
PLANNING COMMISSIONERS

MELI VAN NATTA
Chair

GEORGE SALAS, JR.
Vice-Chair

JEFFERY GIBA
Commissioner



AMBER CROTHERS
Commissioner

THOMAS A. OWINGS
Commissioner

CARLOS RAMIREZ
Commissioner

RAY L. BAKER
Commissioner

PLANNING COMMISSION AGENDA

June 28, 2012

PLANNING COMMISSION MEETING – 7:00 P.M.

**CITY OF MORENO VALLEY
City Hall Council Chambers
14177 Frederick Street
Moreno Valley, California 92553**

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

**PUBLIC ADVISED OF THE PROCEDURES TO BE FOLLOWED IN THE
MEETING**

(ON DISPLAY AT THE REAR OF THE ROOM)

**COMMENTS BY ANY MEMBER OF THE PUBLIC ON ANY MATTER WHICH IS
NOT LISTED ON THE AGENDA AND WHICH IS WITHIN THE SUBJECT
MATTER JURISDICTION OF THE COMMISSION**

The City of Moreno Valley complies with the Americans with Disabilities Act of 1990. If you need special assistance to participate in this meeting, please contact Mel Alonzo, ADA Coordinator at (951) 413-3027 at least 48 hours prior to the meeting. The 48-hour notification will enable the City to make arrangements to ensure accessibility to this meeting.

NON-PUBLIC HEARING ITEMS

APPROVAL OF MINUTES

1. December 8, 2011
2. January 26, 2012

PUBLIC HEARING ITEMS

1. Case Number: PA12-0018
Case Description: Conditional Use Permit for a restaurant sports bar with entertainment.
Case Type: Conditional Use Permit
Applicant: Stephen Lim
Owner: A. Douglas Rickord, Trustee
Representative: Stephen Lim
Location: 23579 Sunnymead Ranch Parkway, Suites 119-122 (formerly Boompa's Pizza Restaurant)
Proposal: A Conditional Use Permit for a full service sports bar and grill (restaurant) with entertainment to be located within the existing Lakeshore Village shopping center. The entertainment will include karaoke, billiards, a jukebox, and a DJ with dancing. Full bar alcoholic beverages will be served. The project is within the Specific Plan 168 Scenic Highway Commercial.
Case Planner: Julia Descoteaux
Recommendation: **APPROVE** Resolution No. 2012-12 and thereby:
 1. **RECOGNIZE** that PA12-0018 a Conditional Use Permit qualifies as an exemption in accordance with CEQA Guidelines, Section 15301 (Existing Facilities); and
 2. **APPROVE** PA12-0018, a Conditional Use Permit, subject to the attached conditions of approval included as Exhibit A.

OTHER BUSINESS

1. Study Session Discussion: Draft Energy Efficiency and Climate Action Strategy.

Recommendation: **PROVIDE** further direction on the Draft Energy Efficiency and Climate Action Strategy Document.

STAFF COMMENTS

PLANNING COMMISSIONER COMMENTS

ADJOURNMENT

1 CITY OF MORENO VALLEY
2 PLANNING COMMISSION
3 REGULAR MEETING
4 DECEMBER 8TH, 2011

5
6
7 **CALL TO ORDER**

8
9 Chair Baker convened the Regular Meeting of the City of Moreno Valley Planning
10 Commission on the above date in the City Council Chambers located at 14177
11 Frederick Street.

12
13 **ROLL CALL**

14
15 Commissioners Present:

16 Chair Baker
17 Commissioner Giba
18 Commissioner Owings
19 Commissioner Ramirez
20 Commissioner Van Natta
21 Vice Chair Salas

22
23 Excused Absence:

24 Commissioner Crothers

25
26 Staff Present:

27 John Terell, Planning Official
28 Mark Gross, Senior Planner
29 Michael Lloyd, Transportation Consultant Engineer
30 Suzanne Bryant, Assistant City Attorney
31 Kent Wegelin, Storm Water Program Manager

32
33 **PLEDGE OF ALLEGIANCE**

34
35
36 **APPROVAL OF AGENDA**

37
38 **CHAIR BAKER** – May I have a motion for the approval of the Agenda?

39
40 **VICE CHAIR SALAS** – I move that we approve the Agenda

41
42 **COMMISSIONER OWINGS** – Second

43
44 **CHAIR BAKER** – All in favor?
45

1 Opposed – 0

2
3 **Motion carries 6 – 0, with one absent (Commissioner Crothers)**

4
5
6 **PUBLIC HEARING ITEMS**

7
8 **CHAIR BAKER** – Please be advised of all the procedures to be followed in this
9 meeting. Procedures are displayed at the rear of the room.

10
11
12 **PUBLIC COMMENTS**

13
14 **CHAIR BAKER** – Comments by any member of the public on any matter which
15 is not listed on the Agenda and which is within the subject matter jurisdiction of
16 the Commission.

17
18
19 **NON-PUBLIC HEARING ITEMS**

20
21 **1. Recognition of Former Planning Commissioner**
22 **Richard Dozier, 6 Years of Dedicated Service**

23
24 **CHAIR BAKER** – If John Terell would do the honors I'd appreciate that.

25
26 **PLANNING OFFICIAL TERELL** – It is my great pleasure to recognize Richard
27 Dozier for his 6 years on the Planning Commission. He was almost always here
28 and a great asset, especially due to his experience with both work force
29 development and economic development as well as being President of the local
30 Historical Society, so that has all been very helpful to us and we miss him, but we
31 know he has other priorities that are much more important and we wish you the
32 best of luck in those.

33
34 **FORMER PLANNING COMMISSIONER DOZIER** – Thank you. May I have a
35 word?

36
37 **PLANNING OFFICIAL TERELL** – Yes

38
39 **FORMER PLANNING COMMISSIONER DOZIER** – I did prepare comments.
40 I've learned not to do it and not to wing it, but this won't take long and as I get
41 older I need more of these. There are many ways to serve your community. I
42 have served in the Moreno Valley business community as a Chamber of
43 Commerce President. I've served as the Chair of the Moreno Valley Cultural
44 Preservation Committee. I, like many, have volunteered to help community
45 efforts whether it was for my Rotary Club, my Optimist Club, Historical Society,
46 School Bond Oversight Committee, Moreno Valley Hospital Foundation Board

1 and countless others that I can't even recall now. The time I spent on the
2 Planning Commission has given me some of the more rewarding and memorable
3 experiences. The responsibility to make Planning recommendations to the City
4 Council that will affect every Moreno Valley citizen and help shape the direction,
5 look, feel and effective design of our City is a tremendous one. I took my
6 responsibility very seriously as I know each of the Commissioners I served with
7 did as well. I was fortunate to serve with several Commissioners over those
8 years that were professional, experienced and not afraid to provide leadership.
9 They helped me grow in my place on the Commission and to them I want to give
10 a warm thank you.

11
12 John Terell from Planning and City Staff were always professional and courteous
13 and did an excellent job in setting the stage for us to deliberate each project. I
14 give my gratitude and admiration to them for always being stalwart even on
15 occasions when they were undeservedly under attack. It was my honor to be
16 selected by the City Council to serve my community. I thank them for that
17 opportunity. Finally to the current Commissioners I envy your place now as I
18 move on because there is so much more to do and the challenges of this
19 economy will make every decision you contemplate even more important.
20 Remember the voice that shouts the loudest with the greatest following can be
21 the one with the right answer, but the one that speaks the softest with the least
22 following can also be right. Listen to both carefully and without prejudice
23 because only then do you stand a chance to reach the truth and make decisions
24 that will lead to the greatest good. I thank you very much. Thank you all.

25
26 **CHAIR BAKER** – I truly enjoyed working with Richard for two years. He sat right
27 down there next to me and he added a real addition to the Commission. Thank
28 you again for your service Richard and have a good evening.

29
30 **FORMER PLANNING COMMISSIONER DOZIER** – Thank you

31
32 **CHAIR BAKER** – You bet. Bye, bye.

33
34
35 **PUBLIC HEARING ITEMS**

36
37 **1. Case Number: PA11-0019 Conditional Use Permit**

38
39 **Case Planner: Mark Gross, Senior Planner**

40
41 **CHAIR BAKER** – It is a Conditional Use Permit for the southwest corner of
42 Brodiaea Avenue and Moreno Beach Drive. Before I call Mark Gross the Case
43 Planner forward I would like each one of us Commissioners to divulge if we did
44 and I think there is four or five of us that met with the developer privately to just
45 kind of go over the program and if you did just say hey I met with the developer
46 so that is on the record and I'll start myself. Ray Baker did.

1 **VICE CHAIR SALAS** – George Salas did

2
3 **COMMISSIONER GIBA** – and Jeff Giba did

4
5 **COMMISSIONER RAMIREZ** – I did. Commissioner Ramirez did

6
7 **COMMISSIONER VAN NATTA** – Meli Van Natta met with him

8
9 **COMMISSIONER OWINGS** – Tom Owings did not meet with the developer

10
11 **CHAIR BAKER** – Thank you for that. That is just to get that out in the open with
12 the public. Mark if you would take over with the presentation on this project, I'd
13 appreciate it. This has to do with Continental East, the development of an
14 Assisted Living Home. Okay, thank you Mark.

15
16 **SENIOR PLANNER GROSS** – Okay good evening Chair Baker and members of
17 the Planning Commission. I'm Mark Gross, Senior Planner here to provide a
18 brief report on the project before you this evening. The Applicant, Continental
19 East Development is requesting the approval as Chair Baker mentioned of a
20 Conditional Use Permit to develop a two-phase 98,434 square foot 139 unit and
21 155 bed senior assisted living facility, better known as Renaissance Village on
22 roughly a 7 acre parcel of land in Residential 15 Land Use District. The project
23 as mentioned is located on the southwest corner of Moreno Beach Drive and
24 Brodiaea and it will be replacing a previously approved 112 unit town home
25 complex that was never constructed basically due to the financial constraints and
26 the down turn of the economy.

27
28 Now the property has since changed ownership and the new owner proposes the
29 assisted living facility to assist in meeting the needs of assisted residential living
30 here in the City. Now many amenities have been provided for the proposed
31 residential community and that includes various arbors and gazebos. In fact we
32 have kind of a color plan up there on the board and that kind of gives you some
33 ideas, but again arbors and gazebos, water feature, raised gardening areas, tot
34 lot for visiting families and children and there is also an administrative building,
35 an exercise pool and spa, barbeque areas and synthetic turf for gathering areas.
36 That is just some of the amenities for this particular project. Now there will be
37 private patios provided for the individual units and that will include landscape,
38 hardscape and seating areas for the residents and families. Now three points of
39 access into the site will include decorative pavers, while additional conditions of
40 approval will include other enhancements and other required finger and end
41 planter requirements. Now as proposed, the Municipal Code allows for a parking
42 analysis for the project to determine the actual number of parking stalls based on
43 parking demand and an assisted living facility is not considered in this case a
44 parking intensive land use since residences in most instances are not driving a
45 vehicle and a parking study was conducted in this case to determine parking
46 intensity for similar assisted living facilities and sites currently in operation and I

1 believe three of those were in the Southern Orange County area based on the
2 report itself. Now the study revealed a maximum of 76 parking stalls for the 155
3 bed facility and currently there are 95 stalls that are being proposed for the site
4 and thus that means the site is over parked by about 19 stalls and Staff is
5 continuing to work with the Applicant further to reduce possibly some of these
6 parking areas to allow additional landscape and shade tree opportunities.

7
8 Now an assisted living facility is this particular site is consistent with the
9 surrounding commercial and residential land uses in the vicinity. Architecturally
10 the complex will provide details and coordinated earth tone colors from the
11 surrounding shopping center but the project will be more compatible with the
12 residential development. Now detailing for the complex will include stucco
13 structures with trim. There will be tile roofs, shutters, brick details, French doors,
14 windows, decorative iron fencing enhancements and decorative lighting. Fencing
15 for the project will include about a six foot decorative wall with entrance gates.
16 That is currently located adjacent to the commercial shopping center on the
17 southern elevation of the project. That actually was developed with the prior
18 development and there will also be a proposed decorative iron fence with
19 pilasters and vines along Brodiaea and Moreno Beach Drive that the Applicant is
20 proposing and a decorative wall will be required adjacent to the vacant residential
21 lot on the west side of the site. Now the project Site Plan and Conceptual Plan
22 as I mentioned are right up on the wall there and that also shows the elevations
23 and what the project will look like.

24
25 Now the Staff Report did provide elevation plans and project details and booklet
26 format that the Applicant did provide. The project includes a Negative
27 Declaration in accordance with California Environmental Quality Act Guidelines;
28 the Environmental Initial Study which included completion of a Preliminary Water
29 Quality Management Plan and Burrowing Owl Assessment has determined that
30 no significant impacts to the environment would exist from this proposed project
31 this evening. Public notices were sent out to all property owners of record
32 surrounding the site and published in the newspaper and also posted on the site.
33 Staff did not receive any public enquiries on this project this evening. That
34 concludes my brief report on the project. We would be happy to answer any
35 questions that you have. Also, Charlene Kussner, the representative for the
36 project from Continental East Development is in the audience this evening with
37 her team to answer any questions later on in the public hearing process. Thank
38 you

39 .
40 **CHAIR BAKER** – Thank you Mark. Are there any Planning Commissioners that
41 have questions of Staff at this point?

42
43 **COMMISSIONER OWINGS** – Mr. Chairman if I may. Mr. Gross, I wonder if you
44 could just enlighten me a little bit. The reason that we're doing this as a
45 Conditional Use Permit is it because the City Zoning Ordinances do not include
46 the term Assisted Living or Extended Care Facility. Is that the reason why?

1 **PLANNING OFFICIAL TERELL** – Maybe I can answer that. Assisted Living is
2 listed in the Code but it is Assisted Living/Convalescent Homes and that use has
3 been a Conditional Use Permit in the Code since it was adopted in 1992.

4
5 **COMMISSIONER OWINGS** – And is there a difference in your mind John
6 between Assisted Living, Convalescent or Extended Care or Congregant Living?
7 The purpose of my questioning is it just seems like it is one of those cases where
8 you know where I reading about this prior to coming to the meeting and 15 million
9 people in this country turn 85 by 2050, so obviously the zoning in some cases;
10 the Zoning Ordinance has not kept pace with the needs of the community and I
11 just wondered if this one of those cases.

12
13 **PLANNING OFFICIAL TERELL** – Well we revised the Code to include the term
14 Assisted Living within the last 10 years when we had our first application for this.
15 This particular facility does include potential for I believe an Alzheimer’s unit but
16 the idea is there might be varying levels of care here. Congregant Care; I’m not
17 quite sure what the distinction is between that and Assisted Living, but these are
18 not apartments. There is a level of service; there are central dining facilities that
19 are available, so it’s a little bit more than just an apartment and we might have to
20 look at that again in the future but that is the way it has been defined so far.

21
22 **COMMISSIONER OWINGS** – Well in the event there was a continuing care
23 facility, more convalescent oriented, would there be any different impacts to the
24 neighborhood or to the surrounding area as a result of a sort of a change in the
25 use over the years as it develops; kind of matures into it.

26
27 **PLANNING OFFICIAL TERELL** – I think the main reason why there might be a
28 concern is that it does have a much lower parking demand. It does include
29 hopefully people that visit as well as more employees than the standard
30 apartment complex. If this particular facility were in a commercial zone, it might
31 be different. Obviously it is much less intensive, but I think the concern is that it
32 is materially different than a residential apartment or single family and therefore
33 there are two reasons for a Conditional Use Permit. One is because of the
34 impacts and that they are unique and you want to have unique conditions of
35 approval and the other is that you may have some concern about where they are
36 located; meaning the use may not be appropriate on a residential street but may
37 be perfectly appropriate on a major street, so those are some of the
38 considerations.

39
40 **COMMISSIONER OWINGS** – There is a similar facility in the near proximity;
41 correct?

42
43 **PLANNING OFFICIAL TERELL** – Yes there is an Assisted Living, which
44 definitely has an Alzheimer’s unit next to the County Hospital over on Nason.
45

1 **COMMISSIONER OWINGS** – Okay and just for instructional; just for my own
2 personal information, would that Alzheimer’s facility; does it have more... are you
3 saying that it would have a larger parking impact to the area than possibly than
4 just the Assisted Living?

5
6 **PLANNING OFFICIAL TERELL** – Well it might because there may be more
7 employees associated with that kind of a facility than a standard Assisted Living
8

9 **COMMISSIONER OWINGS** – They may have fewer visitors or if they had visitors
10 they don’t remember them. Good at any rate. Thank you.
11

12 **VICE CHAIR SALAS** – Mark can I ask on the boundaries on Brodiaea; is that a
13 block wall; a block wall with gates?
14

15 **SENIOR PLANNER GROSS** – Yes if I can answer that question... on the
16 Brodiaea side there is... well the Brodiaea side actually is not going to be a block
17 wall, the applicant is proposing kind of a more ornamental fence; it’s a decorative
18 fence with some vines that will go along Brodiaea and Moreno Beach Drive. The
19 only actual walls that are involved are located adjacent to the shopping center to
20 the south and also to the west adjacent to the vacant residential side.
21

22 **VICE CHAIR SALAS** – Okay but is there going to be... okay you are saying
23 wrought iron and block wall; are we talking six feet?
24

25 **SENIOR PLANNER GROSS** – Yeah six feet
26

27 **VICE CHAIR SALAS** – So there is not going to be access where people can just
28 walk right onto the property without some kind of deterrent?
29

30 **SENIOR PLANNER GROSS** – Well I don’t believe that this site is going to be
31 gated but the Applicant can talk more about that when they come but again there
32 is not really any requirement for any fences along Brodiaea or Moreno Beach
33 Drive, but the Applicant is looking at providing these fences; more of a decorative
34 fence along these two roadways, which would include of course vines and other
35 decorative enhancements.
36

37 **PLANNING OFFICIAL TERELL** – Right but Commissioner Salas, the only way
38 to access this site as the Applicant has proposed it is through the driveways;
39 there are sidewalks next to the driveways, so it is controlled access if that was
40 your concern.
41

42 **VICE CHAIR SALAS** – Alright, my next question is I noticed most of these units
43 have kitchenettes. Are they allowed to have cars? Can the tenants have a
44 vehicle?
45

1 **SENIOR PLANNER GROSS** – From what I understand, they can have vehicles.
2 With this type of Assisted Living facility, most of the residents probably will not be
3 driving vehicles.

