at a slower rate over the last decade, when compared to the County and most other incorporated jurisdictions in the Western Riverside Region. The Moreno Valley population is expected to grow at a rate that is slightly lower than the County-wide growth rate over the next 15 to 25 years. The City did not build sufficient housing units to meet its 5<sup>th</sup> Cycle RHNA allocation of 6,169 units, falling short by 4,358 units, and the City's 6<sup>th</sup> Cycle RHNA allocation increased by 120 percent to a total of 13,596 housing units.

### 2. Disadvantaged Unincorporated Communities In SOI

The City's SOI does not contain any DUCs.

### 3. Present and Planned Capacity of Facilities

Many of the City's deficiencies identified in the 2006 MSR did not resurface during RSG's research, data collection, and city interview stages.

### 4. Financial Ability to Provide Services

The City's general tax revenue sources have increased to more than \$101.6 million in 2018-19. The City has identified issues with its pension and OPEB liabilities and began to take

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<sup>124</sup> Source: California State Auditor, Financial Data for Fiscal Year 2019-20

corrective action as early as 2008 with the introduction of an irrevocable trust fund. The City has maintained healthy reserve funds.

**5. Opportunities for Shared Facilities**

No opportunities for shared facilities were identified.

**6. Accountability for Community Service Needs**

The City Council is elected according to district boundaries. The City's plethora of boards, committees, and commissions indicates that the City residents are engaged with City government. The City is active across at least five (5) social media platforms and maintains an email list. The City also operates a television channel and has a dedicated media team.

**7. Any Other Matter Related to Effective or Efficient Service Delivery as Required by Commission Policy.**

The City did not identify any other matters related to effective or efficient service delivery as required by Commission Policy.

**SOI RECOMMENDATIONS**

RSG's recommendations related to the Moreno Valley SOI are presented by topic below. RSG is not recommending any changes to Moreno Valley's SOI.

**1. Present and Planned Land Uses**

Large portions of Moreno Valley's SOI overlaps difficult-to-develop and protected land and are unlikely to be developed in the foreseeable future. The southern and southeastern portions of the unincorporated Moreno Valley SOI present the best opportunities for future growth and development.

**2. Present and Probable Need for Public Facility and Services**

City staff indicated that the Moreno Valley SOI has adequate public facilities and services.

**3. Present Capacity of Public Facilities**

City staff indicated that public facilities in the Moreno Valley SOI are sufficient to meet the community's needs.

**4. Social or Economic Communities of Interest**

The City did not identify any social or economic communities of interest in the Moreno Valley SOI.

**5. Disadvantaged Unincorporated Community Present and Planned Need for Facilities and Services**

The Moreno Valley SOI does not contain any DUCs.

**From:** [Tom Thornsley](#)  
**To:** [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [Dr. Yxstian A. Gutierrez](#); [David Marquez](#); [Ulises Cabrera](#); [Sean P. Kelleher](#)  
**Subject:** Polluted Air Impacts on Young Kids - PEN19-0191 & PEN21-0079  
**Date:** Thursday, December 1, 2022 7:54:36 AM

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**Warning: External Email – Watch for Email Red Flags!**

Dear Council Members,

Tuesday evening, December 6<sup>th</sup>, you will be considering two warehouse projects that are being proposed in poor locations because of their proximity to homes and the residents in them. The youngest of these residents can be irreputable harmed by the air pollution generated by diesel truck exhaust. The article below, from the Washing Post titled [Young kids who breathe polluted air can fall behind in school](#), discusses the correlation between air pollution and reduced learning and the disproportionate impact on those in poor areas. There have been so many studies documenting the health impacts form the proximity of warehouse activities next to people (sensitive receptors) one would expect elected officials and planning staff would insist on avoiding the potential for this impact.

Both the **Moreno Valley Trade Center** and the **Moreno Valley Business Center** are abutting residential neighborhood. The Moreno Valley Business Center is especially close, being directly connected to the backyards of an existing Edgemont neighborhood - one of the poorest in the city. As elected officials it is your responsibility to do all that can be done to protect the residents (your constituents) from all development impacts that could burden their lives. The land where these projects are proposed could be used for less harmful development and denying these projects is the right thing to do so this can occur. It is the right thing to do and it will gain you greater community respect.

Thanks for the consideration,  
Tom Thornsley

PS: Links provided below to the story and study:

[Young kids who breathe polluted air can fall behind in school, study finds \(msn.com\)](#)

[Young kids who breathe polluted air in high-poverty areas can fall behind in school, study finds - The Washington Post](#)

[Concentrated poverty, ambient air pollution, and child cognitive development | Science Advances](#)

-

# Young kids who breathe polluted air can fall behind in school, study finds

Story by Amudalat Ajasa • Nov 30, 2022 11:00 AM

Young children living in neighborhoods with high rates of poverty are more likely to be exposed to many different air pollutants, and that can harm their development during early childhood, according to a study [published Wednesday](#). The children's increased exposure to air toxins during infancy can reduce reading and math abilities and cause them to fall behind — for some, the effect is equivalent to losing an entire month of elementary school.

While there are other issues that can affect school preparedness for early-age children, the study found that exposure to air pollutants, when isolated, accounted for a third of the impact when compared with other concerns.

It has long been known that poorer communities are disproportionately exposed to air pollution than more-affluent communities, but the study, published in *Science Advances*, dives deeper into some impacts, exploring the intersections of neighborhoods' socioeconomic status and the effects on early-childhood cognitive development, while looking at disparities in air quality.

In the study, researchers show the ways cognitive gaps are formed as early as 6 months and are entrenched by age 2, before children even start school, said lead researcher Geoffrey Wodtke, associate director of the University of Chicago's Stone Center for Research on Wealth Inequality and Mobility.

"The study is showing that children born into high-poverty neighborhoods are more likely to be exposed to many neurotoxic air pollutants, and that those differences in turn are linked with inequalities in early-childhood development, specifically reading and math abilities measured around the time of school entry," Wodtke told The Washington Post.

Researchers used data from the U.S. Department of Education's early-childhood longitudinal study birth cohorts, which assessed 10,000 children born in or around 2001, tracking them through the time they entered kindergarten. The children were from across the United States.

Researchers analyzed the socioeconomic status and air pollution concentrations of the children's neighborhoods. Scientists then followed the children until they were about 4 years old, when they were assessed for early reading and math skills.

"What's important is we provide some initial and relatively strong evidence that being born into a poor neighborhood harms early cognitive development, and this is at least partly due to exposure to neurotoxic air pollution," Wodtke said in a statement.

Some pediatric environmental health scientists were not surprised by these findings, pointing to

previous literature and research on early exposure to air pollutants and the relationship with lower cognitive test scores. But the study provides a steppingstone to understanding how air pollution affects other factors that may influence children's healthy neurodevelopment, said one pediatrician and professor who has studied intersections.

"This is really important because we have significant health inequities of all kinds for children in the U.S. that tracks with poverty," said Catherine Karr, an environmental epidemiologist and pediatric environmental medicine specialist at the University of Washington.

"Clean air is part of the prescription for every child to meet their full health potential, including cognitive health," added Karr, who was not involved in the study.

In the study, scientists differentiate between the types of exposures. Poorer communities were more exposed to particulate matter and traffic-related pollution like nitrogen dioxide and carbon monoxide — exposures that appeared to have more of an impact on reading and math abilities during early-childhood development. But more-affluent communities were more likely to be exposed to ozone air pollutants.

Wodtke said the study does not pinpoint any leading air pollutants that are associated with high-poverty neighborhoods and lower test scores. Instead, it finds many air toxins have a weak association with both.

Experts pointed to [mounting evidence](#) that indicates that postnatal exposure to air pollution is associated with deficiencies in cognitive test scores. It has also been linked to attention-deficit/hyperactivity disorder (ADHD) symptoms and externalizing behavior problems in pediatric populations.

Emerging evidence also finds that exposure to fine particulate matter is correlated with reduced cortical thickness and thinner gray matter in the brain, which may influence information processing, learning and memory. Previous research has found that exposure to higher concentrations of small-particle air pollution is associated with poorer child [behavioral](#) functioning and [cognitive](#) performance.

Anjum Hajat, an associate professor in the department of epidemiology at the University of Washington, said the study "provides further evidence of the links between poverty, air pollution and health."

"We have known for some time that living in high-poverty neighborhoods can be bad for your health, so being able to understand why that is allows us to better consider ways to intervene," said Hajat, who was not part of the study.

Recent research has continued to show that children exposed to elevated levels of air pollution may be more likely to have poor academic skills in early adolescence, including in spelling, reading comprehension and math, according to studies conducted by [Columbia University](#).

Hajat said while the link between air pollution and poverty is "pretty well established," as are links between neighborhood poverty and other health effects, "this study links these different strands of research to give us one possible solution to improving child development."



**From:** [Dio Perez](#)  
**To:** [Gabriel Diaz](#)  
**Subject:** Fw:  
**Date:** Thursday, December 1, 2022 8:14:01 AM

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**Warning: External Email – Watch for Email Red Flags!**

Please vote No on the Sport Park that is proposed on Ironwood/Redland Blv  
That park will light up our rural are and bring crime to our quiet low crime area.  
Please VOTE No. Also Vote NO on the Truck Stop in Redland Blv.  
Thank You  
Dio Perez

Sent from my iPhone

**From:** [Dio Perez](#)  
**To:** [Sean P. Kelleher](#)  
**Subject:** Fw:  
**Date:** Thursday, December 1, 2022 8:23:37 AM

---

**Warning: External Email – Watch for Email Red Flags!**

Please vote No on the Sport Park and the Truck Stop that is proposed on Redland Blv  
That Park and Truck Stop will light up our rural are and bring crime , prostitution to our quiet low  
crime area.

Thank You  
Dio Perez

Sent from my iPhone

**From:** [Gabriel Diaz](#)  
**To:** [Sean P. Kelleher](#); [Julia Descoteaux](#)  
**Subject:** FW: No more Whs  
**Date:** Monday, December 5, 2022 3:41:00 PM

---

Hello Sean and Julia,

I received this email below.

Thank you,

Gabriel

**Gabriel Diaz**  
Associate Planner  
Community Development  
City of Moreno Valley  
p: 951.413.3226 | e: [gabriel@moval.org](mailto:gabriel@moval.org) w: [www.moval.org](http://www.moval.org)  
14177 Frederick St., Moreno Valley, CA, 92553

**NOTICE**

THIS MESSAGE IS INTENDED ONLY FOR THE PERSON OR ENTITY TO WHICH IT IS ADDRESSED.  
THIS MESSAGE MAY CONTAIN INFORMATION THAT IS PRIVILEGED OR CONFIDENTIAL, AND MAY BE EXEMPT OR PROHIBITED FROM PUBLIC DISCLOSURE.  
IF YOU RECEIVE THIS MESSAGE IN ERROR, DO NOT FORWARD OR OTHERWISE SHARE THIS MESSAGE.  
INSTEAD, IMMEDIATELY NOTIFY THE SENDER AND OUR OFFICE OF THE ERROR.

-----Original Message-----

**From:** Dio Perez <[supremepest@msn.com](mailto:supremepest@msn.com)>  
**Sent:** Saturday, December 3, 2022 7:08 AM  
**To:** Gabriel Diaz <[gabriel@moval.org](mailto:gabriel@moval.org)>  
**Subject:** No more Whs

Warning: External Email – Watch for Email Red Flags!

Dear Gabriel  
Please no more warehouse in the Alessander and Day st.  
This big Bldg are ugly to the city and is only going to bring more graffiti for the citizens to look at or big concrete view instead of Mnt view. This big warehouse are ruining the view that once we had especially as we drive thru the 60Fwy.  
One more thing NO on the Truck Stop and Sport Field Park on Redland Blv.  
Thank you so much.  
Dio Perez

Sent from my iPhone

**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#); [Manuel A. Mancha](#)  
**Subject:** Fwd: Warehouse projects  
**Date:** Monday, February 27, 2023 9:56:08 AM

---

Get [Outlook for iOS](#)

**Julia Descoteaux**

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)

14177 Frederick St., Moreno Valley, CA, 92553

---

**From:** fisway@roadrunner.com <fisway@roadrunner.com>

**Sent:** Sunday, February 26, 2023 11:43:40 AM

**To:** Julia Descoteaux <[juliad@moval.org](mailto:juliad@moval.org)>; City Clerk <[cityclerk@moval.org](mailto:cityclerk@moval.org)>; Edward A. Delgado <[edd@moval.org](mailto:edd@moval.org)>; David Marquez <[davidma@moval.org](mailto:davidma@moval.org)>

**Subject:** Warehouse projects

**Warning: External Email – Watch for Email Red Flags!**

Hello,

My family and myself are concerned citizens of Moreno Valley, As long time residences, since 1999, we are very worried about the proposed warehouse projects for the East end of our city. We moved here from Riverside to get away from all the traffic and congestion and to enjoy the living in a rural area with houses and animals. The proposed project off of Redlands and Eucalyptus will destroy our way of life and make everyday chores difficult, not to mention the side affects of all the 18 wheelers in the area. I realize that most if not all of the people associated with this proposal do not live anywhere near the area and are only looking at "revenue" for the City. This is no reason to change the landscape of our Eastern portion of this city.