4
5 **VICE CHAIR SALAS** – But they can

6
7 **SENIOR PLANNER GROSS** – They can, but again the Applicant can talk more
8 about that when they have a chance to come up, but again yes they could drive if
9 they can.

10
11 **VICE CHAIR SALAS** – Basically all 130 units could have cars? Basically they
12 could right?

13
14 **SENIOR PLANNER GROSS** – Well Yes, but again in this particular site and in
15 fact we did a parking study. A parking study was required for the site and we
16 looked at other Assisted Living facilities and again all Assisted Living facilities are
17 more of a situation where you are not driving; where the residents are not driving,
18 so I think the parking study revealed about 76 stalls that are required for this
19 particular site, so I don't anticipate that all 155 beds are going to have vehicles or
20 residents that would actually be utilizing a vehicle.

21
22 **VICE CHAIR SALAS** – They all have kitchens and they all could. Is there any
23 kind of requirement in there saying that after so many units of the parking spaces
24 that they can't; I mean are we going to monitor it someplace?

25
26 **PLANNING OFFICIAL TERELL** – We're not going to monitor it but again it is a
27 Conditional Use Permit. If there was a problem we could address it through the
28 Conditional Use Permit process. It is a unique use and the Applicant can speak
29 more to the specific standards of the typical resident, but the typical resident is
30 very old; 85 or older and they move into a facility like this because they have
31 some issues about living independently and part of living independently is
32 driving, so that's why we looked at other facilities; that's why we had them look at
33 parking at other facilities to determine how many people really do park.
34 Everyone could drive but if they choose not to it is really... we wouldn't want to
35 waste the resources and have a lot of extra parking if it is never going to be used.
36 We'd prefer that land be available for recreation or other purposes on the site.
37 This one actually lends itself to having maybe even fewer people drive because it
38 is immediately adjacent a shopping center so that is an available amenity and it
39 is relatively close to the hospital, but you are correct, they could drive. It would
40 be very hard to manage going in there and telling somebody you know once you
41 get to the fiftieth person that wants to park, you have to deny everyone after that
42 if there is still sufficient parking and the parking is primarily for residents and their
43 visitors. There are a very small number of employees at any one time, so most
44 of the parking will be available for general use.

1 **VICE CHAIR SALAS** – Okay, so Assisted Living... how do you know if
2 somebody needs to be Assisted Living? What I mean is there something written
3 saying that they are... I mean what is keeping somebody like myself from going
4 in there and saying I need Assisted Living and renting it?
5

6 **PLANNING OFFICIAL TERELL** – Well probably to some extent your personal
7 preference. There are more expensive than an apartment so it wouldn't be
8 beneficial to live there because it is much more expensive than a standard
9 apartment.
10

11 **VICE CHAIR SALAS** – Well that's my main concern. Alright, thank you
12

13 **CHAIR BAKER** – Is there anyone else with questions?
14

15 **COMMISSIONER OWINGS** – Excuse me...go ahead
16

17 **COMMISSIONER VAN NATTA** – Well my question had to do with what we were
18 talking about how expensive it can be. Is there any provision for a certain
19 number of these units being set aside for lower income?
20

21 **PLANNING OFFICIAL TERELL** – No they are not asking for anything special
22 and our Code doesn't require what I guess is inclusionary housing to allow for
23 affordable housing since they are not exceeding the density standard. Actually
24 they are substantially below the density standard for this use.
25

26 **COMMISSIONER VAN NATTA** – Okay, my other questions have to do with
27 design things. I'll wait until the Applicant is up.
28

29 **COMMISSIONER OWINGS** – Mr. Chairman, just one brief follow-up question.
30 Mark you mentioned that there was a traffic study. It might be helpful in
31 addressing some of the concerns if we knew what the breakdown of the traffic
32 study was in terms of employees, visitors and residents. Do you have that
33 available?
34

35 **SENIOR PLANNER GROSS** – We have that available and I can go into some of
36 this. I believe also that the team that was actually involved with the project
37 through the Applicant can probably talk a little bit more about that because the
38 consultants were actually out there and taking the counts and it is a parking study
39 being looked at and like I said there were three different sites I believe and as far
40 as the counts...
41

42 **PLANNING OFFICIAL TERELL** – I don't believe the parking study went into
43 finding out whose cars were in the parking lot. They just determined how many
44 cars were in the parking lot.
45

1 **SENIOR PLANNER GROSS** – They counted stalls on the individual three sites
2 that were looked at.

3
4 **PLANNING OFFICIAL TERELL** – We know from the Applicant how many
5 employees they anticipate having and I believe it was a small number in the low
6 double digits.

7
8 **VICE CHAIR SALAS** – Just so I understand it, this allowed by right? It is not
9 going to the Council right? Is that correct?

10
11 **SENIOR PLANNER GROSS** – It is allowed by Conditional Use Permit and will
12 not have go to Council unless the project was being appealed or assumed for
13 jurisdiction, but no it does not go to City Council.

14
15 **VICE CHAIR SALAS** – So just to clarify, if we deny this they could appeal to the
16 Council.

17
18 **SENIOR PLANNER GROSS** – Yes

19
20 **VICE CHAIR SALAS** – Alright, thank you

21
22 **COMMISSIONER GIBA** – First of all; Mark right... very comprehensive; thank
23 you; good reading; I enjoyed it very much. Many of the questions I would have
24 would come from the Applicant, but I did have just have a couple clarifications;
25 you'll always get that from me. On the parking issue; the only thing I had to do
26 with the parking issue was the way it was written is you are helping them to
27 reduce the number by 19 stalls. That is not something that they have to do; am I
28 correct? I mean they could chose to leave the 19. Who knows what might
29 happen in the future. I realize this is a facility for... my mother is almost 84 and
30 so she doesn't drive. I wouldn't let her.

31
32 **SENIOR PLANNER GROSS** – I believe the way the conditions are written is
33 based on the Planning Official or the Director to review this, but I think... well I'm
34 trying to think if there was anything else I wanted to add maybe. John, I don't
35 know if you want to add...

36
37 **PLANNING OFFICIAL TERELL** – Yes I think when Mark and I were looking at
38 the last set of plans we noticed that there might be some areas where they may
39 not be able to meet the shading requirements of the Code and there some end
40 planters that may or may not have been in there, but you know minor things that
41 can be conditioned, so there is the opportunity if necessary for some additional
42 parking spaces to be taken out and also we had talked about really trying to beef
43 up the appearance of the entry way and there is some opportunity to put some
44 more trees there with a few more parking spaces maybe being lost, but still
45 nothing; we're not trying to get them down to 76... two or three you know
46

1 **COMMISSIONER GIBA** - And that really wasn't my question. Yes I think my
2 question was more in the lines if they chose to keep the additional 19 instead of
3 reducing it by any number at all, do they have an option to make that choice in
4 looking at the future use in the area; not a lot of building yet, but with the plans
5 for the future in that area with more people that might come and families living in
6 the area to come and visit, do they have that option to just to retake those 19
7 spaces.

8
9 **PLANNING OFFICIAL TERELL** – Yes they have that option if they can also
10 meet the Code requirements.

11
12 **COMMISSIONER GIBA** – That's it... and one other if I may and I think in this
13 one is just for the Applicant. You had a comment that this project is subject to a
14 reimbursement agreement and I was trying to read this over to figure out what
15 that reimbursement agreement was all about. It's page 49.

16
17 **PLANNING OFFICIAL TERELL** – What number is that?

18
19 **COMMISSIONER GIBA** – That's MV-3. I was trying to figure out what that was
20 all about.

21
22 **PLANNING OFFICIAL TERELL** – I'll wing it a little bit but I'll tell you what the
23 concept is. Somebody else or the City utility extend an electric line or facilities
24 across this property in the past and since this property will be hooking into that
25 facility, they are required to reimburse whoever put the line in their portion of the
26 cost.

27
28 **COMMISSIONER GIBA** – Okay thank you. Thank you Mark

29
30 **CHAIR BAKER** – Any other questions of the Commissioners? If not we'll move
31 on to... Let's call the Applicant forward at this point and then we can... Charlene
32 would you like to come forward and state your name and address for the record
33 please.

34
35 **APPLICANT KUSSNER** – Good evening. My name is Charlene Kussner. I am
36 representing the Applicant, Continental East Development, at 25467 Medical
37 Center Drive, Suite 201, Murrieta, California, 92562. I just wanted to thank the
38 Commission and Staff and especially Staff for the excellent opportunity to work
39 through design and come up with this beautiful project. We're very proud of it.
40 We're very excited to bring this project to the City and we really are looking
41 forward to bringing jobs and a much needed facility for our seniors and I have my
42 while consultant team here as well as our management team. They can address
43 some of your facilities management questions as far as staffing, security. These
44 are all important items for us as well and we're happy to answer any questions.
45 Is there anything you want to start with first?

1 **CHAIR BAKER** – Okay who wants to go first?

2
3 **VICE CHAIR SALAS** – You mentioned jobs; how many are we talking about?

4
5 **APPLICANT KUSSNER** – Well we've done some initial analysis and we're
6 looking at 25 to 30 jobs.

7
8 **VICE CHAIR SALAS** – I'll ask you one more question. I know you have other
9 facilities like this right?

10
11 **APPLICANT KUSSNER** – No, this development firm has previously built and
12 managed facilities throughout Southern California, but we don't currently own any
13 active facilities

14
15 **VICE CHAIR SALAS** – Well I'm going to ask you this question anyway. My
16 biggest thing is parking. I've gone to facilities where we get there on Friday or I
17 mean Saturday or Sunday and there is no place to park because there are only
18 so many parking spaces. You've got 17 employees; you've got so many... do
19 you know what the percent of 139 beds; what is the percentage of people who
20 actually have cars. Can you answer that? How many cars are we talking?

21
22 **APPLICANT KUSSNER** – I'm going to have Al Rattan, the principal of our firm;
23 he's my expert in this area. He has design and built several of these.

24
25 **SPEAKER RATTAN** – One of the projects that I am most proud of is Canyon
26 Hills Club in Anaheim Hills. This is 220 units, but before I address your question,
27 I'd like to address a question that came up of congregant care and there was a
28 man that helped me bring me into the industry and his name was Ross Cortesi.
29 He developed a project in Laguna Hills or now Laguna Woods called Leader
30 World and was probably the most successful senior developer in the United
31 States, but he classified seniors and this is a number of years ago in three levels:
32 go-go; slow- go and no-go. Go-go were retiring and were living in Del Web type
33 projects and I will try to get you to the next level which is Assisted Care. Assisted
34 Care were probably 85 years of age and really not driving at all.

35
36 Most of the people that are looking at alternative to living in the house; not
37 cooking; not really taking their medication are about 85 and they are not driving.
38 In our Canyon Hills Club project when we came on line we were probably only
39 needed 25 spaces in about an 80 unit product because many people don't even
40 visit the seniors. The last is convalescence or skilled nursing. We are not
41 licensed for skilled nursing. Skilled nursing is licensed by the State of California.
42 It is a whole different set of regulations but one of the comments that came up
43 from one of the Commissioners was kitchens. It is a market appearance but they
44 are very seldom ever going to use that. Hopefully sometimes they may have a
45 family member that visits but the whole idea is to in the setting is we have a
46 beautifully clubhouse and what we would like them to do is to get them out of

1 their rooms, into the clubhouse and enjoy their meals and so forth and part of the
2 staff jobs is to make sure that if Mrs. Jones hasn't come down for breakfast
3 where is she and so forth. There was a question that came up for security. Most
4 of our people are either in walkers; they are not very ambulatory. Most people
5 really don't want to go to assisted care. They want stay home and this is the last
6 shot before we have to go to skilled nursing and so from just past experience and
7 I've been involved in about 1,000 senior units, from San Diego to Santa Rosa I
8 do not envision parking will be an issue at all. We'll be more than over parked,
9 but what we hope for the community here is this will be a market rate project.
10 We haven't asked for any subsidies of any kind and we believe we've designed
11 something that is not only progressive but it is just I think a great project. I hope
12 that I've answered any questions or any more that you may have.

13
14 **VICE CHAIR SALAS** – So you guys are supplying meals then; right?

15
16 **SPEAKER RATTAN** – Yes we are. Oh very much so. I didn't give you the
17 definition of congregant and I should have. Congregant was used a lot in 80's
18 but today would be residential care and so what we are doing in a congregant
19 setting is we are providing the meal service program. We have housekeeping,
20 but this person is probably mid 70's but when we get into assisted care most of
21 times we may even have problems in the morning getting them up out of bed, so
22 we have a staff member come and help Mrs. Jones get up and so forth. Seventy
23 percent of the occupants in assisted care are females. They are out living their
24 partners, but it is a very much slower crowd so there are lot more services
25 involved in assisted care than in the typical congregant care or residential
26 environment.

27
28 **COMMISSIONER OWINGS** – I'm sorry, I didn't catch your name

29
30 **SPEAKER RATTAN** – Al Rattan; sir

31
32 **COMMISSIONER OWINGS** – Al, thank you. Sorry I'm getting up to that
33 Alzheimer's age myself I think, but Al I guess you would say you describe your
34 clientele as the no-go?

35
36 **SPEAKER RATTAN** – No sir I would call them slow-go

37
38 **COMMISSIONER OWINGS** – Slow-go

39
40 **SPEAKER RATTAN** – No-go would be skilled nursing

41
42 **COMMISSIONER OWINGS** – Skilled nursing... okay I've got you

43
44 **SPEAKER RATTAN** – Skilled nursing means that we're in the bed at night; we
45 cannot get out of the bed unless we have a nurse's help; we're probably in a

1 wheelchair and we are wheeled down to lunch and so forth, but that's really the
2 last level of care.

3
4 **COMMISSIONER OWINGS** – You mentioned that these we're going to be
5 market rate obviously, so are they all one basic general economic price level
6

7 **SPEAKER RATTAN** – No there are studio's and one bedrooms and even some
8 two's
9

10 **COMMISSIONER OWINGS** – Any luxury units?
11

12 **SPEAKER RATTAN** – We are going to... I don't know if I understand the
13 question "luxury" so...
14

15 **COMMISSIONER OWINGS** – Well there is in your business, there are facilities
16 that cater to a little higher economic status.
17

18 **SPEAKER RATTAN** – No, I would not say... we're probably a good Buick. In
19 concept there we are not going to Cadillac and so forth...
20

21 **COMMISSIONER OWINGS** – So in terms of the parking, there are 95 parking
22 spaces and you said how many were staff?
23

24 **SPEAKER RATTAN** – We are projecting about 25 to a maximum 30 in staff.
25

26 **COMMISSIONER OWINGS** – So there would be 65 to 70 available parking
27 spaces
28

29 **SPEAKER RATTAN** – I would encourage you after this opens that you will not
30 find in my past experience that mom is driving. If mom is driving she is going to
31 be living in her home or...
32

33 **COMMISSIONER OWINGS** – But it is not uncommon is it for people who would
34 be in your units to have help come in outside of the 25 of your staff members
35 right?
36

37 **SPEAKER RATTAN** – It would not be uncommon that from time to time they
38 might want to have someone visit them but you are not going to see too much in
39 a visiting home health care program and so forth...
40

41 **COMMISSIONER OWINGS** – Well I just have from personal experience, I just
42 had an uncle in an Alzheimer's facility and we actually hired someone 24 hours a
43 day to go in to be his companion, so there was at least on our part one extra car
44 out in the parking lot 24 hours a day, so that's not uncommon is it?
45

1 **SPEAKER RATTAN** – Right now we’re not moving or pushing in the direction of
2 dementia

3
4 **COMMISSIONER OWINGS** – Well I’m not necessarily directing it towards
5 dementia, I just said there might be 10 or 15 people that... there might be 10
6 people out of 70, so you are going to have 55 or 60 parking spaces just sitting
7 empty most of the time.

8
9 **SPEAKER RATTAN** – The Planning Director says that hopefully if we study
10 more we determined that if those parking spaces aren’t being used, perhaps we
11 can mitigate to provide some more lavish landscaping as proposed here this
12 evening.

13
14 **COMMISSIONER OWINGS** – Or maybe you could find a way to hire more folks
15 and need more parking spaces. Well thank you very much AI.

16
17 **SPEAKER RATTAN** – Are there any other questions?

18
19 **COMMISSIONER VAN NATTA** – Okay so what we have is somewhat semi-
20 ambulatory people who will be able to mostly under their steam get over to the
21 dining room for their meals and so forth. I was looking at the plan that you have
22 here, so from any unit here is there a protective cover or inclement weather is not
23 going to be a problem for somebody getting from their unit to the dining room?

24
25 **SPEAKER RATTAN** – No problem

26
27 **COMMISSIONER VAN NATTA** – Okay, one thing that bothered me in looking at
28 this layout and everything and I mean I realize this is an artist conception and
29 everything like that, but it is does not appear that units are getting a lot of natural
30 light. Had you thought about putting in skylights or that sort of thing?

31
32 **SPEAKER RATTAN** – On that particular question our Architect is here and have
33 him address that, but we provided a lot of natural light but let’s ask if it will be
34 alright to have him come up and address your question.

35
36 **COMMISSIONER VAN NATTA** – Sure, I just know that’s one thing that
37 depression is something that elderly people suffer from and a lot of natural light
38 helps to alleviate that.

39
40 **ARCHITECT PEKAREK** – My name is Phil Pekarek from Pekarek & Crandell
41 Architects at 31411 San Juan Camino Capistrano in San Juan. The lighting in
42 each particular room... we have a sliding glass door in each room that takes us
43 out to our outside patio. Our feeling about skylights is; well there are actually
44 four issues. First the City has an Ordinance that probably works against the
45 skylight. It is Ordinance number 831 and it is Dark Sky Approach Ordinance that
46 includes your lighting fixtures; that includes your parking lot lighting; that includes

1 all your lighting on your buildings. We feel this would fall under a skylight
2 situation because that skylight would be lit up at night and that is just what the
3 City is asking not to do. Number two is we generally don't use skylights when
4 we've made a mistake; created something that is dark and so skylights were
5 invented to bring light back into some place that had been a mistake and we feel
6 we haven't done that. In most of our buildings our windows are 8 feet high and in
7 all the public spaces they are 10 feet to 15 feet high, so we feel that we are going
8 to get an exorbitant amount of light; maybe too much. Seniors are very, very
9 cautious about light. It really affects their eyes, so we think that we are fine there
10 and we would not like to put skylights on the roofs of these projects and then
11 create a problem with the aesthetic of the look of the skylight, so that is our
12 feeling on the skylight issue.

13
14 **COMMISSIONER VAN NATTA** – So you feel that you are getting enough natural
15 light with the way that this is laid out?

16
17 **ARCHITECT PEKAREK** - Yes because our units have more than one window.
18 We have a window at the back and we have some windows at the front and a lot
19 of the units are different because of their locations. We were able to bring a side
20 light in on some of them that is an end unit that sometimes is an interior unit, so
21 as we work around, we have windows in the front and in windows in the back.

22
23 **COMMISSIONER VAN NATTA** – What are the sizes on the different units; the
24 square footage on a studio and one bedroom ...?

25
26 **SPEAKER PEKAREK** - We have three unit sizes and our first is a studio. It is
27 379 square feet. It is a studio unit with a little kitchenette. It has a bathroom and
28 it has the bed area and little sitting area. Now the kitchen is really used when
29 someone comes over and visits or if mom wants to get up in the morning and
30 make tea. It is not a kitchen that we perceive them to do a lot of cooking in. We
31 have a small refrigerator; a small microwave oven and maybe one burner where
32 she can maybe make a can of soup because maybe in this facility she'll buy
33 dinner. She might not buy lunch in her program or she might not buy breakfast in
34 her program, but she might buy dinner, so there is different pricing that goes
35 along with these situations. That is why we show the kitchen. Unit 2 is 564 feet.
36 It is a one bedroom, one bath plus a living room again with the little kitchenette
37 and then our largest unit is 816 square feet. It is two bedrooms and sharing a
38 living room with two baths, so each bedroom has its own bath and then what we
39 really have here is we have 103 of the units are attached by interior court
40 hallways. We have 36 units that are exterior units. They are like little
41 bungalows. They are outside of the interior courtyard. It is a little bit nicer
42 feature; a little nicer building as you had referred to earlier is they are not all the
43 same. Well 36 of the units are exterior units and serviced by an outside sidewalk
44 to their door, so it's a little nicer; a little more remote feeling. Maybe they are a
45 little more active than some of the people that are inside of the building, so it
46 gives us a couple of choices.

1 **COMMISSIONER VAN NATTA** – But would they still have covered access to the
2 dining area?
3

4 **SPEAKER PEKAREK** - Yes in our plan the sidewalk area has the roof overhang
5 so it will be covered so they will be able to walk on the sidewalks and be covered
6 and will be able to get back into the building. I'll go over to the recreation facility
7 maybe a little more than we've done in the past. We have three areas; main
8 areas that we see as activity or recreation facility areas. We have the main lobby
9 and it is about 10,300 feet. It includes the lounge and in the lounge we'll have
10 fireplaces. We have seating for four or five or six arrangements around TV's;
11 around the fireplaces; around the bay windows and around the back of the
12 building which has a covered patio off of the back. Then we have the dining
13 room. The dining seating capabilities are 82 people at any one time. We have a
14 bistro which is a little coffee bar in the morning open 24 hours a day. You can
15 always walk up to the bistro. It is like a little bar. You can get a muffin. You can
16 get a cup of coffee. You can get tea or maybe a glass of wine in the evening
17 time; just a little gathering area and someplace to get a little snack. We have
18 card rooms.
19

20 We have a library room where people can have a little more private sitting area
21 and not be in any activities. We have the main kitchen which is capable of
22 serving three meals a day. We have a full laundry. Laundry will do all the beds
23 and towels. We will do the people's laundry if they want. We also have little
24 individual laundries where if someone feels like they would like to do their own
25 laundry they can walk down the hall and use one of the small laundries.
26

27 Of course we have the administration and the building is situated so that it sits up
28 above the pool area so we have an overview when you are in the main dining
29 room and when you are in the main lounge you can look down over the pool. We
30 are about 30 inches higher in height than the pool area, so when they come out
31 on the back patios they are over the pool area looking into the spa and pool area
32 and in the back ground they'll see the recreation building. The recreation
33 building is 26,000 square feet and it is a more active building. We have a great
34 room where we plan to have dances or listen to music or maybe home theater
35 night. We have a Wii Room where all the exercise really takes place today. It is
36 much better than any kind of bicycles or anything.
37

38 We are finding that Wii Room is great entertainment. They have leagues. They
39 have bowling leagues. They have tennis leagues and we have a facility where
40 we have six stations for the Wii Room. We have the aerobics room; doing
41 aerobics and stretching exercises and maybe yoga. We have a kitchen where
42 they can have special nights. On Tuesday night they can have a little barbecue
43 there. They can have people who want to sign up and go to the activity room
44 and have dinner there instead of in the main dining room, again giving them more
45 choices and things to do to make it more fun. We have the pool and the spa of
46 course and we have a shade structure in the back with a built-in barbecue area

1 where we can have barbecue night and people can sit under the shade structure
2 and watch people swim and then we have one of our main area is we have four
3 really interesting courtyards and the whole project is designed around the
4 courtyard feel, trying to get as many of the rooms as we could to look into the
5 back of the courtyard.
6

7 The courtyard has little shade gazebos. It has walking trails that link all through
8 the corridors and all around the project so we encourage walking and moving
9 and getting out. It has little planter beds where we have a garden club and they
10 can come in and they can grow vegetables and they can grow flowers, so people
11 can sign up for the gardening club and they take care of those little areas which
12 has turned out to be really fun and then last but not least we have out little our
13 architectural theme which is Spanish Colonial Revival. We've taken it off our
14 neighbor in the south in the commercial facility. We have used some of their
15 colors but not as many and not quite as bright as they've done because the thing
16 that assisted people like the most is not moving into a facility that is cold. They
17 want it to look like a condo project or they want it to look like an apartment
18 project. They don't want it to look cold and sterile. They want to feel like they
19 are moving into a home and not being put somewhere, so I think the theme that
20 we've pulled here with the Spanish architecture is warm and Californian. I think it
21 will work fine. You can see our colors are taken off of the commercial building
22 next door and the bright color we're using is very limited. It is in the recesses
23 underneath the covered porches and the lighter colors are more on the outside of
24 the building on the larger parts of the building and to make those kind of go
25 away, so we feel that this is a really nice project and a great start for this
26 company and we hope tonight that you would approve us. Are there any other
27 questions?
28

29 **COMMISSIONER GIBA** – Okay, I don't have too many. I don't know which one
30 of you will answer but first of all I want to thank Ms. Kussner. She met with us.
31 You are exceptionally forthcoming. Many of the things you're discussing are
32 many of the things that we discussed, so I was pretty well... and in light of that
33 my mother is 84 and lives in a semi-assisted living facility, so I'll be honest with
34 you I like your plans and it is beautiful and what the Planning Commission did to
35 design it, it is really nice, so that is what I had to say about that but I did just have
36 a couple of small questions and I don't know who they belong to but you don't
37 really have to have an answer for it but I was curious; I do that. It said here
38 select some of the following options; participate in the mail ballot or establish an
39 endowment to cover the future of the City. Have you guys thought about which
40 one of those you want to do? It is before prior to building permit. I don't know if
41 you looked at it. I was just curious if you had thought of that in any way shape or
42 form and that's about all I have to say about that. I think Forest Gump said that
43 better than I did. I think you've covered it pretty good. That may be a question
44 that you guys would end up going over.
45

1 **PLANNING OFFICIAL TERELL** – I believe that is referring to publicly maintained
2 landscaping if there is any.

3
4 **COMMISSIONER GIBA** – Yes

5
6 **PLANNING OFFICIAL TERELL** – Yes there a couple of options that is Special
7 Districts

8
9 **COMMISSIONER GIBA** – I was just curious if they had thought about those
10 options at this point in time just for public record in case there is something they
11 were really considering to do. That’s all.

12
13 **ARCHITECT PEKAREK** – That question would be directed to Charlene

14
15 **APPLICANT KUSSNER** – As far as the right-of-way for Brodiaea and Moreno
16 Beach Drive we would opt to annex into the local maintenance district for
17 maintenance along those right-of-way areas and choose to maintain internally for
18 our operations for our onsite landscaping.

19
20 **COMMISSIONER GIBA** – That is just for public record a lot of times in case
21 somebody had that question you now answered it. It means you can take it back
22 if you want. We had that discussion about the street entrance and this may be
23 something the planners can respond to. Do you remember our discussion about
24 the Brodiaea Avenue and Moreno Beach intersection and I don’t think there are
25 any plans for a light or anything at that point in time. Has that been considered
26 because of the additional flow from Brodiaea? I personally went to the site and
27 there is nothing there but lots and yet I still had a little difficulty getting out onto
28 Moreno Beach. I am kind of curious what would happen once you have all these
29 you know people visiting; family members coming, because that is what you are
30 going to have at this site. You are not going to have the folks that are living there
31 moving but you are going to have visitors coming and going. I know because I
32 have to go pick up my mom tomorrow morning as a matter of fact, so I’m curious
33 if there are any plans for a signal light at that intersection; at that section of
34 Moreno Beach and Brodiaea?

35
36 **TRANSPORTATION ENGINEER LLOYD** – Good evening Michael Lloyd with
37 Transportation Engineering.

38
39 **COMMISSIONER GIBA** – Hi Michael

40
41 **TRANSPORTATION ENGINEER LLOYD** – Good evening. The Applicant did
42 update the Traffic Study that was prepared for the original Plot Plan that was
43 approved and in the Traffic Study it did not identify the need for a traffic signal
44 with this project, however at some point in time in the future when it warrants that
45 dictate signals should or should not be constructed; when those warrants would
46 be met, then the City would then move forward either with a capital project or if

1 another development was coming along we work with that development to get a
2 traffic signal in at that time. Does that answer the question?

3
4 **COMMISSIONER GIBA** – It answers my question. I’ve lived here 30 years and
5 usually the after the fact is what always concerns me. It always seemed wiser
6 that you could project what is going to happen and do it while they are tearing
7 those roads and doing all that construction to begin with, but I don’t know the
8 technicalities of doing something like that where the allocations are completed,
9 so that’s why I asked that question, while they were actually building all of that,
10 could that be done simultaneously predicting that you might probably have to do
11 it sometime in the future anyway.

12
13 **TRANSPORTATION ENGINEER LLOYD** – Right, but we can’t and as I said with
14 this project the projections weren’t there, but one thing to keep in mind is this
15 project does take access off of the southern boundary with the shared access to
16 the commercial center and that location is signalized, so if people coming in and
17 out and whether they are employees or visitors came to the same conclusion that
18 you had that it is little difficult getting out off of Brodiaea, they do have the option
19 to utilize the traffic signal.

20
21 **COMMISSIONER GIBA** – And I want to say by the way that I like that feature
22 because it is nice when the people can make their own way over there. There
23 are a lot of good features on this plan that I really enjoyed. A couple of really
24 quick ones and I hope that if I’m not overstepping; on our discussion originally
25 you read that there was a two phase project, but in our discussion that perhaps
26 maybe we would end up doing it all in one phase. Is that still ...

27
28 **APPLICANT KUSSNER** – Absolutely, we at the onset of design six to eight
29 months ago, we have done some market research and we determined through
30 the Concord Group did a market study for us and we determined that the first
31 phase should be about 100 units and then we would step it down to phase 2 and
32 add the 39. At this point and AI can address this further if you would like, we’re
33 really seeing an increase; there is a need for this type of facility in the City.
34 There are waiting lists. We don’t believe we are going to phase it and that it will
35 be built out and not be phased, but it was just presented that way eight months
36 ago just based on basically not being quite sure of the market conditions.

37
38 **COMMISSIONER GIBA** – Thank you very much because now I think the people
39 would like to have known that because it was read as a two phase thing and now
40 they now. One other final question and then if I’m overstepping I apologize, but
41 in our discussions my concern was how soon can you get this built and you were
42 very forthcoming saying that and am I still correct, we can do it now. Would you
43 like to elaborate so that...

44
45 **APPLICANT KUSSNER** – We are an aggressive development company. We do
46 understand the need for this facility in the City and we want to get a shovel in the

1 ground absolutely, so Staff has made it clear that they are going to work us as
2 quickly as we can get plans; final engineering in and they will plan check it and
3 get it back to us, so absolutely it is our intention to remain with the project and to
4 build it out as quickly as possible.

5
6 **COMMISSIONER GIBA** – You wouldn't want to give us a...

7
8 **APPLICANT KUSSNER** – My personal; I'll share this with Staff; my personal
9 goal is to have the shovel in the ground in August. I'd love to have you all there
10 at the ground breaking in August, so that's my goal.

11
12 **COMMISSIONER GIBA** – If we can you sooner we'd love it. Thank you very
13 much I appreciate that.

14
15 **VICE CHAIR SALAS** – I like the project. I'm just kind of upset because now I
16 know my wife is going to outlive me.

17
18 **COMMISSIONER OWINGS** – But all you had to do is look at the obituaries and
19 you would know that because it always says and he was survived by his wife.

20
21 **CHAIR BAKER** – One thing I would like to point out is when we visited there with
22 Charlene, there is an additional travel lane; turning lane that you are putting in on
23 Brodiaea which is going to help that traffic flow a little bit... it's on Moreno Beach,
24 am I correct? Is that in the plan?

25
26 **PLANNING OFFICIAL TERELL** – Yes I don't believe they are adding a lane. I
27 believe all the street improvements on Moreno Beach are currently in, but
28 Brodiaea does not exist at this location right now. I mean it is a dirt path. I'm
29 sure some of you may have tried to drive it, apparently... Commissioner Giba
30 did, but they will be putting pavement on Brodiaea so there will be street
31 improvements there and then there will be a gap because there is a big vacant
32 lot to the west. I would assume that will be built out within the next five to ten
33 years, but there aren't any street improvements on Moreno Beach other than
34 what is right there right now.

35
36 **CHAIR BAKER** – Okay, good enough, thank you. Are there any other questions
37 for the Applicant? Okay if not we'll open this up to public testimony. Have we
38 got any slips on this item or not?

39
40 **PLANNING OFFICIAL TERELL** – Other than the consultant team for the
41 developer... no

42
43 **CHAIR BAKER** – Okay, then I'm going to close the Hearing for Public Testimony
44 and we'll go into Commissioner's Debate on this project. Who wants to start first
45 down their Carlos?

1 **COMMISSIONER RAMIREZ** – Well personally I really like the project. I believe
2 that our community is in dire need of something like this. This kind of sets a
3 benchmark for what we expect of development to go in the future. I love the
4 architectural design. I don't anticipate that there is going to be too many
5 residents driving so I don't think it is going to create any kind of traffic problems in
6 that sense. I love the fact that it has access to the shopping center, so it will
7 provide residents the opportunity to go to the pharmacy and get their medications
8 and do their shopping and things like that. As far as I'm concerned I like the
9 project so I'm going to vote for the project.

10
11 **CHAIR BAKER** – Okay, thank you Carlos

12
13 **COMMISSIONER GIBA** – You said everything that I was going to say; that's
14 alright, but additionally it is a beautifully well-designed facility. If I could move my
15 mom there, that's why I'm asking how soon we can get it build. She lives all the
16 way in Antelope and I have to go 100 miles just to pick her up. It would be nicer
17 if I am closer and I think that's what a lot of us think about too. The proximity to
18 the hospitals; the future medical center; easy access toward the freeway at
19 Moreno Beach; Alessandro is an easy access; there is going to be a lot of growth
20 in the area and commercial on the site, so I think for the future this is a good
21 thing and there is no doubt I'll definitely approve it, but thank you for taking the
22 time with us to go through it and work with the planners to make such a nice
23 facility because I know that did not happen by itself. Thank you guys I appreciate
24 it.