**Moreno Valley doesn't need anymore warehouses near family homes.** What we do need are more large parcel homes to attract good solid residences that actually care for our community. There are much better locations that already have the infrastructure to handle the massive amounts of trucks.

Respectfully submitted,  
Lloyd Allen Young  
11051 Quincy St.  
Rancho Belago, CA 92555  
951-314-8145

**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#); [Manuel A. Mancha](#)  
**Subject:** Fwd: Stop warehousing near homes  
**Date:** Monday, February 27, 2023 9:56:40 AM

---

Get [Outlook for iOS](#)

**Julia Descoteaux**

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)

14177 Frederick St., Moreno Valley, CA, 92553

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**From:** Stefanie <[stefanieastokes@gmail.com](mailto:stefanieastokes@gmail.com)>  
**Sent:** Sunday, February 26, 2023 2:14:38 PM  
**To:** Julia Descoteaux <[juliad@moval.org](mailto:juliad@moval.org)>; City Clerk <[cityclerk@moval.org](mailto:cityclerk@moval.org)>  
**Subject:** Stop warehousing near homes

Warning: External Email – Watch for Email Red Flags!

Hello,

I'm writing to request and plead for no more warehouses to be built on Redlands Blvd in Moreno Valley 92555 zip code. I've lived in this zip code since 1989 when this area was beautiful, filled with wildlife and much better air quality. I purchased my current home in 2013 which is right next to Adam Halls Nursery on a half acre lot. I have children who I worry about growing up in this area now because of how much growth and pollution there has been. We enjoy going on walks in nearby fields and appreciating what little space is left that hasn't been developed.

Please move these projects to places where families and homes do not exist. Enough is enough

Thank you for your time in reading this and I hope it makes some kind of difference.

Stefanie Stokes

Sent from my iPhone

**From:** [maoae2020@yahoo.com](mailto:maoae2020@yahoo.com)  
**To:** [Sean P. Kelleher](#)  
**Subject:** Moreno Valley Trade Center  
**Date:** Friday, March 3, 2023 9:24:54 AM

---

**Warning: External Email – Watch for Email Red Flags!**

Dear Mr. Kelleher,

I am forwarding a copy of my letter to the Mayor, below. I feel you would benefit from reading it as well as the people I originally sent it to.

John Blackburn  
14285 Begonia Lane  
Moreno Valley, CA. 92555  
[Maoae2020@yahoo.com](mailto:Maoae2020@yahoo.com)

---

**From:** maoae2020@yahoo.com <[maoae2020@yahoo.com](mailto:maoae2020@yahoo.com)>  
**Sent:** Friday, March 3, 2023 9:20 AM  
**To:** 'Mayor@moval.org' <[Mayor@moval.org](mailto:Mayor@moval.org)>  
**Cc:** 'elenab@moval.org' <[elenab@moval.org](mailto:elenab@moval.org)>; 'edd@moval.org' <[edd@moval.org](mailto:edd@moval.org)>;  
'davidma@moval.org' <[davidma@moval.org](mailto:davidma@moval.org)>; 'cheylyndab@moval.org' <[cheylyndab@moval.org](mailto:cheylyndab@moval.org)>  
**Subject:** Moreno Valley Trade Center

The Honorable Ulises Cabrera  
Mayor, City of Moreno Valley, CA.  
03 March 2023

Dear Mayor Cabrera,

I am writing regarding the proposed Moreno Valley Trade Center. I live in the relatively new housing tract at the corner of Cactus Ave. and Redlands Blvd. I am aware of the Moreno Valley's ambitions to become a logistics center for the Inland Empire, similar to what the city of Perris is trying to do.

In the case of Perris, I see a complete failure. Perris has become a nightmare of trucks, warehouses, and random new neighborhoods. The roads are being destroyed by the weight and number of vehicles using them. Traffic is horrible as a result of these monsters. These trucks are being driven through housing as if they were the family Camry. I lived in Perris, and now I avoid it at all costs.

In Moreno Valley I see a similar situation arising. A mishmash of new housing construction with no apparent coordination or oversight as far as design language or master planning. There are three now housing sites within one mile of my neighborhood alone. All from different builders and none have anything in common with each other. I also see a monster logistics center arising the opposite direction around the Sketchers warehouse. There is no way I want hundreds of trucks spewing diesel exhaust and breaking down the surrounding roads. The 60 freeway is already massively overloaded,

and the 60-215 interchange is now in a 24 hour a day rush hour. What will happen when you add more trucks?

More warehouses are not panacea for creating jobs. I would stipulate that by creating hundreds of minimum wage warehouse jobs you are actually doing the city a disservice by removing the incentive for higher-paying jobs to come to Moreno Valley. Karma/B-ON is a good start, but that is the tip of the iceberg. You need medical device manufacturers (Johnson & Johnson is in Irvine, Abbott is in Temecula, Cardinal Health is in San Diego), software companies (Google, Apple). Incentivize start-ups to make MoVal their homes. Think outside the box. A warehouse wasteland lacking qualified employees will not accomplish this.

I urge you, and all Council Members and Planners, to rethink this strategy and change direction. All cities must evolve, but don't become a dinosaur.

Sincerely,

John Blackburn  
14285 Begonia Lane  
Moreno Valley, CA. 92555

**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#); [Manuel A. Mancha](#)  
**Cc:** [Catherine Lin](#)  
**Subject:** FW: Warehouse  
**Date:** Wednesday, March 8, 2023 2:22:57 PM

---

Sean and Manny,

Please see below.

**Julia Descoteaux**

**Senior Planner**

**Community Development**

**City of Moreno Valley**

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)

14177 Frederick St., Moreno Valley, CA, 92553

---

**From:** C Tom <4tomboys@gmail.com>

**Sent:** Sunday, March 5, 2023 7:56 AM

**To:** Julia Descoteaux <[juliad@moval.org](mailto:juliad@moval.org)>

**Subject:** Warehouse

**Warning: External Email – Watch for Email Red Flags!**

Good Morning Ms. Descoteaux,

I have been a resident of Moreno Valley in the 92555 and 92553 area for over 20 years now. We have seen a myriad of changes, most for the better.

It is too much to ask of us to live next door to a giant warehouse. We have children and we just want to feel safe in our homes. Living directly adjacent to a warehouse, be it the Moreno Trade Center or a Pilot truck stop or some other warehouse, does not induce a feeling of safety. Each of us just wants to feel safe and secure in our homes.

I had planned to live out the rest of my life in my lovely home and now I'm not so sure I want to now.

There was a reason why the city planners had originally designated areas as residential. To change them to commercial to accommodate warehouses is egregious.

A park as a proposed trade-off is not really a trade-off considering that it will require tax payers to maintain it. So the warehouse builds us a park so we can pay taxes on it for the rest of our lives.

I wonder how many people would buy a home in Moreno Valley if the city put that in their welcome to Moreno Valley video. "Buy a \$500,000 home and pay \$11,000 every year in property tax and you too could live across the street from a mega warehouse!"

Not my vision of a beautiful, well-planned out city, but I'm left to assume it's yours and my only recourse is to move.

Always hopeful,  
Cryscynthia Tom

**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#); [Manuel A. Mancha](#); [Catherine Lin](#)  
**Subject:** FW: Warehouse Impacts  
**Date:** Wednesday, March 8, 2023 7:07:21 PM

---

**Julia Descoteaux**  
Senior Planner  
Community Development  
City of Moreno Valley

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)  
14177 Frederick St., Moreno Valley, CA, 92553

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**From:** Ron Alguire <[ralguire@roadrunner.com](mailto:ralguire@roadrunner.com)>  
**Sent:** Sunday, March 5, 2023 4:00 PM  
**To:** Julia Descoteaux <[juliad@moval.org](mailto:juliad@moval.org)>; Edward A. Delgado <[edd@moval.org](mailto:edd@moval.org)>  
**Cc:** City Clerk <[cityclerk@moval.org](mailto:cityclerk@moval.org)>; [opinions@scng.com](mailto:opinions@scng.com); [bookwurm5@aol.com](mailto:bookwurm5@aol.com)  
**Subject:** Warehouse Impacts

**Warning: External Email – Watch for Email Red Flags!**

Team

The proliferation of warehouses in Moreno Valley has reached the tipping point where the health and quality of life of your constituents are being negatively impacted. Multiple Southern California cities are placing moratoriums on warehouse activity and we should be doing the same. I took this picture from my car at 11:30 am on the eastbound 60 coming into Moreno Valley on a Wednesday. Mr. Delgado, I personally spoke to you during your campaign and you stated you didn't take a penny from Iddo Benzeevi and you would not let the Northeast side lose its rural density or become another Ontario or Fontana.

I have concerns for my children and grandchildren and all families in this area the will take the brunt of this irresponsible management of our city who seems to continually ignore the planning commission and resident concerns. I don't want a "tradeoff" sports park built where families will not be able to breath to enjoy it with major warehouses and full truck stops being built just feet away from residential homes.

I fervently oppose industrial zoning and warehouses next to residential communities and in general the over-saturation of warehouses in our East end of the city and hope you would support and defend the people you represent.

Thanks for your attention to this matter

Respectfully

Ron Alguire  
11353 Ladd Ave  
Moreno Valley, CA  
951 242-8310



**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#)  
**Subject:** FW: Warehouse projects  
**Date:** Wednesday, March 8, 2023 8:09:39 AM

---

**Julia Descoteaux**

**Senior Planner**

**Community Development**

**City of Moreno Valley**

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)

14177 Frederick St., Moreno Valley, CA, 92553

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**From:** fisway@roadrunner.com <fisway@roadrunner.com>

**Sent:** Sunday, February 26, 2023 11:44 AM

**To:** Julia Descoteaux <juliad@moval.org>; City Clerk <cityclerk@moval.org>; Edward A. Delgado <edd@moval.org>; David Marquez <davidma@moval.org>

**Subject:** Warehouse projects

**Warning: External Email – Watch for Email Red Flags!**

Hello,

My family and myself are concerned citizens of Moreno Valley, As long time residences, since 1999, we are very worried about the proposed warehouse projects for the East end of our city. We moved here from Riverside to get away from all the traffic and congestion and to enjoy the living in a rural area with houses and animals. The proposed project off of Redlands and Eucalyptus will destroy our way of life and make everyday chores difficult, not to mention the side affects of all the 18 wheelers in the area. I realize that most if not all of the people associated with this proposal do not live anywhere near the area and are only looking at "revenue" for the City. This is no reason to change the landscape of our Eastern portion of this city.

**Moreno Valley doesn't need anymore warehouses near family homes.** What we do need are more large parcel homes to attract good solid residences that actually care for our community. There are much better locations that already have the infrastructure to handle the massive amounts of trucks.

Respectfully submitted,  
Lloyd Allen Young  
11051 Quincy St.  
Rancho Belago, CA 92555  
951-314-8145

**From:** [Julia Descoteaux](#)  
**To:** [Sean P. Kelleher](#)  
**Subject:** FW: Stop warehousing near homes  
**Date:** Wednesday, March 8, 2023 8:10:00 AM

---

**Julia Descoteaux**

**Senior Planner**

**Community Development**

**City of Moreno Valley**

p: 951.413.3209 | e: [juliad@moval.org](mailto:juliad@moval.org) w: [www.moval.org](http://www.moval.org)

14177 Frederick St., Moreno Valley, CA, 92553

-----Original Message-----

From: Stefanie <[stefanieastokes@gmail.com](mailto:stefanieastokes@gmail.com)>

Sent: Sunday, February 26, 2023 2:15 PM

To: Julia Descoteaux <[juliad@moval.org](mailto:juliad@moval.org)>; City Clerk <[cityclerk@moval.org](mailto:cityclerk@moval.org)>

Subject: Stop warehousing near homes

Warning: External Email – Watch for Email Red Flags!