25
26 **CHAIR BAKER** – Thank you Commissioner Jeff

27
28 **VICE CHAIR SALAS** – Well I like the project. I support this project. I think it is
29 something that is needed. I classify this as good development for the City. I
30 think this is the kind of stuff that we need to bring into the City and you've got my
31 support.

32
33 **COMMISSIONER VAN NATTA** – I think as far as location, design, access and
34 everything and everything, it is an ideal place for a facility of this type. My mother
35 is almost 90 and after dad passed away we moved her closer to us. This is the
36 type of facility that she would be very comfortable in and I would support it.

37
38 **COMMISSIONER OWINGS** – I intend to vote yes.

39
40 **CHAIR BAKER** – And to finalize, I think this is and to reiterate what the other
41 Commissioners said, I think this is a great development for this area and for the
42 City. It is something that we really need. I think this is a top notch developer that
43 we are dealing with here, so you've got my support on this project and I'm really
44 glad to hear we are going to move forward with this within six to eight months
45 which is great and anything Staff can do to make this move along would be great.
46 Thank you. With that being said, do I have a motion to accept this project?

1 **VICE CHAIR SALAS** – I move to approve

2
3 **CHAIR BAKER** – And a second?

4
5 **COMMISSIONER GIBA** – Second

6
7 **CHAIR BAKER** – Do you want to read the...

8
9 **VICE CHAIR SALAS** – I move to **APPROVE** Resolution No. 2011-35 and
10 thereby:

- 11
12 1. **ADOPT** a Negative Declaration and,
13
14 2. **APPROVE** PA11-0019 Conditional Use Permit, based on the findings
15 included in the Resolution subject to the attached conditions of approval
16 included as Exhibit A to the Resolution (Attachment 2).
17

18 **COMMISSIONER GIBA** – And I'll second that

19
20 **CHAIR BAKER** – Okay we have a motion and a second to approve this project.
21 All those in favor?

22
23 Opposed – 0

24
25 **Motion carries 6 – 0, with one absent (Commissioner Crothers)**

26
27 **CHAIR BAKER** – Staff wrap up

28
29 **PLANNING OFFICIAL TEREEL** – Yes this action shall become final unless
30 appealed to the City Council within 15 days.

31
32 **CHAIR BAKER** – Thank you group and the best of luck. If there is anything we
33 can do to help you out let us know okay

34
35 **COMMISSIONER GIBA** – Congratulations!

36
37 **CHAIR BAKER** – Yes that's great! Okay at this point we're going to move onto
38 Item No. 2.

39
40
41 **2. Case Number: PA11-0037 Municipal Code Amendment**

42
43 **CHAIR BAKER** – I want to turn this over to Albert Brady. He is our
44 Neighborhood Code and Neighborhood Services Official. Thank you.
45

1 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Good evening
2 Planning Commissioners, I'm Al Brady, Code and Neighborhood Services
3 Official. The item before you on the Agenda is a Municipal Code Amendment to
4 establish regulations within the City's current design standards for the
5 containment of shopping carts at all applicable businesses located citywide.
6 Business establishments such as grocery markets, home improvement stores,
7 sporting goods retailers and various other merchants furnish shopping carts for
8 their patrons. The carts are provided for use inside the business and for the
9 transport of merchandise to customer vehicles stored in designated parking
10 areas. Unfortunately shopping carts are often used to carry groceries to their
11 residence and then are commonly discarded on the streets, sidewalks or
12 adjacent to the public right-of-way. These abandoned carts often obstruct
13 pedestrian and vehicular traffic, create health and safety hazards and are a
14 source of blight throughout the City.

15
16 To address this issue the City contracts with an outside firm for shopping cart
17 collections citywide. Retrieval services are performed daily through regular
18 patrols and result in the collection and return of approximately 12,000 carts
19 annually. These services however are costly and create a financial burden on
20 the City of approximately \$48,000 a year, therefore City Council requested Staff
21 to investigate alternatives to our current process and provide them with a report
22 of our findings. Subsequently the matter was discussed with the City Council in a
23 Study Session on May 17th, 2011 and as a result Council directed Staff to
24 develop an Ordinance similar to regulations that adopted in other local
25 jurisdictions with one exception. Council requested the requirements only
26 applied in new markets or existing markets that change ownership. The Code
27 and Neighborhood Services Staff conducted research in 10 local jurisdictions and
28 their shopping cart containment program in the development of the proposed
29 Ordinance.

30
31 While each jurisdictions Ordinance was unique they all shared a common
32 element such as requiring stores or markets to submit a containment plan as part
33 of the entitlement process and in addition businesses were also required to
34 prepare a plan to identify the containment method to be utilized and employ a
35 retrieval service, develop an employee education program and educate their
36 customers on State cart removal statutes. These elements were considered in
37 the development of the proposed Ordinance as well as the guidelines as
38 provided by the City Council. Our proposed Ordinance will apply to all new
39 businesses as previously stated or existing businesses that experience a change
40 in ownership. The other factor is that these businesses will have to employ or
41 utilize a minimum of 10 shopping carts. Businesses that meet these standards
42 will be required to submit a containment plan to the Community and Economic
43 Development Director.

44
45 The plan will contain all pertinent owner and management information and shall
46 include the following: the method of containment which includes bollards, wheel

1 locking mechanisms, and coin operated cart machines, customer service
2 representatives, security or any other approved containment method. It will have
3 to provide planning staff with a complete number of carts and their inventory.
4 They will be required to affix signs to every cart including the ownership of the
5 cart. The signs will have to be in English and Spanish and posted at all
6 entrances and exits of the cart storage areas advising customers of the State
7 statute. Mandatory cart retrieval services will be required when the containment
8 methods fail. Business owners will be required to implement an employee
9 training programs for their employees and the plan must include a cart
10 confinement area or location where the carts can be secured in the evening
11 hours. In conclusion Staff feels the adoption of this Ordinance will improve
12 neighborhood aesthetics and the overall quality of life for its residents. Staff also
13 feels that addressing this problem at the source would seem to be the most
14 equitable and reduce the City's fiscal financial responsibility, therefore Staff
15 recommends that the Planning Commission adopt this Resolution and
16 recommend that the City Council adopt the Municipal Code Amendment as
17 referenced on Attachment 3. This concludes our presentation and Staff is
18 available to answer any questions the Commission may have.

19
20 **CHAIR BAKER** – Okay thank you Mr. Brady. Are there any questions of Mr.
21 Brady? Where do you want to start?

22
23 **COMMISSIONER OWINGS** – Mr. Brady how are you this evening?

24
25 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Very well.
26 Thank you for asking.

27
28 **COMMISSIONER OWINGS** – We used up all our nice on all those other guys so
29 now we are going to pick on you a little bit. I had a couple of questions just to
30 sort this in my mind. Forty-eight thousand dollars a year is the annual expense
31 and 12,000 carts is \$4.00 a cart?

32
33 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** - Correct

34
35 **COMMISSIONER OWINGS** – The carts are valuable aren't they; probably cost
36 several hundred dollars each or...

37
38 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes they are

39
40 **COMMISSIONER OWINGS** – So how are currently identified to be returned to
41 the store owner

42
43 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Well 95
44 percent of the carts that are retrieved are marked with the market identification.
45 There about 5 percent of the carts that has no markings. Those carts are taken

1 to the City yard. The markets go by and if they can identify them, the carts are
2 released to them and if not the carts are disposed of.

3
4 **COMMISSIONER OWINGS** – So right now the people who own these carts are
5 really happy with the City of Moreno Valley because they return a couple of
6 hundred dollar item and don't charge anything. Is there anything that would
7 prohibit the City to just charge for the return of the cart and not only just offset the
8 48 thousand dollars but they could make 48 thousand with a ten dollar charge for
9 the return of the cart. Obviously the fellow is going to say yes it is a 200 dollar
10 cart. Does that logic kind of make sense whatsoever?

11
12 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – It is very
13 logical except the State statutes require that we notify the property owner of
14 where the cart is located and give them 72 hours to retrieve it

15
16 **COMMISSIONER OWINGS** – On their own?

17
18 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Correct and
19 usually what happens is by that time the cart has moved to a different location.

20
21 **COMMISSIONER OWINGS** – By the homeless or whatever

22
23 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes

24
25 **COMMISSIONER OWINGS** – So there is a State law that prohibits us from doing
26 the most common sense thing in the world in which would allow the City to even
27 make this into a revenue center as opposed to an expense.

28
29 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Correct

30
31 **COMMISSIONER OWINGS** – And then I noticed in your comments that there
32 were exclusion maybe at the direction of the City Council at least the City Council
33 made it known that they were concerned about excluding existing businesses.

34
35 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Correct

36
37 **COMMISSIONER OWINGS** – Other cities I took from your remarks maybe had
38 not used that exclusion and had made this a citywide Ordinance

39
40 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – That is also a
41 correct statement

42
43 **COMMISSIONER OWINGS** – Is there any reason and you know basically you've
44 done a very thorough study of this obviously, is there any reason why it would not
45 be fair to ask every merchant who gets the return of a two or three hundred dollar
46 cart at the City's expense to basically comply with what looked like minimal you

1 know requirements in terms of this Ordinance. In other words what burden was
2 the City Council so concerned about placing on a business? Is it a tremendous
3 burden?
4

5 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – It's a financial
6 burden in a time where a lot of merchants are suffering
7

8 **COMMISSIONER OWINGS** – You could exclude them on the basis of the
9 number of carts right? It is going to be a financial burden to the new ones and
10 why should they share it all alone. It just doesn't make sense. Why not make
11 everyone do it? It's just a question?
12

13 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Like I said, we
14 crafted the Ordinance at the direction of the City Council. This is what they
15 requested.
16

17 **COMMISSIONER OWINGS** – Do you have any idea what that financial burden
18 might be to let's just say a small market?
19

20 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – It depends on
21 the containment method that is selected.
22

23 **COMMISSIONER OWINGS** – And by containment you are talking about those
24 racks that everybody ignores and except for me and maybe George. I think I
25 saw him putting back a shopping cart one morning. You were doing that right?
26 You always put them back. That's what we're talking about by containment?
27

28 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – No we're
29 talking about containment systems like wheel locking mechanisms, bollards,
30 customer service representative, security
31

32 **COMMISSIONER OWINGS** – So when they are left unattended. I'm not
33 following you in terms of that
34

35 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – The
36 containment methods for instance; the wheel locking mechanisms...
37

38 **COMMISSIONER OWINGS** – So they don't go off the property
39

40 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Correct the
41 force a perimeter around the parking area
42

43 **COMMISSIONER OWINGS** – So that's why I can't get my cart from cart from
44 Target over on Nason over to Chili's when I'm having a beer
45

1 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – That’s correct.
2 They have employed their locking mechanisms

3
4 **COMMISSIONER OWINGS** – Well that makes sense. Now I understand. That
5 would be expensive. Okay, alright. That’s my basic two questions, so have at it
6

7 **COMMISSIONER VAN NATTA** – Yes he stole my question and that was why
8 can it not be phased in for existing stores. I mean I can understand saying oh
9 not wanting the existing stores to have to come up with all of this all at once but
10 say give them a time frame; you know January of 2013 or something like that,
11 that they would also have to comply even if they haven’t changed hands or
12 something like that. If the purpose of the containment is to save them from losing
13 these expensive carts, it would make sense that they too would be involved in
14 the protection.
15

16 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Right, as I
17 previously stated we did craft the Ordinance at the direction of the City Council.
18 With the Ordinance as it is proposed through the years, eventually everyone will
19 have a containment system. It is safe to say that the markets will change
20 ownership over time and eventually all locations will be required to...
21

22 **COMMISSIONER VAN NATTA** – But in the meantime we’re still going to have
23 the expense of the retrieval and return of the carts that we have right now
24

25 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – That is correct
26

27 **COMMISSIONER OWINGS** – And if Meli and I can tag team you just for a
28 moment since there is really no one here, you know the largest single user of
29 these carts is probably Stater Bros. in our City I’m just guessing, so they will
30 obviously never change ownership until I die or you die or the City disappears, so
31 we are exempting the majority of these, so in essence this Ordinance is bound
32 not to be very useful in terms of reducing the cost to the City.
33

34 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – We will still be
35 employing the contractor under this new Ordinance. The one thing that I do think
36 is worth mentioning is some of the markets in town that will not be subject to this
37 Ordinance do pay for their own retrieval services as well.
38

39 **COMMISSIONER OWINGS** – Well right, but the point is that you are retrieving
40 Stater Bros. carts right now probably and they are going to continue to and they
41 will be grandfathered and they could avoid any of these expenses that a new
42 business would; a new market coming into town; you know and theoretically they
43 will therefore be operating at a slight advantage as a result of new people coming
44 into town. It just does not seem to be logical to exempt the single largest
45 perpetrators of the problem indefinitely for this situation. At least that is my initial
46 thinking on it.

1
2 **PLANNING OFFICIAL TERELL** – Before you go to other the Commissioners,
3 obviously we did not bring this to you just for you to place a rubber stamp on it.
4 You are advisory to the Council so certainly to the extent you have an opinion or
5 input that is part of the process tonight and whether that is...

6
7 **COMMISSIONER OWINGS** – So we could refer it back to the City Council with
8 the advice or a recommendation to include all; a mechanism to and as Meli says,
9 you know give them some time to move into... It just seems to me that common
10 sense dictates that you do this if the City wasn't picking up your carts. If you
11 stood to lose the carts, you would do one of these mechanisms or one of these
12 solutions on your own as Target is right now and by allowing the City to continue
13 to pick up the one and pay for the retrieval of ones who do not bear those costs
14 of one of those systems, what motivation do they have to the common sense
15 thing of putting the dog gone controls on the thing, so it just seems to me it is a
16 self defeating purpose.

17
18 **PLANNING OFFICIAL TERELL** – I don't want to cut you off there but you are
19 kind of spilling over into deliberation I think.

20
21 **COMMISSIONER OWINGS** – It's a question I'm just asking because you folks
22 have looked at this thing a lot more than we have, so you know what motivation
23 does and I don't want to pick on Stater Bros. because I love them, but Stater
24 Bros. what motivation would they have if the City says this Ordinance in essence
25 says we will continue to pick up your carts for no charge to you because you are
26 grandfathered, so what motivation would they ever have to buy one of those
27 locking mechanism systems.

28
29 **VICE CHAIR SALAS** – But Tom they do have a service that goes out and tries to
30 pick up the carts. I guess the City sometimes beats them to it.

31
32 **COMMISSIONER OWINGS** – Well that's my point. We pick up them up because
33 of a safety issue. They pick them up because it is in their economic best interest
34 to do so, so why aren't we just making it their best interest to do so by not
35 exempting them from this proposed Ordinance. I'm just curious.

36
37 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – One of the
38 things worth mentioning is that Stater Bros. actually does a really good job of
39 retrieving their own carts to be quite honest with you and they are not anywhere
40 near our worst violator.

41
42 **COMMISSIONER OWINGS** – I'm not trying to call attention to Stater Bros. It is
43 the only market I know because it is the only place that I ever shop since I've
44 been in California but...

1 **VICE CHAIR SALAS**- Can we legally put a restriction on the existing stores to do
2 something like that. Do we have any legal right to do something like that? We
3 do? Let's do it...no...

4
5 **COMMISSIONER OWINGS** – Well I understand from what you are saying that
6 other cities have done that and not exempted existing...

7
8 **CODE AND NEIGHORHOOD SERVICES OFFICIAL BRADY** – I reviewed ten
9 Ordinances and all ten Ordinances did not grandfather in existing markets.

10
11 **VICE CHAIR SALAS** – Is this common in other cities? I mean is Riverside doing
12 this, I'm just asking?

13
14 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes they are

15
16 **VICE CHAIR SALAS** – They are okay. First of all I'd like to say I wouldn't have
17 your job for all the money in the world... you do a very good job and I
18 congratulate your staff on the task that you do for us and thank you and I am
19 really surprised that you still have hair.

20
21 **COMMISSIONER OWINGS** – It's turning gray though

22
23 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – It's a lot more
24 gray now

25
26 **VICE CHAIR SALAS** – But anyway I appreciate it and I kind of understand what
27 you are doing; it's a starting point for us too; to institute this Ordinance so that
28 way for further stores and as they go in... it's a starting point. It is something that
29 needs to be established and I understand that and I also understand the
30 Commissioners concern about if there is a way we could put it onto the existing
31 stores and I don't know if that is possible.

32
33 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – One thing to
34 consider is that this could be a starting point. The Council may decide that this
35 Ordinance is not working and it could always be amended to include you know
36 the existing markets and that may happen.

37
38 **COMMISSIONER VAN NATTA** – Are shopping carts that are being used for
39 other than their intended purposes confiscated and returned to the stores
40 because I see people pushing their belongings around in a shopping cart and it is
41 kind of like they are using it for you know storage or whatever. Does the code
42 enforcement person say excuse me you have to take your things out of the cart;
43 I'm taking it back to the store.