Hello,

I'm writing to request and plead for no more warehouses to be built on Redlands Blvd in Moreno Valley 92555 zip code. I've lived in this zip code since 1989 when this area was beautiful, filled with wildlife and much better air quality. I purchased my current home in 2013 which is right next to Adam Halls Nursery on a half acre lot. I have children who I worry about growing up in this area now because of how much growth and pollution there has been. We enjoy going on walks in nearby fields and appreciating what little space is left that hasn't been developed.

Please move these projects to places where families and homes do not exist. Enough is enough

Thank you for your time in reading this and I hope it makes some kind of difference.

Stefanie Stokes

Sent from my iPhone

**From:** [Jane Halstead](#)  
**To:** [Sean P. Kelleher](#)  
**Cc:** [Julia Descoteaux](#)  
**Subject:** FW: Moreno Valley Trade Center  
**Date:** Monday, April 10, 2023 10:44:08 AM

---

For the public record. Thank you,

**Jane Halstead**

**Manager of the Office of Mayor and City Council/City Clerk  
City Clerk's Office  
City of Moreno Valley**

p: 951.413.3010 | e: [janeh@moval.org](mailto:janeh@moval.org) w: [www.moval.org](http://www.moval.org)  
14177 Frederick St., Moreno Valley, CA, 92553

---

**From:** Jane Halstead

**Sent:** Monday, April 10, 2023 9:56 AM

**Cc:** Mike Lee <mikel@moval.org>; Brian Mohan <brianm@moval.org>; Michael Lloyd, P.E. <michaell@moval.org>

**Subject:** FW: Moreno Valley Trade Center

For your information.

---

**From:** C Tom <[4tomboys@gmail.com](mailto:4tomboys@gmail.com)>

**Sent:** Monday, April 10, 2023 8:50 AM

**To:** City Clerk's Dept\_DG <[dept\\_cityclerk@moval.org](mailto:dept_cityclerk@moval.org)>

**Subject:** Moreno Valley Trade Center

**Warning: External Email – Watch for Email Red Flags!**

Good morning,

My heartfelt thank you for your service to our city.

However I have to say, I am not thrilled with the council's decision to put a distribution center so close to my house in my nice quiet neighborhood.

Zone 92555 is your highest income bracket with big beautiful homes on large lots. I love my house. I can't imagine someone paying \$700,000 for my house and \$9000 in property tax to live next door to a warehouse. I know I wouldn't.

Crys Tom,  
resident 92555, Valley Springs Homes

**From:** [William Landa](#)  
**To:** [Moreno Valley Mayor](#)  
**Cc:** [Gabriel Diaz](#); [Sean P. Kelleher](#); [City Clerk](#)  
**Subject:** Moreno Valley Trade Center  
**Date:** Monday, April 10, 2023 5:17:50 PM

---

**Warning: External Email – Watch for Email Red Flags!**

Mayor Ulises Cabrera,

I am a resident and employee of Riverside County; I live on the March JPA and I work as an ICU nurse at Riverside University Health System. My wife and I are raising three young children aged 4, 2, and 1 years old here in Moreno Valley. As a father and a healthcare professional, I am concerned about the impact of the rapid expansion of logistics centers in the area. I am writing to you specifically about the proposed Moreno Valley Trade Center between Quincy St. and Redlands boulevard.

The Moreno Valley Trade Center (MVTC) is just another development in the unending destruction to the people, land, and air of this area. The MVTC project will cause more pollution and decrease air quality. The environmental plan itself says that long term decrease in air quality from NOx and greenhouse gas emission cannot be fully mitigated. These emissions are linked to pulmonary, cardiovascular, and oncological disorders. As an ICU nurse I have seen first hand the devastation that pulmonary diseases such as asthma, lung cancer, and COPD can cause. I have been witness to the aftermath of young people who suffer anoxic brain injuries from these conditions. As a father of young children I have fear and anxiety of the health effects caused by air pollution and traffic caused by these logistics centers. I must weigh staying in the community and raising my children here or leaving for areas with cleaner air and water.

Choosing to allow projects like this to move forward may create new short term jobs and economic growth. However, these jobs are often low paying and subject to replacement through automation. The economic growth is limited by physical warehouse space. The detriment to the communities' health is not limited, and will affect generations of residents. Please consider alternatives to these warehouses. As elected officials, please serve and protect the health of the community.

Regards,  
William Landa  
(661) 202-0831  
[wisaiahlanda@gmail.com](mailto:wisaiahlanda@gmail.com)

From: [George Hague](#)  
To: [Gabriel Diaz](#)  
Cc: [Sean P. Kelleher](#); [City Clerk](#)  
Subject: Moreno Valley Trade Center comments  
Date: Monday, April 10, 2023 5:34:48 PM

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**Warning: External Email – Watch for Email Red Flags!**

Good afternoon City Council members,

April 10, 2023

**The 1,26 million sq ft Moreno Valley Trade Center (MVTC) significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:**

- o **Aesthetics: Implementation of the Project would mostly or completely block views** of Reche Canyon and the Badlands (and the San Bernardino Mountains beyond) from the segment of Encelia Avenue that abuts the Project site on the south (west of Shubert Street). Also, implementation of the Project would mostly or completely block scenic views of Mount Russell and its foothills from the segment of Eucalyptus Avenue that abuts the Project site. This would be a significant and unavoidable direct impact.
- o **Air Quality (Air Quality Management Plan Conflict):** The Project would emit air pollutants (NOX) that would contribute to a delay in the attainment of federal and State ozone standards in the SCAB. Because the Project requires a General Plan Amendment, it also would exceed the growth projections contained in SCAQMD's 2016 AQMP. As such, the Project would conflict with and could obstruct implementation of the AQMP. Project impacts due to a conflict with the SCAQMD 2016 AQMP **would be significant and unavoidable on both a direct and cumulatively-considerable basis.**
- o **Air Quality (Criteria Pollutant Emissions):** After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures, Project-related NOX emissions during long-term operation of the Project would remain above the applicable SCAQMD regional thresholds. Accordingly, Project-related emissions would not meet SCAQMD air quality standards and contribute to the non-attainment of ozone standards in the SCAB. Therefore, Project operational-related impacts due to **NOX emissions would be significant and unavoidable on a direct and cumulatively-considerable basis.**
- o **Greenhouse Gas Emissions (GHG Emissions Generation):** Project-related **GHG emissions would exceed** the applicable SCAQMD significance threshold for GHG emissions and **would result in a cumulatively-considerable impact to the environment.**" (page 5-1 in MVTC Final EIR)

**The above awful health impacting pollution near family homes could not be eliminated by the MVTC and so they are telling you to hold your nose and accept a sports park that is next to Redlands Blvd north of SR-60 which is a**

**diesel truck route — again impacting the health of children breathing in diesel pollution deeply during the playing of sports.**

**Sincerely,**

**George Hague**

**P.S. The 40 million sq ft World Logistic Center warehouse project with its 13,000 daily diesel truck trips is beginning its grading later this year. We do not need more warehouses and the unions will have plenty of work for years to come.**

**From:** [PAUL BOLASKY](#)  
**To:** [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Martinez](#); [Cheylynda Barnard](#); [City Manager's Office\\_DG](#); [City Clerk's Dept\\_DG](#)  
**Subject:** I DO NOT!!!!Support Moreno Valley Trade Center  
**Date:** Monday, April 10, 2023 5:41:02 PM

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Warning: External Email – Watch for Email Red Flags!

I am writing as I am NOT in support of the Moreno Valley Trade Center.

This project will bring the residents of Moreno Valley more smog from trucks/cars and make the roads worse and freeways horrible. It already takes way to long to use the freeways going though Moreno Valley.

Please Join me in NOT continuing support for the Moreno Valley Trade Center.

Thank you

Sent from my iPhone

**From:** [Debbie Walsh](#)  
**To:** [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Marquez](#); [Cheylynda Barnard](#); [Gabriel Diaz](#); [David Martinez](#); [Sean P. Kelleher](#); [City Clerk's Dept DG](#)  
**Subject:** MV Warehouse Project, GPA PEN19-0191, Change of Zone PEN19-0192, Plot Plan PEN19-0193  
**Date:** Monday, April 10, 2023 8:55:53 PM  
**Attachments:** [MVtradeCenterletterApril11.pdf](#)

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**Warning: External Email – Watch for Email Red Flags!**

Hi Everyone,

Please find the attached letter regarding the Moreno Valley Warehouse Project.

RAMV is in opposition to this massive warehouse directly next to homes. Not only is this a health hazard to the community, it is a safety risk to the entire neighborhood.

April 11, 2023

Rural Association of Mead Valley (RAMV)  
PO Box 2244  
Perris, CA 92572

Moreno Valley City Council  
Attn: Gabriel Diaz, Associate Planner  
Community Development Department  
14177 Frederick Street  
Moreno Valley, CA 92553

**RE: Moreno Valley Trade Center Project including Final Environmental Impact Report (SCH No 20210039038), GPA PEN19-0191, Change of Zone PEN19-0192, Plot Plan PEN19-0193, and Tentative parcel Map 37836.**

Honorable Council Members:

The General Mills Warehouse in Perris had a very large explosion on July 6, 2021 from their commercial sized propane tanks. A recently built warehouse and yet serious safety violations occurred. If this explosion took place inside the building there would have been serious consequences. The explosion could be felt and heard for over 5 miles away waking up residents past Nuevo Ave. Three large propane tanks exploded and caught fire.



PERRIS (LLN) - On Tuesday night, July 06, 2021, Cal Fire / Riverside County Fire along with AMR and the Riverside County Sheriff's Department responded to reports of an explosion at a large warehouse. The explosion was reported around 10:00pm in the 4100 block of Indian

Avenue at the General Mills warehouse. According to Cal Fire / Riverside County Fire, firefighters responded to numerous reports of an explosion at a distribution center. Upon arrival, three propane tanks were off gassing and involved with fire. One person suffered moderate burn injuries and was transported by ground to a local hospital.



**This massive warehouse over 1.5 million sq. ft. is directly next to homes and is an example of why warehouses “must” have a 1000 foot buffer between homes and warehouses. A buffer “must” be provided between property lines of the home and warehouse not measured from dock doors to residential structures.**

New warehouses are not as safe as most people think and when they catch fire it is very difficult to put them out. Equipment from a number of agencies need to be brought in. How many ladder trucks does the City of Moreno Valley have to put out a massive warehouse fire? How long will it take to acquire additional ladder trucks?

**Another example is the Redlands Amazon Warehouse along the I-215 Freeway is a Prime example of why this warehouse SHOULD NOT BE APPROVED.**



A massive fire broke out Friday morning, June 5 at a distribution center on West Lugonia Avenue in Redlands which shuttered part of the 10 Freeway. (Photo courtesy of the Redlands Fire Department)

This recently built state of the art Redlands warehouse burned to the ground just two years ago. It was 600,000 square feet along the I-10 freeway. Operated by Amazon, this recently built warehouse caught on fire and burned to the ground quickly. Those driving along the freeway could feel the heat from the fire.

**The Redlands warehouse was 600,000 sq. ft. and 45 feet in height. The Proposed warehouse is 1,328,853 sq. ft. in size and at least 100 feet in height.**

Even though this recently constructed warehouse had the state of the art sprinkler system, it went up in flames quickly and was completely destroyed according to the Redlands Daily news.

There were about 100 people working inside when the fire was reported about 5:30 a.m., and they all got out safely, city spokesman Carl Baker said.

“It went up really fast, and the whole building was involved,” Baker said. He described the damage as a total loss. The damage was estimated at “hundreds of millions of dollars,” Baker said.

One focus of the investigation will be why what Baker called “a state-of-the-art” sprinkler system failed to limit the fire’s spread. “Obviously, the suppression system didn’t work as intended,” he said.

**Redlands Daily News Article**



Redlands City does not have the equipment necessary to fight this type of warehouse. A large number of agencies from other cities and counties were brought in with ladder trucks to fight this Redlands City fire.

**Will the fire trucks be tall enough to put water on top of a building 100 feet or more? That is much taller than the 45-foot warehouse that burned down in Redlands. Will there be enough ladder trucks to fight this type of fire with a building 100 feet tall or more? Will there be enough of a setback from the residential neighborhoods if the walls over 100 feet tall collapse during a fire?**

**How does the City of Moreno Valley plan to fight a fire if one were to break out if this massive warehouse were to be built? The project is located just 118 feet away the nearest family homes.**

The Rural Association of Mead Valley is opposed to the Moreno Valley Trade Center Project for this and the following reasons. This Project is for a proposed 1,328,853 square foot Industrial warehouse building up to 100 feet in height on a 72.5-acre site and adjacent to existing single-family homes within a rural animal keeping overlay. The change in the Project Site's Land Use Designation would result in a total increase of approximately 80.04-acres of the Business Park (BP) General Plan Land Use Designation and a corresponding reduction of approximately 80.04-acres of the Residential 2 (R2) General Plan Land Use Designation.

- 1) a General Plan Amendment (PEN19-0191) to amend the General Plan Land Use Designation of the Project Site from Residential 2 (R2) to Business Park (BP); 2) a Change of Zone (PEN19-0192) to amend the City's Zoning Atlas to rezone the Project Site from Residential Agriculture 2 (RA2) to Light Industrial (LI) and remove the Primary Animal Keeping Overlay (PAKO) district; 3) Tentative Parcel Map

(PEN19-0234) to merge 11 parcels into 1 parcel; and 4) a Plot Plan (PEN19-0193) for an approximately 1,328,853 square foot Warehouse/Distribution Building. The Project Site is located south of Eucalyptus Avenue, north of Encelia Avenue, west of Quincy Street and west of Redlands Boulevard comprising Assessor Parcel Nos. 488-340-002 through 012.

The Project requires a General Plan Amendment and Change of Zone from Single Family Residential land with animal keeping, a rural land use, to Industrial Zoning. This massive Industrial Project is not compatible with the surrounding residential neighborhood. The General Plan that was just updated includes the Project site as Residential housing. No indications were made during the General Plan update that this area would be changed in the near future from residential to industrial land uses. The MVTC is inconsistent with the recently approved 2040 General Plan which points out that industrial is incompatible with residential zoned areas. Policy LCC.3-2 directs the City to use "development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another". The 2040 General Plan approved in June also requires the city to screen and buffer nonresidential projects to protect adjacent residential property when necessary to mitigate noise, glare and other adverse effects on adjacent lands.

The World Logistics Center and numerous other massive logistics warehouses are set to open nearby this Project location. This Project will add to the tens of thousands of additional truck trips approved on the already gridlocked I-60 Freeway. The unrealistic analysis of job creation assumes that there is a need for additional warehouse workers. The facts are that the current logistics and e-commerce warehouses cannot fill their positions. Where will these tens of thousands of additional workers come from? The best use of this land will be for single-family homes.

If the Project is constructed and used as an e-commerce fulfillment center the amount of vehicle trips is projected to be more than 5,000 vehicles per day. The MVTC's plan as a warehouse is to allow the southern entrance of the project to allow 1,000's of vehicles to access Encelia Street.

**The project is located 118 feet away the nearest family homes. Building height 100 feet or more.** It is very difficult to put out a fire for warehouses 44' tall. What equipment is available to put out a fire for a 100' warehouse structure?

This Project is for a proposed 1,328,853 square foot Industrial warehouse **building up to 100 feet** in height on a 72.5-acre site and adjacent to existing single-family homes within a rural animal keeping overlay.

**Moreno Valley Municipal Code**  
**9.05.040 Industrial site development standards.**

- A. General Requirements.
- B. Special Site Development Standards.
  - 1. When any industrial district abuts a property in any residential district, a

minimum building setback equal to the building height, but not less than twenty (20) feet shall be required from such residential district. Further, the then (10) feet of such setback nearest the district boundary line shall be landscaped.

9. In the LI district, industrial and warehouse, structures greater than fifty thousand (50,000) square feet in building area shall be separated from any residential district as determined by an air quality and noise impact analysis. The minimum separation distance for such uses shall be two hundred fifty (250) feet between the residential district and the truck court or loading area.

The developer does not have a tenant for the building.

The Project is proposed to be built under speculation.

The developer has the option of developing this Project as a fulfillment/e-commerce center or logistics warehouse.

The following significant and unavoidable environmental impacts have been identified in the Final EIR and will require mitigation but cannot be mitigated to a level of insignificance:

1) Aesthetics: Substantial Adverse Effect on a Scenic Vista; 2) Air 2 Quality: Air Quality Management Plan Conflict; 3) Air Quality: Criteria Pollutant Emissions; and 4) Greenhouse Gas Emissions: GHG Emissions Generation. Details of these significant unavoidable adverse impacts are discussed in the Final EIR and are summarized, or were otherwise provided in Section 5.3, *Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings*, in the Statement of Facts and Findings. (Page 11).

Moreno Valley is one of the areas designates as a Disadvantage Community under SB 535. Adding thousands of additional logistics trucks to this community will greatly impact the health of over 200,000 residents living in your community.

The Environmental Justice Element is now required by the State to be a part of all General Plans. The City must “minimize any potential health risks” of new development on adjacent sensitive receptors and “designated truck routes that avoid sensitive land uses” (Policies EJ.1-3 and EJ. 1-9). The City must create a substantial buffer between homes and the warehouse. Screening must be installed along the southern and western boundaries of the Project. All truck parking and docks must be located on the north side and east side of the Project away from residential neighborhoods.

Although the Project has a number of entrances most warehouses use just one driveway for trucks to enter and exit, thereby reducing staffing to one gate. The Project does not have sufficient room at any of the entrances to prevent trucks from backing up onto Eucalyptus Ave.

The Project must include a substantial amount of solar power, especially if used as an e-commerce business. The current power grid is not sufficient to produce enough electricity for the current customers. The drain on the power grid during summer months produces frequent brown outs throughout Southern California.

A large warehouse in the City of Perris recently had a large explosion from a large propane tank. This warehouse is next to residential homes. The blast from the explosion could be seen and heard from miles away. No propane tanks should be installed and used on warehouse sites. All forklifts, Goats, and equipment should be electric powered.

The Project is located in an area with the worst smog in the nation.

This Project will increase greenhouse gas levels that are already impacting Communities in Western Riverside County. Mead Valley is also a disadvantaged community. The impacts warehouses in Moreno Valley and Perris are having negatively impacts to the entire region. The I-215 Freeway is congested for most of the day. The I-60 Freeway is congested with thousands of trucks. This backs up traffic throughout the region. Trucks are now using residential streets to avoid the congested freeways. Cajalco Road is backed up bumper to bumper during the day. Trucks are using Van Buren, Alessandro and Cajalco to get to the I-91 to get to the Ports. Our freeways cannot add tens of thousands of additional trucks and cars from any new warehouses without severe gridlock to our freeways.

## **5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED**

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, **the proposed Project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance** after the consideration of Project design features, compliance with applicable federal, State and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- **Aesthetics: Implementation of the Project would mostly or completely block views** of Reche Canyon and the Badlands (and the San Bernardino Mountains beyond) from the segment of Encelia Avenue that abuts the Project site on the south (west of Shubert Street). Also, implementation of the Project would mostly or completely block scenic views of Mount Russell and its foothills from the segment of Eucalyptus Avenue that abuts the Project site. **This would be a significant and unavoidable direct impact.**

- **Air Quality (Air Quality Management Plan Conflict):** The Project would emit air pollutants (NOX) that would contribute to a delay in the attainment of federal and State ozone standards in the SCAB. Because the Project requires a General Plan Amendment, it also would exceed the growth projections contained in SCAQMD's 2016 AQMP. As such, the Project would conflict with and could obstruct implementation of the AQMP. Project impacts due to a conflict with the SCAQMD 2016 AQMP **would be significant and unavoidable** on both a direct and cumulatively-considerable basis.

- **Air Quality (Criteria Pollutant Emissions):** After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures, Project-related NOX emissions during long-term operation of the Project would remain above the applicable

SCAQMD regional thresholds. Accordingly, Project-related emissions would not meet SCAQMD air quality standards and contribute to the non-attainment of ozone standards in the SCAB. Therefore, Project operational-related impacts due to NOX **emissions would be significant and unavoidable** on a direct and cumulatively-considerable basis.

- **Greenhouse Gas Emissions (GHG Emissions Generation):** Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG **emissions and would result in a cumulatively-considerable impact to the environment.**" (page 5-1 in MVTC Final EIR)

RAMV is opposed to the **Moreno Valley Trade Center Project** that will impact the entire region. We cannot afford to turn anymore of our residential zoned areas into Industrial zoned areas. Our freeways are already at capacity, our air quality is already the worse in the nation, and our local roads are already being destroyed by truck traffic. Please consider all of the impacts that this Project will bring to not only Moreno Valley, but the entire region.

I urge the City Council to follow the Planning Commission's recommendation and deny this Project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Debbie Walsh".

Debbie Walsh

**From:** [William Landa](#)  
**To:** [Edward A. Delgado](#)  
**Cc:** [City Clerk](#)  
**Subject:** Moreno Valley Trade Center  
**Date:** Wednesday, April 12, 2023 8:10:44 AM

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**Warning: External Email – Watch for Email Red Flags!**

Dear Edward A. Delgado,

I am a resident and employee of Riverside County; I live on the March JPA and I work as an ICU nurse at Riverside University Health System. My wife and I are raising three young children aged 4, 2, and 1 years old here in Moreno Valley. As a father and a healthcare professional, I am concerned about the impact of the rapid expansion of logistics centers in the area. I am writing to you specifically about the proposed Moreno Valley Trade Center between Quincy St. and Redlands boulevard.

The Moreno Valley Trade Center (MVTC) is just another development in the unending destruction to the people, land, and air of this area. The MVTC project will cause more pollution and decrease air quality. The environmental plan itself says that long term decrease in air quality from NOx and greenhouse gas emission cannot be fully mitigated. These emissions are linked to pulmonary, cardiovascular, and oncological disorders. As an ICU nurse I have seen first hand the devastation that pulmonary diseases such as asthma, lung cancer, and COPD can cause. I have been witness to the aftermath of young people who suffer anoxic brain injuries from these conditions. As a father of young children I have fear and anxiety of the health effects caused by air pollution and traffic caused by these logistics centers. I must weigh staying in the community and raising my children here or leaving for areas with cleaner air and water.

Choosing to allow projects like this to move forward may create new short term jobs and economic growth. However, these jobs are often low paying and subject to replacement through automation. The economic growth is limited by physical warehouse space. The detriment to the communities' health is not limited, and will affect generations of residents. Please consider alternatives to these warehouses. As an elected official, please serve and protect the health of the community.

Regards,  
William Landa  
(661) 202-0831  
[wisaiahlanda@gmail.com](mailto:wisaiahlanda@gmail.com)

**From:** [William Landa](#)  
**To:** [David Marquez](#)  
**Cc:** [City Clerk](#)  
**Subject:** Moreno Valley Trade Center  
**Date:** Wednesday, April 12, 2023 8:12:20 AM

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**Warning: External Email – Watch for Email Red Flags!**

Dear David Marquez,

I am a resident and employee of Riverside County; I live on the March JPA and I work as an ICU nurse at Riverside University Health System. My wife and I are raising three young children aged 4, 2, and 1 years old here in Moreno Valley. As a father and a healthcare professional, I am concerned about the impact of the rapid expansion of logistics centers in the area. I am writing to you specifically about the proposed Moreno Valley Trade Center between Quincy St. and Redlands boulevard.

The Moreno Valley Trade Center (MVTC) is just another development in the unending destruction to the people, land, and air of this area. The MVTC project will cause more pollution and decrease air quality. The environmental plan itself says that long term decrease in air quality from NOx and greenhouse gas emission cannot be fully mitigated. These emissions are linked to pulmonary, cardiovascular, and oncological disorders. As an ICU nurse I have seen first hand the devastation that pulmonary diseases such as asthma, lung cancer, and COPD can cause. I have been witness to the aftermath of young people who suffer anoxic brain injuries from these conditions. As a father of young children I have fear and anxiety of the health effects caused by air pollution and traffic caused by these logistics centers. I must weigh staying in the community and raising my children here or leaving for areas with cleaner air and water.

Choosing to allow projects like this to move forward may create new short term jobs and economic growth. However, these jobs are often low paying and subject to replacement through automation. The economic growth is limited by physical warehouse space. The detriment to the communities' health is not limited, and will affect generations of residents. Please consider alternatives to these warehouses. As elected officials, please serve and protect the health of the community.