44
45 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Here is the
46 problem with that. It is actually a misdemeanor to take a cart off the premises. It

1 falls under the California Business and Professions Code. The problem is that if
2 we contact they are the victim and they are unwilling to prosecute, which means
3 in essence we don't have a case, so the answer to your question is no we do not.
4

5 **VICE CHAIR SALAS** – To speak to that I mean I've had situations in Riverside. I
6 manage the Metro link Station and we have the homeless with carts and I've
7 seen that situation where they have tried to take all their possessions out of the
8 cart and all it does is start a big fight and they are not there to fight; the guys
9 don't want the confrontation, so with that it brings a confrontation and a lot times
10 it isn't worth it, so I guess that's why they don't do that.
11

12 **COMMISSIONER GIBA** – Albert, can I call you that?
13

14 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes you can
15 sir
16

17 **COMMISSIONER GIBA** – I asked your permission before I do that. Very
18 comprehensive; probably something we've been needing for a long time here. I
19 had the same questions that keep coming back; actually you can see all seven of
20 us or six of us actually have the same concerns about the grandfather clause and
21 that was the first thing that caught my eye; why didn't we do that. The other one
22 you answered just right now I was going to ask you. We are holding them
23 accountable for their carts and yet you've got people taking their carts and so you
24 said there is actually a misdemeanor for violation for them to actually take one. I
25 went back through here and looked at all of the enforcement for this. Is there any
26 other meat we can put into our codes. I'm not clear on this; this is your specialty;
27 that penalizes people from taking those carts because I'm sure these
28 businesses, they are not in the business of handing out their carts to people to
29 take them home and the concern that you wrote in here was very wise. These
30 abandoned carts offer obstruction for pedestrian and vehicular traffic, create
31 health and safety hazards to the public and are a source of blight throughout the
32 City of Moreno Valley. That is not the businesses fault; it is those people who
33 take the carts. Is there anything we can do; it is a misdemeanor; okay fine like
34 they mentioned; is there anything we can do or write into a code or have anything
35 the City can do to help discourage them from taking those carts?
36

37 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY**- Sounds more
38 like a legal question. I believe Suzanne should answer.
39

40 **ASSISTANT CITY ATTORNEY BRYANT** – Well I think in the proposed
41 Ordinance there is a clause for educating the consumers about not taking it off of
42 the market's property, so there is an educational component in this proposed
43 Ordinance that could be utilized.
44

45 **COMMISSIONER GIBA** – I'm a teacher. I can tell the kids as much as I want.
46 They don't do always what I ask them to do. What I'm talking about is actually

1 meat. You know education is telling them what they shouldn't do and they
2 probably know that already, so I was just curious if there was anything the City
3 could do to put meat to the Ordinance because I didn't see anything in here that
4 gave any consequence to the theft or the taking of or the removing of or how
5 about this; just putting it in a location that is dangerous to the people in the
6 community. I have a problem with just holding the business accountable for
7 something that they had no control over. That's all and I don't know if there is
8 anything you can do; I am just asking; that's all.

9
10 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Right, I would
11 think that it would be difficult for us to do anything beyond the business and
12 professions code. We can't conflict with it obviously because State Law
13 supersedes City Code.

14
15 **COMMISSIONER GIBA** – Okay, thank you. I appreciate it.

16
17 **CHAIR BAKER** – Okay one quick question that I've got here is I think and John
18 correct me here if I'm wrong, but if I was to come in and build a new store as it
19 stands now; take for instance I know there are a number of new ones that have
20 come in and have the carts, is that required that you put the perimeter security
21 deal like they did over at Target or I guess even the 99 cent store and a lot of the
22 Walgreen's have that perimeter. Is that something that they elected to do or did
23 we require that?

24
25 **PLANNING OFFICIAL TERELL** – That's been at their choice

26
27 **CHAIR BAKER** – Okay and that might be a point as we go forward and I mean
28 it's only on new construction. That is something... I know it adds to the cost that
29 you hate to do to the developer, but that seems like that would be the time to do
30 that is when they are building the parking lot and putting it in. The other thing we
31 might look is you know they rotate carts out maybe every five years and maybe
32 put in when they rotate the carts out, and then they order the carts with the
33 perimeter safety feature on it. I don't know if that would work or not. It's just food
34 for thought.

35
36 **PLANNING OFFICIAL TERELL** – Yes that's harder to track I think. We're
37 looking at... if we are going to place this as a requirement we want to be very
38 explicit so that the business community knows what their requirements are, so
39 the easiest way is obviously new business. It is easy to know what a new
40 business is or new construction is and it is also easy for us to know when a
41 business changes hands because they have to get a business license, so we
42 know that; so those are some trigger points that are easy to manage and easy for
43 someone coming in to know to be advised of. When you talk about existing
44 businesses and I'll defer to Al on this, you can phase things in, but again it has to
45 be quite explicit and it has to have some trigger point that is easy to manage like
46 one year from or two years or whatever; some period of time that can be

1 managed so that we are able to enforce it and that the business community is
2 aware.

3
4 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – That’s correct.
5 In the ten programs that I looked at, there was no phasing in period. The
6 Ordinance was effective the day it was passed, however the City of Glendale had
7 given businesses six months to comply and they had to amend that to a year
8 because there are only so many companies nationwide that provide these
9 containment systems and the markets couldn’t schedule them within the six
10 month period, so they did have some problems and some difficulties with the
11 transition period in Glendale. One thing and I’m kind of going to go off the
12 subject here but I’ve been with the City here for three and half years and I’ve
13 seen quite a few businesses that would fall under this Ordinance as proposed. A
14 lot of new businesses have come into town in three and a half years; a lot of
15 markets have changed ownership, so I do hear your concern but I do think this
16 Ordinance will affect a lot of the markets and stores that are out there within a
17 very short timetable.

18
19 **VICE CHAIR SALAS** – I think so too. It’s a starting point.

20
21 **COMMISSIONER GIBA** – I really don’t know the procedures but I like what
22 Commissioner Meli; what she said about a phase in. There is a disapproval...
23 can we approve it with a recommendation or anything to let the Council know that
24 it would be a good idea maybe to phase in or as she put it, phase in the current
25 existing ones rather than just to grandfather them out.

26
27 **PLANNING OFFICIAL TERELL** – Yes there are a couple of ways to do that.
28 You are an advisory body so you could either provide us some language that you
29 want us to put into the formal resolution. That’s kind of more formal and really
30 not necessary or whoever makes a motion and if you all agree to it can add
31 additional advice and that would be just included in the Staff Report that goes to
32 the City Council. Obviously the City Council can do whatever they want, but that
33 would be two ways you could provide your advice. I’d suggest the second one
34 because it will put it into the Staff Report as opposed to being imbedded into a
35 Resolution that may or may not be read thoroughly.

36
37 **COMMISSIONER OWINGS** – Mr. Chairman one question. John, we could also
38 just vote it down with a comment that it needs to be... we voted against it
39 because of the grandfather clause; correct... and then the City Council if they
40 really have the desire to see this move forward, would then redirect Staff in some
41 fashion maybe or they just ignore us; anyhow...

42
43 **PLANNING OFFICIAL TERELL** – Well your recommendation could be denial
44 and obviously we’d want to know why. My glass is always half full so I don’t
45 usually suggest that, but that certainly is an option. By recommending approval

1 would be recommending the concept; you agree with the concept even though
2 you may not agree with all the details.

3
4 **COMMISSIONER VAN NATTA** – So basically we could recommend approval
5 with the amendment that it apply to all businesses and that existing businesses
6 be given a 12 month period or given the economy a 24 month period to comply
7 with all of the regulations.

8
9 **PLANNING OFFICIAL TERELL** – Yes that would be an appropriate
10 recommendation and the Council could take the Ordinance as drafted or could
11 provide direction that it be changed based on whatever your recommendation is.

12
13 **COMMISSIONER OWINGS** – Mr. Chairman; you know I wonder if we shouldn't
14 hear the one person before we get down to almost a decision here.

15
16 **CHAIR BAKER** – Yes okay we are going to open up public testimony on this at
17 this point and I have one slip here and if Mr. Greg Stapleton would come forward
18 please? State your name and address for the record please.

19
20 **SPEAKER STAPLETON** – Good evening. My name is Greg Stapleton and I live
21 at 24266 Grove Lane. I lived in Moreno Valley or Sunnymead since 1979. I
22 have seen the City grow quite a bit since I moved here. I would be the first to
23 agree that shopping carts left on the street are a blight and are safety issues. My
24 concern as a private citizen is one, that if this Ordinance is enacted the stores
25 are going to have to pass the cost on to us consumers, so that is an issue.
26 Another issue would make the stores the criminal and an analogy to that would
27 be if your car was stolen and that person used your car to rob a bank, that you
28 would be liable for that. I don't feel that this is right to impose this on the stores
29 without their representation.

30
31 I looked here tonight and maybe this is a new issue, but I think maybe the carts
32 owners that they should be advised that this is an issue that is going to affect
33 them. I'm not quite sure you know when you have to go do a survey or advise
34 what is going to be affecting them and I have seen Office Supply has put in the
35 wheel block system and Superior Store has put in that system and you guys
36 were talking about maybe Target, but I have seen people with a fully loaded
37 shopping cart lift it up and carry it over the painted line to take the cart beyond
38 the perimeter security system and if the store went to great means to secure their
39 cart and I don't know what more they could do except have armed guards or
40 security or somebody out there, but even though they went to great expense to
41 put this system in, there are people that will still defeat the system and I don't
42 know what the real solution is but it is an issue, but I think the stores should be
43 advised that this is going to be taking an issue without their representation and
44 again the expense that would be passed onto the consumer. In this day and age
45 we need to make our dollars go as far as they can go and so I thank you.

1 **CHAIR BAKER** – Thank you. Okay I have no more Speaker Slips on this item
2 so I am going to close the Public Testimony at this time and I guess we've had
3 quite a bit of Commissioners Debate on this. Let's continue on this I guess now
4 that we've heard Mr. Stapleton as the lay person on what is going on out there.
5 This is not going to be an easy problem to solve I don't think.

6
7 **COMMISSIONER OWINGS** – Mr. Chairman, if you wouldn't mind could I maybe
8 open the discussion?

9
10 **CHAIR BAKER** - Yes you bet

11
12 **COMMISSIONER OWINGS** – You know in answer to you sir, the store owners
13 are passing that cost on now for the carts that stolen and not replaced, so that is
14 a cost of business that any store would do and the store provides the shopping
15 carts as a convenience to its customers to enhance people to buy from them, so
16 therefore it really is a cost that the store chooses to engage in or practice in or
17 engage in and no one requires it and rather than a stolen car analogy it is more
18 like an attractive nuisance analogy like a swimming pool; the fence around the
19 swimming pool and if you don't have the fence around the swimming pool the
20 kids come in and drown and if you don't secure the shopping cart, people are
21 going to take the shopping cart because it is an attractive nuisance more or less.
22 In terms of us asking the City Council asking our advice on it, my comments kind
23 of go as this.

24
25 The stipulation to exempt the existing businesses in my opinion is not well
26 thought by the City Council and it will not accomplish no matter how well you
27 draft the Ordinance with that stipulation. It will not accomplish its stated purpose.
28 The clause to exempt existing businesses places newer businesses at an
29 economic disadvantage because they will have to comply. We should not be and
30 to address the comments of well let's get it on the books and then we can maybe
31 fix it, I don't believe that any governing body should be in the business of passing
32 bad laws with the purpose of fixing them later. It is just not good public policy. If
33 you know it is a bad law and it won't accomplish the stated goal, fix it and then
34 pass it. Don't pass it and then fix it. So I believe you know that we should either
35 deny or not deny but we should not advise approving it as it written. We should
36 ask that it be rewritten with a 24 month phase-in to existing businesses and that
37 the City Council should not give any exemption to any business and if there are
38 exemptions those exemptions should be based on the size of the business;
39 possible exemptions given to Al's comments about some businesses maybe
40 being so small that this would place a very large economic hurt on them in order
41 to do it, so you know 10 carts or 20 carts or 50 carts or whatever when the City
42 does its proper due diligence to determine the level at which the size of the
43 business that should come under the Ordinance, so just to sum it up, I would
44 recommend that this body advise the City Council that this Ordinance is not a
45 proper Ordinance for the reasons that I have stated and that it be revised and
46 sent back to us in a revised state.

1 **COMMISSIONER RAMIEREZ** – Thank you, I share the same sentiment as
2 Commissioner Owings. I believe we should have accountability across the
3 board. It definitely puts a disadvantage for the new businesses coming in. I feel
4 that we should make a recommendation that they should re-craft the Ordinance
5 and include all businesses whether new or there is a transfer of ownership or
6 where there is an existing business, so that is my thought. If there is any way we
7 can also enforce through Code Enforcement and make consumers accountable, I
8 believe we should do it as well.

9
10 **COMMISSIONER GIBA** – I think I stated earlier meat, but alright but only you
11 guys can look into that and know what the legal application that was for and I'm
12 not necessarily in the position where I would say that I would disapprove it, I like
13 to have the half glass; word advisory; they can do what they want when they
14 want to do it, but I think if they are wise on that Council, they will ask for the
15 stipulation, change it and modify it. If not, I think you have crafted a very good
16 Ordinance here and I have a tendency to say it is a good start because the
17 Council can do whatever they want to do anyway, so I am not inclined to
18 disapprove it, but I would like to approve with those stipulations and I think the
19 phase-in should be more like 6 months than 24 or 12. If there is a problem then
20 let them come to us and say hey I need another 6 months or whatever it was. I
21 think 6 months is more than enough for them to prepare to get that in, unless
22 your guy's research shows yes if they went to use this type of enforcement, they
23 don't have the materials and equipment that it's going to take 12 months. That
24 would be my position on it. I don't like the fact that they be grandfathered at all,
25 but it is a very good start for this.

26
27 **VICE CHAIR SALAS** – This is a tough one. I feel the same way. I think that it
28 should be... it's kind of discrimination against the new stores or the new
29 businesses. They have to do it and the existing businesses don't have to do it
30 and I don't see where that is fair and then the other thing is how are we going to
31 enforce this. I mean I know from Code Enforcement you guys are booked. I
32 mean you guys have so much work now, are you going to give yourself
33 something else you have to enforcement here. I mean do we have the
34 manpower to enforce this.

35
36 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – You wouldn't
37 require the enforcement of this program; it wouldn't require a Code Officer.

38
39 **VICE CHAIR SALAS** – It wouldn't?

40
41 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – No, per say no.
42 It would be more an administrative duty. It is probably putting more on my plate
43 than actually the Officer's plate.

44
45 **VICE CHAIR SALAS** – Yes, you need more on your plate; okay
46

1 **PLANNING OFFICIAL TERELL** – Yes the other part of this; the part that you are
2 dealing with; having the plan submitted and approved and everything is actually
3 going to be a Planning function and there will be a fee associated with that.

4
5 **VICE CHAIR SALAS** – I understand; okay

6
7 **COMMISSIONER VAN NATTA** – I'm ready to make a motion if you are ready for
8 it.

9
10 **CHAIR BAKER** – Okay, you know one thing I would like to state here is anything
11 these stores... this is going to be a Capital Improvement Project and working in
12 corporations like I have, that is 18 to 24 months out. You've got to put into a plan
13 for next year; right. I assume you are looking at 50 or 60 thousand dollars on
14 one of these; right or maybe more.

15
16 **VICE CHAIR SALAS** – No, more than that

17
18 **CHAIR BAKER** – Okay so say 100 thousand plus for the baskets and I don't see
19 any way most companies or corporations are going to be able to turn that in 6
20 months. That is just my personal opinion. I mean if they go in for appropriation it
21 just takes longer. Is there any validity to that or do we care?

22
23 **VICE CHAIR SALAS** – You've got to give them a timeframe

24
25 **CHAIR BAKER** – No, you've got to be realistic about this at the same time.

26
27 **COMMISSIONER VAN NATTA** – I think you can give them a timeframe and at
28 the same time if somebody finds that that is egregious; it's too difficult, they can
29 always apply for an extension of the time on an individual basis.

30
31 **COMMISSIONER OWINGS** – I would say that's probably not always true though,
32 but let me just say if I can weigh in here for a second. You know the two years;
33 the reason I used the two years is that two years puts a deadline on it and when
34 people have a deadline, they generally will say hey if we're going to have to do
35 that, let's starting looking at replacing it now, so it kind of accomplishes what you
36 guys are thinking about in terms of those people who might have a hardship.
37 Also like a Stater Bros. certainly isn't going to have a hardship coming up with
38 the money to do this and if they have the two year deadline they are going to do
39 it sooner rather than later, so you know I think the easiest way for the City
40 administration is to place a deadline on it that is out there far enough that is not
41 going to place an undue hardship, would allow people to put financing in place
42 and it does take quite a while to get a loan right now more and you know from my
43 own personal experience it can take three or four or five or six months to get a
44 loan depending on your credit worthiness as a business, so I say put it out there
45 far enough and then just let the City Staff, when they decide to redo the
46 Ordinance; if they decide to do it to address those issues, they are more

1 experienced at doing that and have the proper tools to make those kinds of
2 recommendations. Does that make any sense?

3
4 **VICE CHAIR SALAS** – It makes sense because we've got to give them a
5 timeline and has to be a realistic time

6
7 **COMMISSIONER VAN NATTA** – Well I think one of the things to keep in mind is
8 that putting those expensive locking mechanisms isn't the only option that they
9 have. There are other options that they have including having a security person
10 watching and making sure that people don't walk off with them.

11
12 **COMMISSIONER GIBA** – I think as Albert said before, in some of the cities,
13 there is no phase-in, it is now. Am I correct? You mentioned that before.

14
15 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – The phase-in
16 in Glendale is what I referred to was six months originally when the Ordinance
17 was approved and then they amended it to a year.

18
19 **COMMISSIONER GIBA** – Right, and that was the only city that you knew of that
20 did a phase-in. Is that what you had said earlier but on all the other ones it was
21 started as soon as the Ordinance was approved? They had to get...