Regards,  
William Landa  
(661) 202-0831  
[wisaiahlanda@gmail.com](mailto:wisaiahlanda@gmail.com)

**From:** [William Landa](#)  
**To:** [Cheylynda Barnard](#)  
**Cc:** [City Clerk](#)  
**Subject:** Moreno Valley Trade Center  
**Date:** Wednesday, April 12, 2023 8:15:28 AM

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**Warning: External Email – Watch for Email Red Flags!**

Dear Cheylynda Barnard,

I am a resident and employee of Riverside County; I live on the March JPA and I work as an ICU nurse at Riverside University Health System. My wife and I are raising three young children aged 4, 2, and 1 years old here in Moreno Valley. As a father and a healthcare professional, I am concerned about the impact of the rapid expansion of logistics centers in the area. I am writing to you specifically about the proposed Moreno Valley Trade Center between Quincy St. and Redlands boulevard.

The Moreno Valley Trade Center (MVTC) is just another development in the unending destruction to the people, land, and air of this area. The MVTC project will cause more pollution and decrease air quality. The environmental plan itself says that long term decrease in air quality from NOx and greenhouse gas emission cannot be fully mitigated. These emissions are linked to pulmonary, cardiovascular, and oncological disorders. As an ICU nurse I have seen first hand the devastation that pulmonary diseases such as asthma, lung cancer, and COPD can cause. I have been witness to the aftermath of young people who suffer anoxic brain injuries from these conditions. As a father of young children I have fear and anxiety of the health effects caused by air pollution and traffic caused by these logistics centers. I must weigh staying in the community and raising my children here or leaving for areas with cleaner air and water.

Choosing to allow projects like this to move forward may create new short term jobs and economic growth. However, these jobs are often low paying and subject to replacement through automation. The economic growth is limited by physical warehouse space. The detriment to the communities' health is not limited, and will affect generations of residents. Please consider alternatives to these warehouses. As elected officials, please serve and protect the health of the community.

Regards,  
William Landa  
(661) 202-0831  
[wisaiahlanda@gmail.com](mailto:wisaiahlanda@gmail.com)

**From:** [Tom Thornsley](#)  
**To:** [City Clerk](#); [Sean P. Kelleher](#)  
**Subject:** Comment Letter for Moreno Valley Trade Center.  
**Date:** Tuesday, April 11, 2023 10:20:09 AM  
**Attachments:** [Council Members Letters.docx](#)

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**Warning: External Email – Watch for Email Red Flags!**

Good Morning,

Attached is my comment letter for the upcoming public hearing on the Moreno Valley Trade Center. Please make sure it gets to the Council Members and is part of the public record provided in the Staff Report for the hearing.

Sincerely,  
Tom Thornsley

**Tom Thornsley**  
[tomthornsley@hotmail.com](mailto:tomthornsley@hotmail.com)

April 11, 2023

To: Moreno Valley City Council (via email: [cityclerk@moval.org](mailto:cityclerk@moval.org))

Subject: Reject Moreno Valley Trade Center Appeal

Dear Moreno Valley Councilmembers,

You are once again about to consider the Moreno Valley Trade Center, a project that was denied by the Planning Commission for good cause. Since that denial the developer has done a lot to sway your vote by first offering to improve a section of Alessandro Boulevard that has nothing to do with their project. Now the developer is offering you the chance to get a Sports Park if you agree to approve their project. That is a blatant, out in the open, bribe for your vote and not how the voters of this Moreno Valley expect you govern our city. . Think about the precedence this sets for others seeking project approval. Are City Council Members' votes for sale?

In the year and a half since this appeal was first continued, just before a vote (likely to deny) would have taken place. Since then there is no doubt the developer and even city staff encourage you to approve this project over the objections of the community. I expect each Council Member to disclose all their conversation regarding this development prior to the start of the public hearing for this project.

This project site is intended for homes which are necessary for the city to stay on track with offering a diversity of housing types and to meet their State housing requirements. If you know the Municipal Code at all, you would know that Light Industrial Districts (for warehouse develop) must be buffered from Residential Districts by other uses such a Business Park. Here is what the Municipal Code say:

**9.05.010 Purpose and intent.**

**2. To protect residential, commercial and nuisance-free nonhazardous industrial uses from noise, odor, dust, smoke, truck traffic and other objectionable influences and from fire, explosion, radiation and other hazards potentially related to certain industrial uses;**

**9.05.020 Industrial districts.**

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

Is it appropriate to only provide one narrow range of employment opportunities over an entire city? In the past decade, the city has processed land use changes to permit in excess of 53,000,000 square feet of large warehousing opportunities with 40,000,000 more on the cusp of development. During this time the city has done away with available land for housing, commercial, and business park opportunities, all in conflict with the intents of the old and new General Plans intent. Now it seems little value is being placed on the city's newly adopted general plan which intended to establish a stable, balance of growth for the foreseeable future.

Good planning policy has always advocated keeping industrial uses away from residential. However, past and present city leaders and planning staff have failed to maintain this policy for the protection of the existing and potential residential areas. Nor have they embraced their General Plan's objectives. Environment impacts from industrial uses such as warehousing impose significant harm to residential areas. In many instances you will be lead to believe that air, noise, traffic, and lighting impacts are minimal. Playing up impacts as minimal detracts from the ultimate reality of putting a warehouse adjacent to existing homes. The complexities of these impacts will way heavy on adjacent residents and degrade their standard of living. This also devalues their homes and will hinder development of adjacent and nearby vacant residential land, further limiting the City's ability to reach its required housing count.

So what should be done? Compliance with the City's General Plan should be maintained, not only here but throughout the Moreno Valley. At this time the city has reached its saturation point for mega-warehouses and should be looking to establish higher goals for employment diversity and opportunities while achieving the needs for residential development. Just east of this project site is an approved specific plan that will develop the equivalent of 40 one-million square foot mega-warehouses. This alone should be enough for us to just say **NO** to any other mega-warehouses, including **NO to the Moreno Valley Trade Center**.

Sincerely,

A handwritten signature in black ink that reads "Tom Thornsley". The signature is written in a cursive, flowing style.

Tom Thornsley

Attachment: Moreno Valley Warehouse Approvals 2009-2022

## Moreno Valley Warehouse Approvals 2009-2021

Since 2009, Moreno Valley has approved, or is reviewing, at least the following industrial warehouse projects that serve as “distribution” or “logistics” centers for consumer goods, and as such, they are part of the “goods movement” network 53,070,835 square feet:

- March Business Center (2009) – General Plan Amendment to allow 1,484,407 square feet of industrial warehouse space on 66.9-acres.
- Master Plot Plan PA07-0035 (2010) - 409,598 square foot industrial warehouse
- West Ridge Commerce Center (2011) - 937,260 square foot warehouse distribution building
- VIP Moreno Valley Project (2012) - 1,616,133 square foot warehouse space
- First Inland Logistics Center II Project (2013) - 400,130 square feet warehouse space
- First Nandina Logistics Center Project (2014) - 1,450,000 square feet warehouse space
- Prologis Eucalyptus Industrial Park Project (2015) - 2,244,419 square feet of warehouse uses including a General Plan Amendment from residential to Light Industrial
- World Logistics Center (2015) - 40.6 million square feet of warehouse logistics development on 3,918 acres in eastern Moreno Valley
- Indian Street Commerce Center Project (2016) - 446,350 square feet of warehouse space
- Moreno Valley Logistics Center (2016) - 1,736,180 total square feet of warehouse space
- Brodiaea Commerce Center (2017) - 262,398 square foot warehouse including a rezone from Business Park-Mixed Use to “Light Industrial”
- Moreno Valley Business Park (2021) - 220,390 square feet of warehouse logistics development including a General Plan Amendment to from commercial to light industrial
- Heacock Commerce Center (2021) – application for a General Plan Amendment and Change of Zone for two high cube industrial buildings totaling 873,967 square feet
- Compass Danbe Center Point (2021) – application for a General Plan Amendment to allow for the development of two light industrial buildings of 389,603 square feet

**Sean P. Kelleher**

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**From:** George Hague <gbhague@gmail.com>  
**Sent:** Tuesday, April 11, 2023 11:44 AM  
**To:** Gabriel Diaz  
**Cc:** Sean P. Kelleher; City Clerk  
**Subject:** Comments on Moreno Valley Trade Center (MVTC).... "Moreno Valley warehouse — larger than city's mall "

**Warning: External Email – Watch for Email Red Flags!**

Good morning City Council members,

April 11, 2023

The 1.26 million sq ft Moreno Valley Trade Center's (MVTC) has done almost nothing to reduce its significant Diesel pollution impacting the health of nearby residents — especially of children and the elderly.— since the Planning Commission voted unanimously to deny the project. **Even their 18 acre sports park mentioned in the June 2022 article found below is adjacent to Redlands Blvd which north of SR-60 is a city designated diesel truck route for the MVTC and other warehouse projects like the World Logistic Center (WLC) that will again impact the health of children using the park.**

BOTH THE MVTC AND SPORTS PARK ARE IN THE WRONG LOCATION BECAUSE OF TOXIC DIESEL POLLUTION AND HOW THEY WILL RESULT IN THE HEALTH IMPACTS TO CHILDREN.

**The 40 million sq ft World Logistic Center (WLC) with its 13,000 Daily Diesel Truck Trips impacting SR-60/local roads will begin grading this year and will construct at least 26 warehouses about the size of the MVTC. Moreno Valley doesn't need to approve any more warehouses and unions will have work for many years to come on the WLC.**

Sincerely,

George Hague

## Moreno Valley warehouse — larger than city's mall — is back for consideration




Silvia Flores, seen Friday, June 17, 2022, with children, Jillian Flores, 13, at right, and Slater Flores, 11, opposes a 1.26-million-square-foot warehouse in her neighborhood. They are standing in the middle of Mozart Way, with Encelia Avenue behind them, where the proposed warehouse could rise. (Photo by Terry Pierson, The Press-Enterprise/SCNG)

By [DAVID DOWNEY](#) | [ddowney@scng.com](mailto:ddowney@scng.com) | The Press-Enterprise

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A plan to build a warehouse larger than [the Moreno Valley Mall](#) across the street from houses on half-acre lots is returning to the Moreno Valley City Council.

The council is set to decide Tuesday, June 21, whether to greenlight a 1.26-million-square-foot logistics project called the Moreno Valley Trade Center, on 80 acres south of the 60 Freeway.

The developer, Dallas-based Hillwood Investment Properties, has said the warehouse would stand 48 feet tall.

The [project's final environmental impact report](#) states that the building could reach 100 feet if occupied by a fulfillment center filling the orders of online shoppers.

[Previous](#)





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1 of 2

A 1.26-million-square-foot warehouse is proposed to be built on this land, seen Friday, June 17, 2022, across the street from Moreno Valley homes. (Photo by Terry Pierson, The Press-Enterprise/SCNG)

In advance of Tuesday's meeting, letters from people on both sides of the issue have poured in to the city.

Walter Fus, saying he has been a Moreno Valley resident since 1977 and is a retired Air Force pilot, wrote Saturday, June 11, that approving the project “would be the most egregious decision this council could ever make.”

Cristina Rivera, in a Wednesday, June 15, email, urged approval in praising an amenity the developer promised, if allowed to build. The project “will bring a new desperately needed sports park to the City of Moreno Valley,” Rivera wrote.

Union carpenters submitted letters of support, saying the project would create construction jobs.

## **A decision was postponed**

In October, the Moreno Valley Planning Commission [rejected the project](#) on a 4-0 vote, with one commissioner not participating due to a potential conflict of interest, concluding the center was incompatible with a neighborhood to the south. Hillwood Investment Properties appealed the decision to the council, which discussed the project in December but [postponed a decision](#).

Now the project is back.

City planners are [recommending the council approve](#) it, by certifying the environmental impact report, approving a general plan amendment, changing the zone and making a determination that the project won’t “result in a net loss in residential capacity.”

In changing the property designation, the city would eliminate the potential for 145 single-family houses to be built, according to an environmental report.

Project proponents are seeking approval at a time when some Inland Empire communities are [pushing back against warehouses](#).

For example, the Redlands City Council [recently enacted a moratorium](#) on industrial projects on the city’s west side. Earlier, Jurupa Valley limited warehouses to its Mira Loma and Agua Mansa areas, and adopted rules for other types of businesses [that generate heavy truck traffic](#). And Pomona is [considering a 45-day moratorium](#) on new warehouses. At the same time, online shopping is soaring and continues to drive [a regional explosion in the logistics](#) industry. The Moreno Valley Trade Center arrived on the dais of the Planning Commission in fall, a few months after the city completed an overhaul of its general plan, a guide for future growth.