22
23 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – The
24 Ordinance's that I studied; the Ordinance was effective the day that it was
25 approved. The phase-in wasn't always indicated in the Code, it was more of a
26 procedural thing, so it varied from jurisdiction to jurisdiction anywhere from six
27 months to five years.

28
29 **COMMISSIONER GIBA** – So then language specifying an exact timeframe may
30 not be something that's necessary but just say there should be a phase-in and
31 that should be determined by the wisdom of those that have experience with
32 doing that.

33
34 **COMMISSIONER VAN NATTA** – I think what you are saying though is that there
35 was no phase-in built into those Ordinances. It was just a procedural application.

36
37 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Not all the
38 Ordinances that I have reviewed.

39
40 **COMMISSIONER OWINGS** – Let's take for example Glendale though because
41 that is the one with the phase-in. Was it in the Ordinance as a six month phase-
42 in or was it...

43
44 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes it was in
45 the Ordinance and like I said they had to go back and amend it based on the fact

1 that several markets were not able to get the companies that install the wheel
2 locking mechanisms out there in the six month period.

3
4 **COMMISSIONER OWINGS** – So administratively they made it; they extended it.

5
6 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – They actually
7 amended the Ordinance

8
9 **COMMISSIONER OWINGS** – They amended the Ordinance. Mr. Chairman it
10 would seem to me that there seems to be consensus and not to put words in
11 Meli’s mouth, but if her motion were to include a twelve month phase-in to the
12 Ordinance, it seems to me that everyone on the Planning Commission would buy
13 into that. Can everyone live with the 12 months?

14
15 **COMMISSIONER GIBA** – It’s a good compromise. They already had to extend it
16 for an additional six months. Am I correct on that on the other one?

17
18 **CODE AND NEIGHBORHOOD SERVICES OFFICIAL BRADY** – Yes that’s
19 correct

20
21 **COMMISSIONER OWINGS** – So the motion could say to adopt the Ordinance
22 without the exemption and incorporating a twelve month phase-in. Would that...
23 could you live with that?

24
25 **CHAIR BAKER** – Let’s have Meli do the motion here and then we’ll get a second
26 on this.

27
28 **COMMISSIONER VAN NATTA** - Okay I move that we **ADOPT** Resolution No.
29 2011-36 and thereby **RECOMMEND** that the City Council:

- 30
31 1. **RECOGNIZE** that PA11-0037 Municipal Code Amendment does not have the
32 potential to cause a significant effect on the environment and is therefore
33 exempt from the provisions of the California Environmental Quality Act
34 (CEQA) in accordance with Section 15061 of the CEQA Guidelines; and,
35
36 2. **APPROVE** PA11-0037 Municipal Code Amendment as referenced on
37 Attachment 3 with the following modification to paragraph A, general
38 provisions: the provisions in this chapter are applicable to new businesses
39 with 10 or more shopping carts established after the adoption of this
40 Ordinance and to existing businesses with 10 or more shopping carts within
41 12 months after the adoption of this Ordinance.

42
43 **VICE CHAIR SALAS** – I second

44
45 **CHAIR BAKER** – Okay, I’ve got a motion and a second on that Resolution. All in
46 favor?

1 Opposed – 0

2
3 **Motion carries 6 – 0, with one absent (Commissioner Crothers)**

4
5 **COMMISSIONER OWINGS** – Alright AI, now you have more work and probably
6 more gray hair

7
8 **CHAIR BAKER** – Okay Staff wrap up on this

9
10 **PLANNING OFFICIAL TERELL** – Yes this recommendation will be forwarded to
11 the City Council for final review and action.

12
13 **CHAIR BAKER** – Okay, thank you

14
15
16 **OTHER BUSINESS**

17
18 **CHAIR BAKER** – Okay have we got any other business before us at this point?

19
20 **PLANNING OFFICIAL TERELL** – No

21
22
23 **STAFF COMMENTS**

24
25 **CHAIR BAKER** – Okay, Staff comments

26
27 **PLANNING OFFICIAL TERELL** – Yes your next meeting is scheduled for I
28 believe January 12th and I am going to give you advance notice. We do have an
29 applicant that I already met with that will probably be submitting an application
30 next week and has a very time sensitive schedule. It would be a new business
31 for the Moreno Valley Mall and quite an interesting and probably a positive
32 addition there and their deadline is get approved by February 1st and we're going
33 to try to do it. Actually they want to start construction February 1st and to do that
34 we will probably will have to move your January meeting so once we get the
35 application and make sure everything looks like it is possible to achieve within a
36 few week period, which I believe it is based on meeting with them, we'll be calling
37 you and probably be looking at alternate dates; most likely the 26th of January
38 rather than the 12th. We don't have any other items scheduled for January yet so
39 we have that flexibility, so hopefully you would have that flexibility also if possible.
40 So it is not a question right now but it is a potential question and I think a likely
41 question. Beyond that I just want to wish you all a Merry Christmas or Hanukah
42 and Kwanzaa and Happy New Year and after this meeting we will see you in the
43 New Year.

1 **PLANNING COMMISSIONER COMMENTS**

2
3 **CHAIR BAKER** – Okay, Planning Commissioner Comments? Does anyone
4 have a final parting word for this year?

5
6 **COMMISSIONER OWINGS** – As the person who has done nothing to advance
7 his own idea of our planned meeting with the City Council; our joint meeting, has
8 anybody else here been as negligent as me or...

9
10 **CHAIR BAKER** – I’ve not received any info on that. We probably need to get
11 moving on that and I take the fault on not pushing that harder because that is
12 going to happen right after the first of the year that we will meet with them, so
13 let’s get some questions on the table that you might want to run past them.
14 They’re probably going to question us about this Shopping Cart Ordinance which
15 is okay, but that is one case in point there because if we are going to do some of
16 these Ordinances, are we going to put teeth in them.

17
18 **COMMISSIONER OWINGS** – Mr. Chairman I was just wondering John if can we
19 get you in this? Would it be helpful John or would it be helpful Mr. Chairman or
20 would it be possible John to have you kind of start the discussion out with some
21 areas that you from your position as the Planning Director basically see as topics
22 that need to be discussed between the City Council and the Commission. Maybe
23 just sort of run those by us to let us get us started.

24
25 **PLANNING OFFICIAL TERELL** – Well in Moreno Valley traditionally when there
26 is a major issue, those have been the venues for having Planning
27 Commission/City Council Joint Session. The last one we had was related to
28 Energy Efficiency and we actually will have another discussion coming up
29 probably in March on that same subject because we will have a Draft Climate
30 Action Strategy to discuss with the City Council and my proposal and I would
31 assume it would be similar to the last time would be to include the Planning
32 Commission in that discussion because whatever the City Council decide will
33 then come back to the Planning Commission which will likely have to act on the
34 Ordinances or whatever implementation of that kind of thing, so typically they
35 have been around that kind of discussion. The other one that I suspect that will
36 be coming up early next year is the proposal or what to do with the Moreno
37 Highlands Specific Plan where there has been discussion about changing that
38 plan. Hopefully it is not a surprise to anybody, from its existing configuration to
39 primarily a logistics or a warehouse project and my understanding is there will be
40 a discussion at the City Council in Study Session about that and I would suggest
41 that kind of a major change to the City’s land use would be an appropriate venue
42 to have a discussion between the Planning Commission and the City Council.

43
44 **COMMISSIONER OWINGS** – I couldn’t agree more

1 **PLANNING OFFICIAL TERELL** – That’s what we’ve done traditionally. It’s been
2 those kinds of big picture issues.

3
4 **COMMISSIONER OWINGS** – And we should maybe throw in there what is the
5 wisdom of the Council in terms of Master Development Agreements also. I mean
6 some believe they are helpful and others believe they may not be as helpful to
7 infill and growth.

8
9 **PLANNING OFFICIAL TERELL** – I’m not sure...a Master Development; like a
10 Development Agreement?

11
12 **COMMISSIONER OWINGS** – Yes

13
14 **PLANNING OFFICIAL TERELL** – Okay

15
16 **COMMISSIONER OWINGS** – Well you know a Development Agreement
17 basically takes a piece of property off of the market for about 15 or 20 years
18 sometimes so...

19
20 **PLANNING OFFICIAL TERELL** – Yes it does

21
22 **COMMISSIONER OWINGS** – So there are upsides and downsides to those
23 agreements, so maybe that is something that would be a topic of discussion for
24 the City because I realize we have lots; well not lots but we have several of them
25 and we’ve been asked to extend several of them and maybe we need to get
26 clarification or input from the Council as to the wisdom of those extensions.

27
28 **PLANNING OFFICIAL TERELL** – And again that would probably be an
29 appropriate... because Moreno Valley Highlands as an example, there are
30 currently four development agreements active in Moreno Valley. That would be
31 Town Gate which is the one that you just extended; Moreno Valley Ranch which
32 is pretty much built out, but that is good for another six or seven years I think;
33 Aquabella, which is an approved project but not currently under development and
34 Moreno Highlands which their Development Agreement will expire next year and
35 actually opens up the option to re-look at that piece of property, which has been
36 off of the market for several years.

37
38 **COMMISSIONER OWINGS** - So we’ve identified four topics right now; basically
39 four or five, so maybe if you could go along that line and get us thinking along
40 those lines, I think that would be very positive and very worthwhile John. Thank
41 you.

42
43 **PLANNING OFFICIAL TERELL** – Okay those are certainly four items. I think
44 what you discussed before was the concept of coming up with ideas and then
45 Chair Baker and I could or Chair Baker by himself talk to the Mayor, which I
46 assume will be changing next week and go over that and have that as...and my

1 side is probably talking with Director Foster and the City Manager to come up
2 with an appropriate time, venue and schedule for that discussion.

3
4 **CHAIR BAKER** – Well you know the other thing that has transpired since this is
5 the Medical Corridor we put in and we may want to get a little more
6 enlightenment on that and then you have what is going on over at the Air Force
7 Base and I don't know if that would have a whole lot to do with us and then one
8 thing we met a year ago was on that Alessandro Corridor. Remember when
9 we... do you know where we are sitting on that deal or...

10
11 **PLANNING OFFICIAL TERELL** – I do... we got a second amount... well that
12 was completed and we have a second grant that is under way right now and we
13 would look at that being discussed with the City Council as we did before, inviting
14 the Planning Commission to that discussion also, probably next July.

15
16 **CHAIR BAKER** – That would be a good item to get the new members up to date
17 on what is going on that project or not? I mean where we are sitting on the
18 Alessandro Corridor as far as starting the gateway there and the Old 215. The
19 way I understood it there was going to be a sign go up and everything.

20
21 **PLANNING OFFICIAL TERELL** – Well we could give a... depending on when
22 the meeting occurs, it could be one of the items that could be a status report.
23 Certainly that would be... it's probably...

24
25 **CHAIR BAKER** – Are these some of the things you are looking at Tom?

26
27 **COMMISSIONER OWINGS** – Yes I think that anything that City Council should
28 in my opinion give more direction to the Commission in an open fashion so that
29 we and the public are aware of where they are headed so that we can be in a
30 better position to accomplish their goals.

31
32 **VICE CHAIR SALAS** – We just have to be careful what we think because they
33 always have it in conjunction with their City Council meeting. We do it before that
34 so that their Agenda; the timeframe...

35
36 **COMMISSIONER OWINGS** – We get five minutes at the end

37
38 **VICE CHAIR SALAS** – No, no, you do it before

39
40 **CHAIR BAKER** – We do it through a Study Session.

41
42 **COMMISSIONER OWINGS** – Otherwise we'd be stuck at the end with five
43 minutes

44
45 **VICE CHAIR SALAS** – They won't even do it at the end, they'll do it at the
46 beginning. They'll do it for an hour and a half or an hour

1 **CHAIR BAKER** – We meet right down there.

2
3 **VICE CHAIR SALAS** – I’ve got a question John. Is Sonic done? Is it going to go
4 in?

5
6 **PLANNING OFFICIAL TEREELL** – No Sonic went boom. We did have an
7 approved Sonic over on Alessandro. That franchisee withdrew from that site. He
8 was looking at another site in another part of town and right now my
9 understanding is that financing is really difficult to get and that I’m sure there is a
10 franchisee for this part of Riverside County. I’m sure he will be back and when
11 that will occur I don’t know. Maybe you should go down there and demand that
12 they...

13
14 **VICE CHAIR SALAS** – I can do that. It’s probably not going to do us any good
15 but I can do that.

16
17 **COMMISSIONER OWINGS** – We could all pull up in our Target shopping carts
18 and the Sonic and...

19
20
21 **ADJOURNMENT**

22
23 **VICE CHAIR SALAS** – Can I move for adjournment?

24
25 **CHAIR BAKER** – You bet

26
27 **VICE CHAIR SALAS** – I move we adjourn

28
29 **COMMISSIONER OWINGS** – Second

30
31 **CHAIR BAKER** – All in favor? Good night Moreno Valley.

32
33
34
35
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42
43
44
45

John C. Terell
Planning Official
Approved

Date

Ray L. Baker
ChairYes

Date

1 CITY OF MORENO VALLEY
2 PLANNING COMMISSION
3 REGULAR MEETING
4 JANUARY 26TH, 2012

5
6 **CALL TO ORDER**

7
8 Chair Baker convened the Regular Meeting of the City of Moreno Valley Planning
9 Commission on the above date in the City Council Chambers located at 14177
10 Frederick Street.

11
12 **ROLL CALL**

13
14 Commissioners Present:

15 Chair Baker
16 Vice Chair Salas
17 Commissioner Crothers
18 Commissioner Giba
19 Commissioner Van Natta

20
21 Excused Absence:

22 Commissioner Owings
23 Commissioner Ramirez

24
25 Staff Present:

26 John Terell, Planning Official
27 Associate Planner Julia Descoteaux
28 Barry Foster, Director, Community & Economic Development
29 Randy Metz, Fire Marshall
30 Suzanne Bryant, Assistant City Attorney

31
32
33 **PLEDGE OF ALLEGIANCE**

34
35 **APPROVAL OF AGENDA**

36
37 **CHAIR BAKER** – Thank you. Could I have a motion to approve the Agenda
38 please?

39
40 **COMMISSIONER CROTHERS** – I'll motion

41
42 **VICE CHAIR SALAS** - Second

43
44 **CHAIR BAKER** – Okay, we've got a motion a motion and a second to approve
45 the Agenda. All those in favor?

1 Opposed – 0

2
3 **Motion carries 5 – 0, with one absent (Commissioner Owings and**
4 **Commissioner Ramirez)**

5
6
7 **PUBLIC HEARING ITEMS**

8
9 **CHAIR BAKER** – May the public please be advised of the procedures to be
10 followed in this meeting. Procedures are on display at the rear of the room.

11
12
13 **PUBLIC COMMENTS**

14
15 **CHAIR BAKER** – Comments by any member of the public on any matter which
16 is not listed on the Agenda and which is within the subject matter jurisdiction of
17 the Commission.

18
19
20 **APPROVAL OF THE MINUTES**

21
22 **CHAIR BAKER** – At this time we have no minutes to approve. Is that correct?

23
24 **PLANNING OFFICIAL TERELL** - Yes

25
26
27 **PUBLIC HEARING ITEMS**

28
29 **1. Case Number: PA11-0042 Conditional Use Permit**

30
31 **Case Planner: Julia Descoteaux**

32
33 **CHAIR BAKER** – It is a Conditional Use Permit for an Entertainment Center in
34 the Moreno Valley Mall. Our Case Planner on this tonight will be Julie and if you
35 want to present your project.

36
37 **ASSOCIATE PLANNER DESCOTEAUX** – Thank you. This is Julia Descoteaux,
38 Associate Planner and the Applicant, Round One Entertainment has submitted a
39 Conditional Use Application Permit to establish an entertainment center within
40 the Moreno Valley Mall. The Conditional Use Permit proposes a 46,000 square
41 foot which is a little bit different than the Staff Report which stated 39,000 square
42 foot entertainment center located on the second floor of the Moreno Valley Mall
43 and the use will include an 18 lane bowling alley, gaming areas which include
44 arcades, darts, ping pong tables, billiard tables and also karaoke rooms and a
45 food and beverage concession area which will serve beer and wine.

1 The entertainment center will also have security cameras and onsite uniformed
2 security from 7 pm until 2 am, with an ID check in and out of the premises after
3 10 pm for those under 18 and or at 12 am for those under 21. Alcohol
4 wristbands will be issued for all persons over 21. All gaming areas are open,
5 including karaoke rooms which will have window view rooms. The entertainment
6 center again will operate daily from 10 am until 2 am, seven days a week. The
7 project satisfies the findings for a Conditional Use Permit as stated in the
8 Resolution.

9
10 The site is within the existing Moreno Valley Mall in the middle of the north side
11 on the second floor and the zoning is Mixed Use Commercial in the Specific Plan
12 200. The properties to the south, east and west are all within the Specific Plan
13 200 and the properties across Highway 60 Freeway are zoned Residential 5 with
14 existing single-family homes. The project will use the existing parking within the
15 mall and a parking analysis was completed with adequate parking provided for
16 the existing mall traffic and any current vacant area and the proposed
17 entertainment center with parking left over.

18
19 The project has been reviewed and the design of the existing building conforms
20 to the standards of the Municipal Code and there are no changes to the exterior
21 of the mall building. The project will occur within the existing structure and was
22 reviewed by Planning Staff for consistency with the Municipal Code and routed to
23 the Fire Division and the Building and Safety. The Moreno Valley Police
24 Department was also routed the project and they had no concerns or issues with
25 the proposed use and we have included several conditions of approval; standard
26 conditions for the Police Department.

27
28 The project will not have a significant effect on the environment because it will
29 occur within an existing structure and therefore is exempt from the California
30 Environmental Quality Act as a Minor Alteration to an Existing Facility, which is a
31 Class 1 Categorical Exemption 15301. Public Notice was sent to all property
32 owners within 300 feet of the project as of this date I have not had any comments
33 or questions regarding the project. At this time I am concluding my Staff Report
34 and Barry Foster would like to make a few comments. Thank you.

35
36 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER –**

37 Thank you. I'd like to kind of put on my economic development hat now and
38 address the Planning Commission from that perspective. I know that you are all
39 familiar with the Economic Development Action Plan the City has adopted and
40 really the focus of that plan is on job creation and looking to address the jobs to
41 housing imbalance in the community, but another component of that action plan
42 is to really help revitalize and look at opportunities in the Town Gate area and so
43 I think there is nobody that wants jobs more in this community than in the
44 shopping centers and I know the mall does too and the Town Gate Shopping
45 Centers.

1 You know clearly having more people work in the community will have a rippling
2 effect and help with restaurants and retailers and that kind of thing, so I think that
3 being the focus that we have in the action plan is to help revitalize and look for
4 opportunities to enhance the mall in the Town Gate area. We really think that
5 Round One is an opportunity to do that. In the Mall, we are very pleased that
6 they've got new ownership and they've started to invest in some capital now and
7 improve the appearance of the mall. They've improved the entry ways and the
8 signage program. They are looking at enhancements to landscaping and a
9 number of other things, but we have a spot there in the middle of the mall with
10 46,000 square feet that originally was going to be Steve and Barry's a couple of
11 years ago and actually they had a lease in place and they were working on
12 tentative improvements for that space and Steve and Barry's went into
13 bankruptcy and eventually did not come out of bankruptcy, so they never opened
14 that location, so we've kind of got kind of a primary on the second floor that we
15 think that Round One is an opportunity to bring some energy and I think a much
16 needed entertainment use for the community.

17
18 People talk about they are looking for entertainment options. Harkins fills that
19 void a little bit, but we think this is another step. Clearly we are trying to bring
20 more restaurants to the mall and the new ownership and their leasing team has
21 put together some conceptual plans to add on and do restaurants at the mall. I
22 think having an entertainment use really will help facilitate and push that
23 possibility along, so we are very encouraged with the opportunities that we have
24 with Round One and so a number of us have taken trips down to their facility in
25 Puente Hills at the mall in the City of Industry. I offered to go to Japan but no
26 one wanted me to go over there and take a look at their facilities, so I went to the
27 City of Industry, but you know they really are a major player in Japan in one of
28 the largest customers actually for Brunswick and so we were very impressed with
29 the look of their facility down there, their concept; their business operation and
30 they really stress a family environment and so they've got a whole host of
31 entertainment activities that they do there, but really it focuses on providing
32 quality and having the right kind of atmosphere.

33
34 While they may do some of the things that a Dave and Busters does, they're
35 certainly not into doing all the full scale food and getting into all the alcohol. They
36 have beer and wine. I think that represents five percent of their sales, so it is
37 another convenience or amenity for people that are there and certainly not a
38 focus of their business operation. They are really into the bowling and so they
39 have a state of the art facility and they work very closely... we actually talked to
40 the Brunswick people who are working on their plans now and we are excited
41 about the kind of operation they would have, but we think it fits a need. I know
42 the mall is excited about having that. We are hoping that will lead to other users.

43
44 We've got another retailer; Route 21 that is doing tentative improvements right
45 now and looking to open up later this month, but then I know they've got some
46 negotiations with some other folks and looking to bring in some other users to the

1 mall. We think this will help accelerate those discussions and possible
2 negotiations, so with that I will be happy to answer any questions, but we think
3 this fits nicely with the Economic Development Action Plan.
4

5 **VICE CHAIR SALAS** – In the first place I want to let you all know that I’m a big
6 proponent of anything going into the mall that is going to help us and to lease
7 space in there, so I don’t have a problem with that. The only questions that I
8 have is number one; talking about jobs, how many jobs... we couldn’t hear too
9 good up here, so if I ask a question that you’ve already answered I apologize, but
10 we cut the noise out because we unplugged that.
11

12 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** –
13 Maybe we could have the Applicant come up from Round One. He can tell you a
14 little bit more about their operation and specifically about jobs and kind of their
15 target area and some other things.
16

17 **VICE CHAIR SALAS** – Okay
18

19 **PLANNING OFFICIAL TERELL** – Yeah, so once you open the Public Hearing
20 we can hold that question.
21

22 **VICE CHAIR SALAS** – Okay, that’s fine
23

24 **CHAIR BAKER** – If the Applicant would please come forward... is that okay?
25

26 **PLANNING OFFICIAL TERELL** – Yeah, does anybody else have any questions
27 before we open the Public Hearing?
28

29 **CHAIR BAKER** – Does anybody else have any questions of Staff?
30

31 **COMMISSIONER VAN NATTA** – I think the questions I have would more for the
32 Applicant.
33

34 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – Okay
35

36 **VICE CHAIR SALAS** – Well before we go ahead I do have one question that
37 might be answered. It is on the second floor; right?
38

39 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – Yes
40

41 **PLANNING OFFICIAL TERELL** – Correct
42

43 **VICE CHAIR SALAS** – So the entrance to them is it going to be a controlled
44 entrance because it is going to be open until 2?
45

1 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – I think
2 the mall can talk about that, but similar to what they do with Harkins; they'll
3 actually have a gate come down so that you won't have access to the rest of the
4 mall.

5
6 **VICE CHAIR SALAS** – So they can't wonder around the mall; that was my
7 concern; right, okay thank you.

8
9 **CHAIR BAKER** – Okay Mr. Applicant if you would please state your name and
10 address for the record we'd appreciate that.

11
12 **APPLICANT OKADA** – Sorry the address of my house or the address of the
13 office

14
15 **CHAIR BAKER** – Whatever

16
17 **APPLICANT OKADA** – Business?

18
19 **CHAIR BAKER** – Business is fine

20
21 **APPLICANT OKADA** – Thank you for the opportunity to be here today. My
22 name is Hideki Okada and I am the CFO for Round One Entertainment Inc.; that
23 is U.S. entity and our business establishment is located at 1600 South Azusa,
24 Suite 285, City of Industry, California, 91748.

25
26 **CHAIR BAKER** – Thank you. Who has the first question?

27
28 **VICE CHAIR SALAS** – I have a couple of questions. First of all you are talking
29 about supplying jobs to the City. How many jobs are we talking about?

30
31 **APPLICANT OKADA** – Well at first we hire about 70 people, so on this location
32 and just because the size is a little bit smaller, but we're looking around and
33 including part time is 60.

34
35 **VICE CHAIR SALAS** – Part time is 60?

36
37 **APPLICANT OKADA** – Including part time is 60; yes and full time is maybe 10

38
39 **VICE CHAIR SALAS** – Okay and how many lanes on the bowling alley... how
40 many lanes; I'm just curious?

41
42 **APPLICANT OKADA** – At this location?

43
44 **VICE CHAIR SALAS** – Yes

45

1 **APPLICANT OKADA** – We right now are planning to fit 20 I think. Oh 18, I'm
2 sorry.

3
4 **VICE CHAIR SALAS** – Okay is that going to be all open bowling or is it going to
5 be league bowling?
6

7 **APPLICANT OKADA** – Well in case of Puente Hills, we did seek four leagues,
8 but at this moment we only have one league going on, so it is basically a lot of
9 open bowlers, but that is not our focus. Of course we would like to attract league
10 bowlers too.

11
12 **VICE CHAIR SALAS** – So you're main focus is going to be league bowlers?
13

14 **APPLICANT OKADA** – Well no, actually as a facility; as a new company, we are
15 trying to figure out how we can keep our leagues going, so we are in the process
16 of a learning curve on that one, but in the case of Puente Hills Mall, we only have
17 one league and the main customer is open bowlers.
18

19 **PLANNING OFFICIAL TERELL** – I'm sorry Hideki, I didn't know if you wanted to
20 kind of give them the information that you provided to us on kind of how your
21 business is split up between the various things that go on in the facility.
22

23 **APPLICANT OKADA** – Yes it is the same as Japan. The business model is... I
24 am going to open the figures, so you'll have an idea of how much we do, so in
25 case of Puente Hills Mall, we do about 6.5 million dollars a year and we do have
26 an average to get which is about 17 dollars per head, so that will easily attract
27 about 400 thousand customers already, so we have been open in Puente Hills
28 Mall for about a year and a half and that is the consistent figure that we are
29 hitting which is 6.5 million dollars a year and out of that 6.5 million dollars our
30 business is that 50 percent is coming from our arcade and the bowling is about
31 25 percent and the rest is 25 percent, so that is including karaoke, billiards, darts
32 and food and the food portion is about 15 percent, alcohol is only about 5 to 7
33 percent, so definitely at least we need the beer for the bowlers so we just serve a
34 minimum, so if you see our floor plan, our bar is really a minimum size and of
35 course people take it to the lanes, but not to the games, so that is the flow of the
36 size of the business. So Moreno Valley we are at least looking at about 5 million
37 dollars in sales and we really don't know the portion of that, but is probably very
38 similar to what we have in the Puente Hills Mall.
39

40 **VICE CHAIR SALAS** – Yeah I have one other thing and I know that you Barry
41 addressed this, but the control of the entrance to the mall; so okay they are going
42 to come in through the food court?
43

44 **CHAIR BAKER** – No
45

46 **VICE CHAIR SALAS** – So up above it... oh they actually come in below it.

1 **APPLICANT OKADA** – Below it... yes
2
3 **VICE CHAIR SALAS** – So you are on the second floor; is that correct?
4
5 **APPLICANT OKADA** – We are on the second floor and if you go up the
6 escalator that is where our entrance is
7
8 **VICE CHAIR SALAS** – What is going to keep the people from wandering the
9 mall at 12 o'clock at night?
10
11 **APPLICANT OKADA** – We are just trying to work with the mall to put up a
12 barricade; right?
13
14 **SPEAKER FARRELL** – I'm from the mall. I'm the Manager of the mall.
15
16 **CHAIR BAKER** – Would you come up? Would you please state your name and I
17 guess the address of the mall or whatever.
18
19 **SPEAKER FARRELL** – I'm Donna Farrell, the General Manager at Moreno
20 Valley Mall. The address is 22500 Town Circle, Moreno Valley.
21
22 **CHAIR BAKER** – Thank you
23
24 **SPEAKER FARRELL** – For the mall, we'll work the logistics with them as we did
25 with the theater and we'll provide a pathway and secure other areas of the mall
26 so that there'll be a clear definition as to how people get in and out of that portion
27 of the center. As it is right now, we do that with Harkins because they are open
28 later than the mall shops are as well and it has worked effectively with Harkins
29 Theater.
30
31 **COMMISSIONER VAN NATTA** – What about the parking. I know if they are
32 coming in through that lower level entrance and then coming up the escalator
33 there is not a lot of parking there. Is that other area parking structure going to be
34 opened up and how would they access from there to get to here. Are they going
35 to come in that side door and come around in front of Harkins upstairs or...? I
36 mean what is the...
37
38 **SPEAKER FARRELL** – The top deck is open right now. I don't know... we are
39 going to have to work out the logistics and find what the best path is because we
40 could probably do a combination of both those entrances; you know the lower
41 one and the upper level one, because that is access...
42
43 **COMMISSIONER VAN NATTA** – Is there any access into the mall from that
44 lower level parking if you were to open that?
45
46 **SPEAKER FARRELL** – No

1 **COMMISSIONER VAN NATTA** - Because I know right now just going to the
2 movies or something it is difficult to find a parking space to go into where that
3 entrance is into Harkins from the upper level parking lot.

4
5 **SPEAKER FARRELL** – There is the lower level parking lot which we look as the
6 primary parking field because that is going to be really signed as their entrance,
7 similar to how The Limited was signed over there where they had a big sign on
8 that open glass atrium area, so it is really going to showcase that as their; you
9 know that Round One is here, so we’re looking at that as being the main ingress
10 and egress for the business.

11
12 **COMMISSIONER VAN NATTA** – And how many parking spots are in that area
13 though, because that is kind of like separate from the other parking areas.

14
15 **SPEAKER FARRELL** – Yeah I don’t know exactly how many is in that exact
16 parking field, but I can certainly get that information for you, but right now I don’t
17 have specifics as to that particular lot.

18
19 **COMMISSIONER VAN NATTA** – I’m just concerned about access going in and
20 how they are going to get to it; out; where they are going to park...

21
22 **SPEAKER FARRELL** – Yeah and it is something that we worked out with the
23 theater. We weren’t really sure what the traffic flow was going to with the theater
24 as that was being developed and as it grew to one of the premier movie theaters
25 in the area, so we are going to work with Hideki and his operations team to make
26 sure that we identify the best ingress and egress and it might be a combination of
27 the two since the upper level is open as well in the evening for the Harkins
28 Theater.

29
30 **COMMISSIONER VAN NATTA** – And you have addressed with them the
31 additional need for security in the evening because I know I’ve been in the mall
32 when there was almost a riot outside of Harkins, so I would be concerned about
33 them having enough people there for crowd control?

34
35 **SPEAKER FARRELL** – Yes we have and I’ve spoken; I’m familiar with the
36 security company that they use at Puente Hills Mall as well and they work out the
37 logistics with their team and with the mall team at the property.

38
39 **COMMISSIONER VAN NATTA** – So it would be partly the mall security as well
40 as their own security?

41
42 **SPEAKER FARRELL** – The mall security would be in the common area but they
43 would have you know their own security that would work in combination with the
44 existing security team and you know any changes that we have to do in
45 deployments we would do certainly to make sure that we are covered.

46

1 **COMMISSIONER VAN NATTA** – You still have a Police office there too right?
2
3 **SPEAKER FARRELL** – Yes we do
4
5 **COMMISSIONER VAN NATTA** – Okay
6
7 **VICE CHAIR SALAS** – Is that Police office open all night or is it only open during
8 the business hours?
9
10 **SPEAKER FARRELL** – It is open. On the peak days it is open later to
11 accommodate the needs at the property
12
13 **VICE CHAIR SALAS** – So we’re going to two different security companies. You
14 are going to have yours; the regular mall one and then they are going to have
15 theirs?
16
17 **SPEAKER FARRELL** – Yes and you know sometimes it is the same company
18 but it would be run separately from the mall security.
19
20 **VICE CHAIR SALAS** – Two different accounts
21
22 **COMMISSIONER VAN NATTA** – And I had a question. Maybe it is best
23 answered by the Applicant. In the Puente Hills Mall do you have just beer and
24 wine there or do have a full bar?
25
26 **APPLICANT OKADA** – Just beer and wine
27
28 **COMMISSIONER VAN NATTA** – Okay, so you are not planning on expanding it
29 to a full bar
30
31 **APPLICANT OKADA** – No... To just touch upon security, in the case of Puente
32 Hills Mall we hire private security but it is the same personnel as the mall
33 security, but we have a different contract with them, so it is a separate contract
34 that they only work for us and they are inside the premises so that they can
35 police around where they always check I.D.’s at the entrance. But in the case of
36 Moreno Valley we need to accommodate to where we put security. If it is needed
37 we’ll put 2 or 3 security between 7 pm and actually 3 pm when our employees
38 leave to their cars, so we will make sure that we have enough uniforms, which is
39 outside contract based security, no our own. We’ll make sure of that. We might
40 have the same company as the mall; maybe it is a lot easier to communicate
41 maybe, we are in discussions for that, but we’ll make sure that we have enough
42 security.
43
44 **COMMISSIONER VAN NATTA** – Okay
45

1 **PLANNING OFFICIAL TERELL** – And Meli just so you know, there are roughly
2 400 parking spaces in that parking field, so there are quite a few parking spaces
3 there.

4
5 **COMMISSIONER VAN NATTA** – Okay, what you anticipate would be like the full
6 capacity if everything is being used; what would be likely the highest number of
7 people you would have in this facility.

8
9 **APPLICANT OKADA** – In the case of Puente Hills Mall, I think it is between 200
10 to 250 at the same time, so it is not.... If I had 300 that would be enough because
11 it is open from 10 to 2, so the customers really change and they would probably
12 stay 2 hours and then go home, so...

13
14 **COMMISSIONER VAN NATTA** – Okay

15
16 **VICE CHAIR SALAS** – So there is an age restriction after 10 pm; is that the
17 case?

18
19 **APPLICANT OKADA** – Oh age restriction...what we have in Puente Hills and
20 what we agreed with the City was after 10 pm we don't allow anyone 18 or under
21 and after midnight, 21 only.

22
23 **VICE CHAIR SALAS** – Really

24
25 **APPLICANT OKADA** – Yeah

26
27 **COMMISSIONER VAN NATTA** – Now would that be not at all or only if they are
28 accompanied by an adult.

29
30 **APPLICANT OKADA** – Exactly, so we make exceptions. If there is a parent or
31 legal guardian we allow them to, but only parent or legal guardian and not like an
32 uncle or aunt or friends that are over 25, we don't allow that. Definitely we can
33 put that restriction really strongly too.

34
35 **COMMISSIONER GIBA** – I had a couple of questions. You know me I don't
36 know whether they go to you guys or... so I want to do my best on this. The
37 hours of operation are fairly lengthy; now correct me if I'm wrong. I don't know
38 too many places in Moreno Valley that are open at 2 o'clock in the morning
39 serving alcohol. Can anybody clarify if there are any because this would be a
40 precedent?