That document designated the 80-acre project site, west of Redlands Boulevard between Eucalyptus and Encelia avenues and mostly empty except for an 8.5-acre plant nursery, as a place for houses on half-acre lots.

## Proposed warehouses in Moreno Valley



Hillwood is seeking permission to deviate from that new growth guide. In part because of that, Planning Commission member Jeff Sims called on the council to kill the project in a Saturday, June 11, letter.

“Why have an approved General Plan and not honor it?” Sims wrote.

### Two other projects in pipeline

There are two other warehouse projects in the early stages.

One is called [Edgemont Commerce Center](#), a proposed 142,345-square-foot warehouse distribution building on approximately 7 acres southwest of Bay Avenue and Day Street.

The other is Heacock Commerce Center, a pair of industrial buildings totaling [874,000 square feet on 46 acres](#) southeast of Gentian Avenue and Heacock Street.

City spokesperson Matthew Bramlett said in email Thursday that environmental reports are being prepared for both projects and it’s not known when they will be completed.

Like Moreno Valley Trade Center, the Heacock project can’t be built unless the city lets the developer deviate from the general plan. Warehouses are allowed at the Edgemont site, though a zone change is required to build one bigger than 50,000 square feet.

George Hague, conservation chair for the Moreno Valley Group of the Sierra Club, said those projects are also in the wrong place because they are near homes and schools.

The California Air Resources Board submitted letters to the city warning that each project has the potential to “expose nearby communities to elevated levels of air pollution.”

In separate letters, Robert Krieger, chief of the California Air Resources Board’s Risk Reduction Branch, wrote that both projects are “in census tracts that score within the [top 1 percent of State’s most impacted from air pollution](#) from an environmental hazard and socioeconomic standpoint.”

### Truck traffic, air pollution concerns

As for the Moreno Valley Trade Center, since the December hearing Hillwood has made changes.

The warehouse footprint has been reduced by 65,582 square feet to approximately 1,263,271 square feet, a city report states. A 35-foot-tall earthen berm, landscaped with trees and shrubs is to be built along Encelia Avenue. Truck access is to be limited to Eucalyptus Avenue. The number of loading docks is to be reduced by four, to 117, on the south side of the building, and by seven, to 97, on the north side.

Also, Hillwood has offered to build an 18-acre park at Redlands Boulevard and Ironwood Avenue that features two lighted soccer fields, a lighted baseball field, a playground, concession stand and exercise equipment.

Manuel and Arminda Del Alto, who live near Encelia Avenue, said improvements such as the berm don't alleviate concerns. They moved to Moreno Valley 14 years ago from Ontario because they wanted to escape the warehouses going up there.

"My main concern is what the trucks and cars will put in the air," said Manuel Del Alto, who has had a lung transplant.

Arminda Del Alto said they enjoy hearing birds and coyotes in the distance, and worry they will disappear.

Silvia Flores, who lives nearby with her husband, Joe, and two children ages 13 and 11, said she worries about pollution and traffic.

"It's going to be terrible to have all these trucks," Flores said.

The environmental report states that the logistics center would generate about 2,320 vehicle trips per day, including 1,436 by passenger vehicles and 885 by trucks. Under the fulfillment center scenario, the total would be 6,607 daily vehicle trips, including 5,750 passenger vehicles and 857 trucks.

Hillwood made several proposals earlier to soften the project's impact on the neighborhood, including setting aside:

- \$125,000 to establish an account to purchase of at least five electric-powered heavy trucks that drive the 60 Freeway corridor through Moreno Valley
- \$64,000 to create an account for defraying up to 90% of neighbors' costs of purchasing and installing noise-insulation equipment, with a per-home limit of \$8,000. Eleven homes on Galino Court, Essen Lane, Gershwin Way, Mozart Way, Strauss Lane and Shubert Street would be eligible for the payments.
- \$40,000 to establish an account to pay up to 90% of a homeowner's cost of purchasing and installing air filtration systems, with a per-home limit of \$5,000. The same 11 households would be eligible for such payments.

## RELATED LINKS

- **Massive Moreno Valley warehouse project still alive**
  - **Has Moreno Valley reached its warehouse saturation point?**
  - **Pushback against warehouses in the Inland Empire gains momentum**
  - **\$47 million settlement reached in World Logistics Center lawsuit**
- 
- **Moreno Valley council says yes — again — to World Logistics Center**

Despite the offers, Sims, the planning commissioner, said, "you can't negate the smog, the traffic and the noise."

The warehouse building also would eclipse neighbors' views, he said.

On most days, they can see foothills.

"On a clear day you can see the mountains looking up toward the Big Bear area," Sims said. If the project goes in, he said, "all we will be able to see is a big wall looking to the north."



**From:** [sherylgleason](#)  
**To:** [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Martinez](#); [Cheylynda Barnard](#); [City Manager's Office\\_DG](#); [City Clerk's Dept\\_DG](#)  
**Subject:** I STILL Support Moreno Valley Trade Center  
**Date:** Tuesday, April 11, 2023 12:51:44 PM

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**Warning: External Email – Watch for Email Red Flags!**

I am writing in continued support of the Moreno Valley Trade Center.

This project will bring the residents of Moreno Valley a new sports park, infrastructure improvements, hundreds of good union jobs, and over 1,000 more will be created for operations.

This investment in Moreno Valley will bring benefits for decades to come.

Join me in expressing continued support for the Moreno Valley Trade Center.

Thank you

Sent from my Verizon, Samsung Gadhelaxy smartphone

**From:** [Darric](#)  
**To:** [Ken Morin](#); [Alvaro Valdivia](#); [Andre Moya](#); [Antonio Hoggins](#); [Brian Jackson](#); [Carolyn Valencik](#); [Ceci Yahoo](#); [Charles Ober](#); [Cheylindaforcouncil@gmail.com](#); [Cindy Ramos](#); [Crys Tom](#); [DAMON FOREMAN](#); [David McAbee](#); [Don McNicholas](#); [Edna White](#); [Ericka Partida](#); [Eugene Wright](#); [Jackie McGee](#); [James Hagen](#); [Jean Mims](#); [Jesus Flores](#); [John Hubbs](#); [Jose Garcia](#); [Jeff Sims](#); [Karle Woodward](#); [Ken Morin](#); [Lisa Tuy](#); [Liz Anderson](#); [Margarita Valdivia](#); [Maritza Torres](#); [Mark & Donna Montgomery](#); [Merrick](#); [Nancy Altamirano](#); [Pierre Overton](#); [Ramona Zuniga Morales](#); [Randy Thomas](#); [Ray](#); [Renee Smith](#); [Richard Moreno](#); [Richard White](#); [Sharilyn Bankole](#); [Terry Scheschy](#); [Tom and Terri Thornsley](#); [VERONICA Ramos](#); [cdftom@aol.com](#); [Darric Williams](#); [juancortega87@gmail.com](#); [lalfaro1962@gmail.com](#); [luckys55@aol.com](#); [nelly\\_meza126@yahoo.com](#); [sfwhardy@yahoo.com](#); [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Marquez](#); [cheylendab@moval.org](#); [City Clerk's Dept. DG](#); [City Manager's Office DG](#)  
**Subject:** April 18th Council Hearing on Moreno Valley Trade Center (MVTC)  
**Date:** Tuesday, April 11, 2023 2:25:57 PM

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**Warning: External Email – Watch for Email Red Flags!**

Honorable Mayor and Councilmembers;

The MVTC is case where the proximity to current affected residents is a major problem.

I believe that the people in the affected community should have the most credibility because we also represent the children to be affected by the decisions of people and interests that do not hold or care about the well-being of our community. The objective fact that we have to sit through 50+ paid shills of this MVBC political theatre is disappointing. There are always paid workers that claim to live amongst us or live in Moreno Valley at large to lobby for destructive and irreversible policy prescriptions for our neighborhood in the name of revenue and personal gain or greed. It is frustrating to listen to and deal with knowing those people who are for projects in our community do not live here. If the same questionable projects were dropped in their community they would disapprove. It is shocking to us that some things people believe are "Good for Moreno Valley". Really? Good for who? These outside interests wanting and praising this project as a net positive for Moreno Valley do not live in this community. This is not a good project in the current location... If you approve this project then you will want to approve the other adverse project because the ball is rolling... I would like not to assume that you care more about city revenue than the health and well-being of the people in your community.

If these developers are offering \$500,000 to the city to develop in areas that will cause irreparable harm to the community then there must be something that is innately wrong with the project. **It does not fit in with this community and my children will pay the price for greed and power. You ran as Democrats that are supposed to care about the community and environment over corporate greed.** Your constant disregard for being consistent about neglecting the need and forsaking the public trust is disturbing. But again objectively you are considering large warehouses that **will not have many six-figure jobs and tons of low-wage jobs** that are not making a liveable wage. This behavior that is being tolerated does not fit in with our progressive agenda and typifies the corporate monster that is allowed to propagate itself in retrospect to what you ran on as politicians and supposed protectors of the community.

Our AG Rob Bonta has also filed a lawsuit accusing Moreno Valley of violating environmental law. I cease to understand why the proponents of these actions fail to see the eminent devastation of an otherwise good family neighborhood being shuttered to usher in "TAX DOLLARS" instead of maintaining a good quality of living for the affected residents.

**Reiterating the sad part is that we will rehash the sideshow of union workers claiming to be a part of our community that somehow we never see at our local meetings tell us how good this project is for Moreno Valley, to say nothing of how it will affect the immediate local residents.** These actors are not in fact a part of our local community. They never talk about family, kids, traffic, noise, or air quality in the local community. They only talk about jobs. Low-paying warehouse jobs. Why is that? Because they do not live here off of Redlands. They have no interest in our concerns about why this project's location and proximity to our community is a net negative.

We are very disappointed that the developer in the 11th hour wishes to gain an audience with our community to attempt to tell the council that we agree with this project. Rest assured this is not the case. The developer has stood up a website [www.moreformv.com](http://www.moreformv.com) which does not address pollution, noise, and traffic and does not directly address our concerns legitimately. They framed their solutions to somehow be a net benefit to us considering their proximity. It is disinformation/misinformation at best in the same vein as CNN and/or Fox News anchors stating their opinion as facts. They are gaslighting our community by continuing along with this comedy of errors. We have made our concerns known and have not received any satisfactory resolutions to those concerns.

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2. Noise abatement from offending businesses
3. Traffic mitigation where that disaster area called a roundabout on Redlands located Redlands Blvd., especially if more trucks are going to be on it
4. Why do we need another warehouse in MV when other cities have placed moratoriums on them?
5. Jobs they claim to create are all low-wage jobs. We do not need those kinds of jobs.
6. Why are you offering to build a park (Not near us, I might add) if this project is a net positive for Moreno Valley?

At the end of the day, I like business and growth. Just not at the expense of my home, children, and the overall well-being of our community. This project cannot exist in its current plan. All involved need to go back to the drawing board and create a community master plan that does not infringe on residents or develop businesses that the residents will use. Not all

business is good business. I expect that the city council maintains its rejection of this project. There are other opportunities for business without the downsides of what we are currently present with.

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Fax 810.963.0303

**From:** [Darric](#)  
**To:** [Ken Morin](#); [Alvaro Valdivia](#); [Andre Moya](#); [Antonio Hoggins](#); [Brian Jackson](#); [Carolyn Valencik](#); [Ceci Yahoo](#); [Charles Ober](#); [Cheylindaforcouncil@gmail.com](#); [Cindy Ramos](#); [Crys Tom](#); [DAMON FOREMAN](#); [David McAbee](#); [Don McNicholas](#); [Edna White](#); [Ericka Partida](#); [Eugene Wright](#); [Jackie McGee](#); [James Hagen](#); [Jean Mims](#); [Jesus Flores](#); [John Hubbs](#); [Jose Garcia](#); [Jeff Sims](#); [Karle Woodward](#); [Ken Morin](#); [Lisa Tuy](#); [Liz Anderson](#); [Margarita Valdivia](#); [Maritza Torres](#); [Mark & Donna Montgomery](#); [Merrick](#); [Nancy Altamirano](#); [Pierre Overton](#); [Ramona Zuniga Morales](#); [Randy Thomas](#); [Ray](#); [Renee Smith](#); [Richard Moreno](#); [Richard White](#); [Sharilyn Bankole](#); [Terry Scheschy](#); [Tom and Terri Thornsley](#); [VERONICA Ramos](#); [cdftom@aol.com](#); [Darric Williams](#); [juancortega87@gmail.com](#); [lalfaro1962@gmail.com](#); [luckys55@aol.com](#); [nelly\\_meza126@yahoo.com](#); [sfwhardy@yahoo.com](#); [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Marquez](#); [cheylendab@moval.org](#); [City Clerk's Dept. DG](#); [City Manager's Office DG](#)  
**Subject:** Re: April 18th Council Hearing on Moreno Valley Trade Center (MVTC)  
**Date:** Tuesday, April 11, 2023 2:27:11 PM

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On Tue, Apr 11, 2023 at 2:25 PM Darric <[darricgs400@gmail.com](mailto:darricgs400@gmail.com)> wrote:

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**From:** [Jeff Sims](#)  
**To:** [gbhague@gmail.com](#); [bunkerjl@gmail.com](#); [Moreno Valley Mayor](#); [Elena Baca-Santa Cruz](#); [Edward A. Delgado](#); [David Marquez](#); [Cheylynda Barnard](#); [Sean P. Kelleher](#); [Gabriel Diaz](#)  
**Cc:** [tolken501@gmail.com](#); [alvaldivia9@gmail.com](#); [lexington92555@yahoo.com](#); [amhsr3@gmail.com](#); [zbrianz@gmail.com](#); [carolyn12502@aol.com](#); [ceciggonzales@yahoo.com](#); [caober4822@yahoo.com](#); [Cheylyndaforcouncil@gmail.com](#); [cramos0086@gmail.com](#); [4tomboys@gmail.com](#); [mr4man@aol.com](#); [dmcabee18@gmail.com](#); [donm@teamsei.com](#); [lanette54@hotmail.com](#); [aslanjashive@gmail.com](#); [wmrtaz@gmail.com](#); [ajmcgee5@gmail.com](#); [baxterdulce@gmail.com](#); [tjmims@rocketmail.com](#); [1225jessef@gmail.com](#); [johnhubbs46@yahoo.com](#); [jp15garcia@hotmail.com](#); [kwcw@roadrunner.com](#); [kenmorinrealtor@gmail.com](#); [david+lisat@msn.com](#); [ander3fam@yahoo.com](#); [maquevalgon7@gmail.com](#); [mari\\_7280@yahoo.com](#); [donna00011@yahoo.com](#); [merricktruss20@yahoo.com](#); [n.altamirano13661@gmail.com](#); [pierredsr@yahoo.com](#); [rlzm36@aol.com](#); [rwbcthomas@roadrunner.com](#); [stingyh333@yahoo.com](#); [rrsmith33326@gmail.com](#); [rtmoreno97@hotmail.com](#); [richard\\_white7@msn.com](#); [amindforgod@cs.com](#); [shellymesa@roadrunner.com](#); [tscheschy@aol.com](#); [tomthornsley@hotmail.com](#); [vip\\_ramos@hotmail.com](#); [cdfom@aol.com](#); [darricgs400@gmail.com](#); [juancortega87@gmail.com](#); [lalfaro1962@gmail.com](#); [luckys55@aol.com](#); [nelly\\_meza126@yahoo.com](#); [sfwhardy@yahoo.com](#)  
**Subject:** Re: April 18th Council Hearing on Moreno Valley Trade Center (MVTC) & city council email addresses  
**Date:** Wednesday, April 12, 2023 12:47:32 PM

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**Warning: External Email – Watch for Email Red Flags!**

Honorable Mayor and Councilpersons,

April 18 the Moreno Valley Trade Center ("MVTC") is again on your agenda to consider overturning your Planning Commissions October 28, 2021 unanimous denial of the project.

At the December 7, 2021 Council appeal hearing after hearing significant public comments, the public hearing formally closed, and after council deliberation, then Mayor Gutierrez indicated "it didn't seem as if there was support for the project." Instead of taking the vote, he suggested a continuance to a date uncertain. This was motioned and approved 3-1. Here we are close to a year and half later and now the matter is back.

During the council deliberation on December 7, 2021 Councilpersons Delgado, Cabrera, and Marquez made the following comments:

Councilperson Marquez: "praised the project but asked when the city would cease approving warehouses in residential areas."

Councilperson Cabrera: "he explained the decision was difficult. He agreed that good paying jobs are necessary. He added that the issue lies in determining whether the economic benefits outweigh all of the negative impacts.....He acknowledged the extensive work performed by Hillwood to mitigate a lot of the negative issues, but explained the location is the crux of the issue. He expressed his desire that there were no docks or truck parking on the south side of the building."

Councilperson Delgado: "stated Hillwood's proposal has exceeded expectations. He indicated the project would be better suited in a different area.....He expressed he would fully support the project if were located elsewhere."

*To read the minutes in whole, refer to the City's website.*

As on December 7, 2021 the Hillwood's MVTC project continues to propose:

1. Putting a massive 1.3 MSF logistics warehouse with associated traffic and pollution (noise and air) on R-2 zoned property directly adjacent to existing R-2 and R-3

homes. To put into perspective, the MVTC building size in area is larger than the Moreno Valley Mall.

2. A project that continues to fail to adequately mitigate significant environmental impacts. The email from George Hauge below provides information about that.

3. A project layout that has not changed. It continues to propose a 1.3 million SF warehouse with truck docks on both the south (neighborhood side) and north side. Directly ignoring then Councilperson, now Mayor Cabrera's comments during December 7, 2021 deliberations.

4. A project that will build a 40-foot-wide private truck roadway parallel to Encelia (around 250 ft. from existing homes along Encelia) for truck traffic to circulate between the truck docks on the north and south side of the building and to access outlets onto Eucalyptus. Based on the plans if you were standing at the intersection of Mozart and Encelia, there will be a 35' +/- landscaped berm and around 15 ft. below the top of berm on the MVTC side of the berm will be the private truck road. From the road going north towards the proposed warehouse will be a 14 ft. tall wall, then truck/trailer parking and loading docks, then the 40 ft. (or 100 ft.) building. Of note the exhaust stacks of the trucks on the private road will be at approximately the same height of the top of the berm. This berm will be used 24/7 and generate noise and air pollution for the neighborhood to put up with.

5. The proposed 35 ft. berm and building will blot out existing north looking view sheds from the neighborhood.

6. The Developer has made no additional mitigation offers for the affected neighborhood such as widening Redlands between Encelia and Dracaea, or putting in traffic signal at either Dracaea or Encelia/Redlands. The only direct mitigating offer to the adjacent neighborhood is for addition at the developer's expense of air filtration units, and sound proofing on some of the existing homes on the south side of Encelia, and power washing of the exterior of some of the homes. The later apparently only during construction. On its face the obvious question is - why would air filtration and sound proofing be needed? We all know why - direct impacts of diesel soot and noise from the added traffic the MVTC places on the community.

7. A project necessitating an amendment of the City's approved General Plan (2040). The recently approved City General Plan (2040) shows the 80 acres where MVTC is proposed as R-2, consistent with the existing neighborhood. Approval of the project by the Council will require overturning the unanimous denial of the project by Planning Commission and approving a General Plan Amendment to change the zoning of the 80 acres from R-2 to business park/industrial. These actions differ from the recently approved warehouses in the Edgemont area, where 1) the buildings were smaller, and 2) the existing land use zoning already allowed this type of projects. Approval of projects whereby their anticipated use knowingly creates noise, traffic, and air pollution from diesel trucks servicing the project should not be approved by residential zoned or existing residential areas. There should be some minimum buffer distance. The state of CA is attempting to create a 1,000 ft. buffer distance, but that has yet to be passed. Other area cities in the inland empire have put the brakes on warehouses due to traffic and environmental issues. With the World Logistics Center (WLC) about to commence construction, it would seem Moreno Valley has more than enough warehouse land use for decades to come and don't need to add more with the MVTC. This council should respect its approved General Plan and not amend it

with putting incompatible land uses directly next to one another. There is 2,800 acres of WLC to build and supply all the supposed living wage jobs touted with logistic careers.

8. A project that exacerbates traffic congestion and lowering of the quality of life of all Moreno Valley citizens. Traffic getting in and out of MV is tough now. The 2,800-acre WLC and its impacts on traffic have yet to be absorbed. MVTC will be additive to the massive cumulative traffic impacts this community has to deal with. As a note, the elevation difference between the 60/215 interchange and 60/91 interchange plays a significant role in the congestion and travel time delays currently experienced. The state of CA recently improved the 60 through the badlands, but that stretch of 60 between WLC Parkway and 60/10 interchange is plagued with the same problem as the stretch between Moreno Valley and Riverside.....grade difference. Trucks cannot go as fast as cars going up and down grades when loaded. This we all know as fact. The traffic studies fail miserably to account for this. We Moreno Valley citizens will experience increased traffic going west and east on 60 just to get around in MV with the WLC and MVTC (if approved). There will also be increased air pollution due to the additional truck traffic attracted to the area by the MVTC. An 18-acre park doesn't fix this when your commute time increases substantially. When will you or your children have time to run around on a sports park after spending hours of your life on a weekly basis sitting on the freeway breathing diesel soot?

So, what is different now than what Hillwood has proposed over the last year and a half? The project and its impacts remain the same. The difference now is Hillwood has put on the table an offer of a \$500,000 cash contribution to the Moreno Valley Community Fund, and a contribution of an 18-acre sports park. Hillwood has witnessed the controversy and opposition of its project at the Planning Commission, where it was unanimously denied. Hillwood also witnessed the lack of support during council deliberations at the December 7, 2021 appeal. The bottom line is Hillwood can't mitigate the significant impacts of the MVTC and now seek your support of its approval in other ways. Their way is to put these offers/incentives on the table as "mitigating public benefits". There are various terms for what Hillwood is doing to curry favorable results, but I guess the acceptable term nowadays in politics is "influencing."

At the end of the day if approved, the council will be provided hard hat wearing, gold shovel holding, yellow ribbon cutting photo ops as a reward for a yes vote. Maybe people living in other areas of the City may think getting these incentives is a good thing and will indicate their support of you.....but remember they won't have to live with this project literally directly next to them.

Approval of the MVTC comes at the direct cost of one of the existing nicer large lot neighborhoods in Moreno Valley. You can deny the MVTC entitlements and easily point to the coming new jobs and economic benefits the WLC will provide as news indicates it is soon to begin construction. Let the 80-acres where MVTC is proposed be built as residential and let the property taxes and development fees from that support funding of a park. Perhaps transitional density of residential on the 80-acres rather than all R-2 would enable this. The City benefits from higher property taxes and people shopping in Moreno Valley. Added residential rather than more warehouse does that.

You were elected to protect and enhance the quality of life for all Moreno Valley

residents. The MVTC is not located in an appropriate location, and it will have direct harm on the existing citizens living in homes adjacent to where the MVTC is proposed. In the past the council denied approval of the Prologis Project adjacent this same existing residential neighborhood. This was responsible and the City continued to move forward despite the loss of the denied Prologis logistic/warehouse square footage. On December 7, 2021 three of the four council appeared to have real concerns about the location of the MVTC and the impacts it would have on the same existing residential, similar to the council when the Prologis project was considered. Hillwood though continues to push forward. MVTC location is in a residential area, there will be a quarter mile or so of loading docks proposed on the south side of the building, and the existing residential will be directly harmed by air and noise pollution, loss of views, and traffic. The rest of the City residents not living next to the MVTC will get the negative harm by more truck traffic, air and noise pollution, and added commute time.....all negatively impacting the quality of life you were elected to protect and enhance. Let Moreno Valley absorb what it already has approved in warehouse/logistic uses.....when is enough, enough?

With the December 7, 2021 council meeting hearing the appeal the public hearing was formally closed. Will this Council reopen the public hearing?

Last - would you want a council to vote to approve the MVTC if your home was directly next to it?

Uphold your Planning Commissions unanimous denial of the MVTC Project.

Jeff Sims  
Moreno Valley Resident

-----Original Message-----

From: George Hague <gbhague@gmail.com>

To: Joe Bunker <bunkerjl@gmail.com>

Cc: Ken Morin <tolken501@gmail.com>; Alvaro Valdivia <alvaldivia9@gmail.com>; Andre Moya <lexington92555@yahoo.com>; Antonio Hoggins <amhsr3@gmail.com>; Brian Jackson <zbranz@gmail.com>; Carolyn Valencik <carolyn12502@aol.com>; Ceci Yahoo <ceciggonzales@yahoo.com>; Charles Ober <caober4822@yahoo.com>; Cheylyndaforcouncil@gmail.com <Cheylyndaforcouncil@gmail.com>; Cindy Ramos <cramos0086@gmail.com>; Crys Tom <4tomboys@gmail.com>; DAMON FOREMAN <mr4man@aol.com>; David McAbee <dmcabee18@gmail.com>; Don McNicholas <donm@teamsei.com>; Edna White <lanette54@hotmail.com>; Ericka Partida <aslanjashive@gmail.com>; Eugene Wright <wmrtaz@gmail.com>; Jackie McGee <ajmcgee5@gmail.com>; James Hagen <baxterdulce@gmail.com>; Jean Mims <tjmims@rocketmail.com>; Jesus Flores <1225jessef@gmail.com>; John Hubbs <johnhubbs46@yahoo.com>; Jose Garcia <jp15garcia@hotmail.com>; Jeff Sims <arlenego@verizon.net>; Karie Woodward <kwcw@roadrunner.com>; Ken Morin <kenmorinrealtor@gmail.com>; Lisa Tuy <david+lisat@msn.com>; Liz Anderson <ander3fam@yahoo.com>; Margarita Valdivia <maguevalgon7@gmail.com>; Maritza Torres <mari\_7280@yahoo.com>; Mark & Donna Montgomery <donna00011@yahoo.com>; Merrick <merricktruss20@yahoo.com>; Nancy Altamirano <n.altamirano13661@gmail.com>; Pierre Overton <pierredsr@yahoo.com>; Ramona Zuniga Morales <rlzm36@aol.com>; Randy Thomas <rwbtthomas@roadrunner.com>; Ray <stingyh333@yahoo.com>; Renee Smith <rrsmith33326@gmail.com>; Richard Moreno <rtmoreno97@hotmail.com>; Richard White <richard\_white7@msn.com>; Sharilyn Bankole <amindforgod@cs.com>; Shelly Mesa <shellymesa@roadrunner.com>; Terry Scheschy <tscheschy@aol.com>; Tom and Terri Thornsley

<tomthornsley@hotmail.com>; VERONICA Ramos <vip\_amos@hotmail.com>; cdftom@aol.com;  
darricgs400@gmail.com; juancortega87@gmail.com; lalfaro1962@gmail.com; luckys55@aol.com;  
nelly\_meza126@yahoo.com; sfwhardy@yahoo.com  
Sent: Fri, Apr 7, 2023 11:30 pm  
Subject: April 18th Council Hearing on Moreno Valley Trade Center (MVTC) & city council email  
addresses

Good morning/afternoon Neighbors,

## **This is your neighborhood = Speak Up and Show Up!!!**

**The 1.26 million sq ft Moreno Valley Trade Center massive warehouse which could be at least 100 feet high is again scheduled before the city council = Tuesday November 15th at 6 pm.** It would be located at SW Redlands Blvd & Eucalyptus Ave. This is where Hall Nursery is/was located and where the roundabout is on Redlands Blvd. **You can help make a difference = Please Do!**

It is proposed on land zoned for homes on half acre lots and across Encelia Street from family homes to the south.

When the project couldn't protect the neighborhood and the environment, they decided a park at the SE corner of Ironwood Ave/Redlands Blvd could be offered to "INFLUENCE" the council to get at least three votes, **but they fail to explain the park will be next to a city designated diesel truck route with all its harmful pollution impacting the children using the sports park** — active use of the sports park will result in children breathing in deeply the health impacting diesel pollution. The 40 million sq ft World Logistics Center warehouse project has just begun moving forward with its project and will be using Redlands Blvd for some of its 13,000 daily diesel truck trips as will the MVTC. **The sports park's tall lights will light up much of NE Moreno Valley with its nighttime glow many days of the week.**

**If the project is approved, you can expect the Pilot Travel Center/Truck Stop with its many hundreds of daily diesel trucks will be approved directly across Eucalyptus Ave from the MVTC.**

If some of the above is approved, you will experience the roundabout trying to handle **several large diesel trucks every minute** throughout most of the day and the out-of-date Redlands Blvd interchange will become a nightmare.

**You and each of our neighbors need to email Each council member at least once and ideally more using their email addresses found below before the Tuesday April 18th council hearing. It is usually better to send it to each one individually, but the main thing is to send something.**

### ***Moreno Valley City Council Members Email Addresses***

Mayor Ulises Cabrera ([Mayor@moval.org](mailto:Mayor@moval.org))

District 1 -Elena Baca Santa Cruz ([elenab@moval.org](mailto:elenab@moval.org))

District 2 -Edward A. Delgado ([edd@moval.org](mailto:edd@moval.org))

District 3 -David Marquez ([davidma@moval.org](mailto:davidma@moval.org))

District 4 - Cheylynda Barnard - [Cheylyndab@moval.org](mailto:Cheylyndab@moval.org)

If you also email both planner Gabriel Diaz ([Gabrield@moval.org](mailto:Gabrield@moval.org)) and planner Sean P. Kelleher ([seanke@moval.org](mailto:seanke@moval.org)) **before this Wednesday April 12th** to the City Council members, **it should get into the agenda packet for the council and public to read**

Just make sure they know it is for the City Council members concerning the Moreno Valley Trade Center it should get to them. I would also cc the City Clerk ([cityclerk@moval.org](mailto:cityclerk@moval.org)) to make sure it is in the public record.

EVEN THOUGH THEY ARE TRYING TO FIT THEIR VERY LARGE WAREHOUSE ON LAND ZONED FOR HOMES AND ACROSS THE STREET FROM HOMES THE FOLLOWING ARE IMPORTANT AREAS THEY HAVE **NEVER** BEEN ABLE TO COME CLOSE TO MITIGATING ACCORDING TO THE FOLLOWING FROM THEIR OWN FINAL Environmental Impact Report (EIR):

#### "5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, the proposed Project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after the consideration of Project design features, compliance with applicable federal, State and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- **Aesthetics: Implementation of the Project would mostly or completely block views** of Reche Canyon and the Badlands (and the San Bernardino Mountains beyond) from the segment of Encelia Avenue that abuts the Project site on the south (west of Shubert Street). Also, implementation of the Project would mostly or completely block scenic views of Mount Russell and its foothills from the segment of Eucalyptus Avenue that abuts the Project site. **This would be a significant and unavoidable direct impact.**
- **Air Quality (Air Quality Management Plan Conflict):** The Project would emit air pollutants (NO<sub>x</sub>) that would contribute to a delay in the attainment of federal and State ozone standards in the SCAB. Because the Project requires a General Plan Amendment, it also would exceed the growth projections contained in SCAQMD's 2016 AQMP. As such, the Project would conflict with and could obstruct implementation of the AQMP. Project impacts due to a conflict with the SCAQMD 2016 AQMP **would be significant and unavoidable** on both a direct and cumulatively-considerable basis.
- **Air Quality (Criteria Pollutant Emissions):** After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures, Project-related NO<sub>x</sub> emissions during long-term operation of the Project would remain above the applicable SCAQMD regional thresholds. Accordingly, Project-related emissions would not meet SCAQMD air quality standards and contribute to the non-attainment of ozone standards in the

SCAB. Therefore, Project operational-related impacts due to NOx **emissions would be significant and unavoidable** on a direct and cumulatively-considerable basis.

- **Greenhouse Gas Emissions (GHG Emissions Generation):** Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG **emissions and would result in a cumulatively-considerable impact to the environment.**" (page 5-1 in MVTC Final EIR)

Neighbors Helping Neighbors,

George Hague

**From:** [Jeff Sims](#)  
**To:** [Sean P. Kelleher](#); [Gabriel Diaz](#)  
**Subject:** Fw: Public Hearing April 18, 2023  
**Date:** Wednesday, April 12, 2023 3:17:16 PM

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**Warning: External Email – Watch for Email Red Flags!**

Please also add this as well to the public comment re MVTC

thanks

Jeff Sims

[Sent from AOL on Android](#)

----- Forwarded Message -----

**From:** "Jeff Sims" <arlenego@verizon.net>

**To:** "tomthornsley@hotmail.com" <tomthornsley@hotmail.com>,  
"ulises@moval.org" <ulises@moval.org>, "mayor@moval.org"  
<mayor@moval.org>, "cheylyndab@moval.org" <cheylyndab@moval.org>,  
"bunkerjl@gmail.com" <bunkerjl@gmail.com>

**Sent:** Wed, Apr 12, 2023 at 1:13 PM

**Subject:** Re: Public Hearing April 18, 2023

Mayor Cabrera,

I have the same concerns as Mr. Thornsley. A project of the magnitude of the MVTC needs to be fully vetted in a transparent manner. Hillwood has their website and pro-MVTC advocacy going in full force to gather up support. They have pulled out the stops offering "community benefits" - \$500K in cash and a park to somehow mask the significant environmental impacts it can't mitigate.

I ask you to go back and watch the video of you and your fellow council members during the December 7, 2021 deliberations. MVTC has addressed none of the actual concerns you, Delgado, and Marquez brought up. The project may have been denied that night had there been a vote, but Guterrez threw out a lifeline by closing the hearing and then continuing the matter.

The project hasn't changed. The harm it will cause to the neighborhood directly next to it hasn't changed. Only the cash and park.

Your advisory Planning Commission unanimously denied MVTC in October 2021. It upheld the recently approved General Plan (2040) to not approve an amendment to allow incompatible land uses directly next to each other.

The public should not be confused, and the vote should be made transparently. The Public Hearing for this matter should be reopened.

Jeff Sims  
(951) 809-3308

-----Original Message-----

From: Tom Thornsley <tomthornsley@hotmail.com>

To: Ulises Cabrera <ulises@moval.org>; Mayor@moval.org <mayor@moval.org>

Sent: Wed, Apr 12, 2023 11:23 am

Subject: Public Hearing April 18, 2023

Mayor Cabrera,

I, and many others, worried that you will not permit further public comments on the Moreno Valley Trade Center Appeal hearing on April 18. It is my understanding that when the City Council last heard the appeal of the Moreno Valley Trade Center the public comment portion of the hearing was closed then Council discussion was continued just before a vote would have occurred. That might technically mean that the Council only has to reconvene and vote on this project. However, that last hearing was almost a year and a half ago and a lot has changed since then, including the addition of a new Council Member not involved with this issue. Additionally, the developer has put forth new incentives for garnering approval, a new development agreement has been prepared, and likely some other changes to the project plan.

After all tht time, memories have faded and the developer has had and extensive amount of time to privately persuade each Council Member. I expect each Council Member to be forthcoming about how much contact they have had with the developer over the past 17 months. In all fairness to everyone involved, next Tuesday's appeal hear should be a reboot, starting over from the beginning and all community members should be permitted to speak on this project, prior to any Council consideration and voting.

Respectively,

Tom Thornsley

**From:** [George Hague](#)  
**To:** [Gabriel Diaz](#)  
**Cc:** [Sean P. Kelleher](#); [City Clerk](#)  
**Subject:** Comments on the Moreno Valley Trade Center -- 3  
**Date:** Wednesday, April 12, 2023 3:27:00 PM

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**Warning: External Email – Watch for Email Red Flags!**

Good afternoon City council members

I hope you will read each of the city adopted goals found below and think of how they apply to the Moreno Valley Trade Center (MVTC) — ensuring things like a smooth transition and sensitive to surrounding context as well as others are never addressed when placing warehousing so close to sensitive receptors like family homes. These Goals should not be applied only when it is convenient and avoided when they are not.

**City Goals Not Being addressed on warehouse project reviews = Please read each one found below.**

#### **Noise (N)**

**Goal N-1 Design for pleasant healthy sound environment conducive to living and working**

**Goal N-2 Ensure that noise does not have a substantial, adverse effect on quality of life in the community.**

#### **Environmental Justice (EJ)**

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

#### **Land Use and Community Character (LCC)**

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

**LCC.3-1 Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in centers and corridors.**

**LCC.3-2 Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.**

**LCC.3-17 Screen and buffer nonresidential projects to protect adjacent**

**residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.**

**The planning Department needs to prove all of these have been met by all warehouse projects and that includes the Moreno Valley Trade Center.**

**Sincerely,**

**George Hague**