41
42 **COMMISSIONER VAN NATTA** – He can verify there are places that are open.

43
44 **COMMISSIONER GIBA** – I haven't seen too many but my question really was
45 (a) what time do you begin to serve your alcohol, because I know there are some
46 places that don't start serving until like 6 or 7 or 8 in the evening and then the

1 second question is, is 2 o'clock in the morning; I mean this is seven days a week
2 for 2 o'clock in the morning. That is fairly late hours for a City that normally or I
3 don't know maybe it doesn't go to sleep. I've been up that late, but you know
4 that seems like very late hours to me especially when we have a lot of teens that
5 might decide to gravitate in that direction at those kinds of hours and I can see
6 the weekend's maybe but not the week nights, so those two for starters.

7
8 **APPLICANT OKADA** – In cases of the City of Industry they never put us in the
9 limitation of the hours to serve alcohol, but practically speaking people don't start
10 drinking until 5 or 6

11
12 **COMMISSIONER GIBA** – What is your starting time? It is from 10 o'clock in the
13 morning?

14
15 **APPLICANT OKADA** – Yes... as the permit say yes, but we don't have the
16 customers till 5 or 6 practically.

17
18 **COMMISSIONER GIBA** – But you'll start serving at 10 in the morning?

19
20 **APPLICANT OKADA** – Yes, if there is a demand; yes

21
22 **VICE CHAIR SALAS** – Just to clarify, Moreno Valley Bowl does the same thing.
23 I mean in most places if you have league or league bowling whatever, you can
24 have a beer while you're bowling. I mean it's just pretty common.

25
26 **COMMISSIONER GIBA** – I don't bowl so...

27
28 **VICE CHAIR SALAS** – You don't bowl?

29
30 **COMMISSIONER GIBA** – No

31
32 **VICE CHAIR SALAS** – I don't bowl either but I've been known to have a beer or
33 two...

34
35 **PLANNING OFFICIAL TEREELL** – And I've found I bowl much better when I do
36 have a beer or at least I don't feel so bad about it.

37
38 **COMMISSIONER GIBA** – My brother tells me that. I was just concerned about
39 the long hours of the alcohol consumption. I don't know what goes on in the mall
40 too much but a lot of teens hang out at that mall on a pretty regular basis and
41 adding that other secondary dimension of alcohol at that mall along with Harkins
42 and I don't know why it needs to stay open till 2 o'clock in the morning and I'm
43 asking just for answers to those questions. If a movie gets out at 2 in the
44 morning well then there is no reason for you to be open. I can see the foot traffic
45 on that one, but...

1 **APPLICANT OKADA** – In the case of Puente Hills Mall there is the demand of
2 the people who work at the restaurants that want to have fun, so they kind of
3 come after 10 or 12 when they close their restaurants, so there are certain
4 demands after midnight also on even weekdays, so we do have not a whole lot of
5 business but we do have some business even during the weekdays.
6

7 **COMMISSIONER GIBA** – Because I was trying to justify that. You know
8 questions asked, maybe our public would want to know that as well; who knows.
9 I talked with some people and they read the article in the newspaper and so I got
10 some feedback and some concerns that I promised that I'd bring forward on
11 some of those issues. Alcohol was a concern at that location because of
12 previous things that may have gone on. The other question that I have and I
13 don't know whether it goes to your guys because we jump pretty quick, but you
14 can ask me that, you said you going to be maintaining 250 or maybe 300 people
15 as the occupancy of that facility; it could be that high?
16

17 **APPLICANT OKADA** – At the peak time?
18

19 **COMMISSIONER GIBA** – Yeah, could you have that many people in there? Silly
20 question; alright, but I was looking at your plans and I only see one bathroom and
21 if you've got that many people in there... am I correct? Am I only seeing one
22 restroom in there?
23

24 **ASSOCIATE PLANNER DESCOTEAUX** – When Building and Safety do their
25 plan check for the project will ensure that the restrooms meet the Building Code
26 requirements for the occupancy, so if there is a need for additional restrooms
27 they will have to install them.
28

29 **COMMISSIONER GIBA** – Yeah because I was just looking at your plans
30 blueprints that you gave us and there is a restroom all the way at this end and
31 bowling is all the way at that end and these people are going to be drinking and
32 bowling are going to be heading to the bathroom all the way across through the
33 gaming with the kids and everything else and a few beers in a bowling alley and
34 working their way across to the other side, I don't know how those two would mix,
35 so I'm looking from a family perspective and speaking with other family members,
36 some things that may come up. Those are issues that others may show as a
37 concern.
38

39 **PLANNING OFFICIAL TERELL** – But yeah as far as the number of bathrooms is
40 actually not based on that 250 or 300 number; it is based on the maximum
41 occupancy which is probably a higher number. Typically it is the occupancy
42 which is pretty high because it is almost like it is a dance floor, but practically
43 speaking they won't have that many people in there.
44

1 **COMMISSIONER GIBA** – Well yeah I realize that, I'm just trying to give you the
2 relationship is what I was doing. Do we know how many bowling alleys we have
3 in Moreno Valley at present?
4

5 **PLANNING OFFICIAL TERELL** – There is only one other bowling alley in
6 operation right now. That is the Brunswick Bowl on Sunnymead Boulevard.
7 There is another bowling alley on Alessandro Boulevard, the old ABC Bowl but
8 that is currently not in operation.
9

10 **COMMISSIONER GIBA** – Oh, not in operation, so there is not really a high...

11
12 **PLANNING OFFICIAL TERELL** – If you go... yeah, you've been here a long
13 time haven't time you
14

15 **COMMISSIONER GIBA** – My question I guess is going in the direction for you
16 guys is that how would that affect that bowling alleys business because we want
17 to make sure that your bowling alley doesn't affect our current bowling alleys
18 business too or maybe there is a demand for two or three bowling alleys and
19 they'll satisfy that need. I don't know.
20

21 **PLANNING OFFICIAL TERELL** – Yeah Brunswick Bowl has been here a long
22 time. I haven't been in a league recently but I used to be in a league there and
23 they've been around for a long time. They have a very nice operation there and
24 they specialize in league bowling. That's why I think there would be relatively
25 little league bowling at this bowling alley, but if there is enough for two that is fine,
26 but this more of a regional draw. The nearest one is... there is a Dave and
27 Buster's which is different but it is all the way over in Ontario and there is Round
28 One in Puente Hills, so there is not a lot of competition at this level and I went to
29 the facility down in Puente Hills and I would imagine that it will be a big draw say
30 from the UCR and facilities like that, so it would be a different audience and then
31 during the day there would be probably families here from in town, but it is a
32 regional draw, where the Brunswick Bowl is more of a local draw from Moreno
33 Valley specifically.
34

35 **VICE CHAIR SALAS** – And that's why I asked about the open bowling because I
36 think there is a need. I'm a bowler, so I've been bowling. I helped develop the
37 Brunswick Bowl and open bowling during the week is something that is lacking
38 here because it is taken up by league, so that's why I asked, so I would hope that
39 your league bowling would be minimal but I understand the steady income of
40 having of leagues instead of counting on open bowling.
41

42 **APPLICANT OKADA** – In the case of Puente Hills Mall for bowling are business
43 is 95 percent open bowlers and only 5 percent is league now.
44

45 **VICE CHAIR SALAS** – Well I saw your pictures and I saw all the pink and
46 orange and green balls and that kind of leads to open bowling.

1
2 **APPLICANT OKADA** – Yes and that bowling alley is owned by Brunswick and
3 we already talked to the headquarters at Brunswick because since we are the
4 biggest buyer for Brunswick globally they say it is okay because we buy lanes
5 from them so...

6
7 **VICE CHAIR SALAS** – So your lanes will be Brunswick?
8

9 **APPLICANT OKADA** – Yes, yes
10

11 **COMMISSIONER GIBA** – Barry you mentioned that having this facility in the mall
12 is going to benefit the opportunity to bring more restaurants into the area. Could
13 you clarify how having a bowling alley and entertainment will bring in good
14 restaurants? I do not doubt that it might, I just don't understand how you came to
15 that conclusion.
16

17 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – It is
18 just creating more synergy there. Again I think that the food operation that they
19 have here is very limited and I want to stress you know that 5 to 7 percent is
20 going to be beer sales and then their total if you combine the beer sales along
21 with the food sales it is only 15 percent. It is a very small piece. It really is just
22 an amenity if you want to have a sandwich when you are bowling or if you want
23 to have a beer or a coke or something when you are bowling. Other restaurants
24 tend to be by other restaurants and having the activity. I think having the mall
25 there is another piece where they go to a movie and go to dinner afterwards. The
26 same thing here, they may go to here and then they may go to dinner after or
27 they may go before and then go bowling afterwards.
28

29 **COMMISSIONER GIBA** – Work up an appetite and go there is a place to go eat.
30 That's what I'm trying to bring out on something like that.
31

32 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – And
33 again just to comment on the number of lanes in the area and all that, that is not
34 something we do a market study for but we would hope that Round One in the
35 mall and through their lease negotiations feel that their business concept will
36 work here and they'll have enough of a draw and I think their concept is looking
37 more at just Moreno Valley but at a larger area; a larger trade area to pull people
38 in and frankly the mall wants that too. They want to pull people from not just
39 Moreno Valley but from a larger area, so we think that it will be a good fit there.
40

41 **COMMISSIONER GIBA** – This may be a mall person question. It is from a retail
42 perspective. I don't know too many malls. You cite the Puente Hills Mall. Are
43 there any other malls that you know of that have this type of facility in them?
44 That is number one and I'll let you think about it and number two, from a retail
45 perspective as we try to develop an upscale mall facility, we still have an anchor
46 store that hasn't filled over there. It used to be Gottschalks or whatever, how will

1 this type of facility being at that location at the mall affect the desire to bring in an
2 upscale type of anchor facility in that area. The reason that I ask that question is
3 again I've had individuals discuss those things with me who read the article in the
4 newspaper who are in retail, so they have their specific feelings about that and I
5 just want to get that from you if you don't mind.

6
7 **SPEAKER FARRELL** – I've had experience in a shopping center that we
8 redeveloped and we added a 60 lane bowling center as a part of the renovation
9 to that center and it created a new synergy for that property that we hadn't had
10 before and we had a movie theater in addition to that which really drove a new
11 customer base to the property because they were looking for that unique
12 experience; that new state of the art theater and the bowling center, so it drove
13 traffic to the center, which is the key driver for the retailers that are in the center
14 and it exposes new people to the retail in the market.

15
16 I've been in centers where they have a Dave and Buster's and we have you
17 know quality retailers in addition to the Dave and Buster's that are there and the
18 Dave and Buster's brings in families and they also bring in you know groups that
19 come in and they buy packages to come and have events at their venue, and it
20 drives that foot traffic that the retailers really need and that we need on the flip
21 side for leasing to be able tell the story to the retailers that we have the
22 demographic base that they are looking for to make the deals. T

23
24 he Route 21, that is part of the customer base that will be going there, but there
25 are other retailers and tenants that we are talking to that would be a good
26 counter balance to this use and they could play off of the synergy, because really
27 I believe too that this is going to draw from a broad regional reach and we'll see
28 people coming from much further away than UCR; you know people from
29 Temecula. They've got bowling centers down in Temecula, but this is unique
30 and it is not just about bowling. They'll have a state of the art and I know from
31 experience; I was in Hawaii for seven years and Japan is leading the technology
32 in state of the art. They were taking pictures of products and being able to use
33 coupons long before we started introducing that application on our I-phones, so
34 they are very much at the leading edge and I think they'll have start of the art
35 games that people haven't experienced and from my conversations, they'll be
36 refreshing those games so they won't get stagnant. It will stay fresh. It will stay
37 unique, which I think will enhance the customer experience when they go there
38 and then likewise we'll you know continue to work on the retail mix at the center
39 and you know further enhance the customer experience.

40
41 **COMMISSIONER GIBA** – Okay, so if you don't mind me one more time... Go
42 ahead Barry...

43
44 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – On
45 the Gottschalks; the former Harris building; I think the biggest challenge there is
46 the mall doesn't own that building and so they don't control that building and I

1 think the reality of that is it is owned by a Spanish company and so they have a
2 different idea of the valuation of that property and so that is the biggest challenge
3 there is trying to figure out the value for that building. There probably really isn't
4 much of a value if you asked me or some other people. There is not a large
5 scale anchor retailer that size that would go in and take it. There just isn't. If you
6 look at the makeup of malls today from 15 or 20 years ago and look at all those
7 anchor stores that aren't in business anymore and so we are kind of down that
8 there are not a lot of opportunities to put somebody else in there, so I think really
9 it is more of a redevelopment opportunity and maybe taking the building down or
10 splitting it up or doing something different, but the biggest challenge really is that
11 the mall doesn't own that property so they have to deal with a different owner
12 with a different expectation of the valuation and we've tried to have discussions
13 with them too and it is a challenge.

14
15 **COMMISSIONER GIBA** – Thank you Barry. It is kind of the information that we
16 don't always know. If you guys knew, I certainly did not and it makes a difference
17 is some people's viewpoints of what is going on and that is why I try to draw it
18 out. The other question was about the mall. Did you ever consider any other
19 locations in Moreno Valley? Some malls actually put these things on the
20 periphery of the actual mall complex; drawing people to the mall but not into the
21 mall. Was that every considered to be done. I mean we just approved, right; a
22 little while ago a five year extension on that whole area and went through every
23 one of those open pads; all those open locations, so there are still those open
24 locations still sitting there that may have been able to be used. I don't know. It is
25 probably an economic thing where it was less expensive to put it inside the mall.
26 Is that a Barry question?

27
28 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – I think
29 when they first started talking about the mall and this use, we wanted to have the
30 synergy in the mall and so at one point we had talked about; originally when
31 General Growth owned it, there were three restaurant pads that were approved.
32 That concept, while it may drive traffic to those three restaurants, you are not
33 bringing them into the mall, so I think that the new concepts that they have are
34 little bit more exciting and something that we would probably embrace more and
35 they are talking about adding some restaurants but having them actually be fixed
36 to the mall, so we're trying to drive traffic and energy to the mall and the reality is
37 we've got over 40,000 square feet that has been sitting there vacant for the
38 better part of three years and so I think this is the right kind of use to create that
39 energy in the mall.

40
41 **COMMISSIONER GIBA** – Thank you. Thank you Barry.

42
43 **VICE CHAIR SALAS** – I agree with everything that you're saying and I think that
44 increasing the foot traffic to the mall and being a building a builder I understand
45 exactly where he is coming from. It is just like I've got to bowl tonight and I am
46 going to go to this place so also I need a birthday gift, so I'm going to the mall

1 anyway so just let me go down there and shop in the mall, so I think it does open
2 up the foot traffic to bring more people. It is just not only going there but I think it
3 also brings it to the next step to actually to get the people to go there to purchase
4 stuff because they are going there anyway, so I think the more people we put in
5 the mall, the mall more foot traffic we attract to the mall, I think it is a win, win for
6 all of us.

7
8 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – That’s
9 a great point because well they may go and they may not make a purchase when
10 they are going bowling, they know what else is there and they make come back
11 and go to the movie theater.

12
13 **VICE CHAIR SALAS** – I’m for the project. I think it is a great idea.

14
15 **COMMISSIONER CROTHERS** – I have a question for the mall. Are there any
16 plans for redevelopment or redesigning of the outside of the mall in order to help
17 Round One and the other stores in mall bring in more traffic?

18
19 **SPEAKER FARRELL** – Not currently. I think one of the things that we’ve been
20 talking about internally is doing more cross promoting within the mall and I think
21 Round One is going to be a great opportunity for us to partner with our other
22 retailers and get some of synergy going between the stores and doing and shop,
23 dine, play type of promotion where people can get a discount at a restaurant if
24 they come in and they show that they went to the Harkins Theaters or they went
25 to Round One. You know there are a lot of things that we can do to start to build
26 that. Right now there is not any plan on the exterior, but we have made some
27 modifications on the exterior last year with some signage and some upgrades to
28 the landscaping and we are continuing to look at different opportunities that we
29 have at the property that we have to enhance the customer experience.

30
31 **COMMISSIONER CROTHERS** – Okay

32
33 **PLANNING OFFICIAL TERELL** – I think it was stated earlier, Round One will
34 have a sign above that northerly entry to the mall that will be very prominent and
35 visible from the freeway.

36
37 **COMMISSIONER CROTHERS** – I am behind the mall one hundred percent in
38 getting tenants and getting entertainment and you know rebuilding the mall. I
39 was there when the mall opened. I was little however, but I was there and I
40 remember it in its hay day and how it looked; you know very 80’s as it was but it
41 was very fashionable at the time and you know my main concern is that we are
42 going to get all these great companies like Round One and possibly Route 21
43 and all the stores that we already have in the mall and along with Harkins. I
44 mean the Harkins part of the mall I think probably is the best looking part of the
45 mall and it is updated and it is new and it is inviting and it makes people want to
46 go there and I think my concern is with the rest of the mall, it kind of looks a little

1 bit run down and I just am concerned that you know that the clientele won't come
2 in because they may see that you know driving on the freeway or driving past,
3 they may be put off by it a little bit and you know my concern is for the mall stores
4 and the people that are coming into the mall. That is my only concern.

5
6 **COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR FOSTER** – Just
7 to follow up on that too. I think that's a great point too. You know we're trying to
8 take some baby steps and I know the mall is too and we have new ownership
9 and they have and are actually investing money. The previous owners didn't
10 invest anything for a number of years and so despite our desires to have them do
11 that, they didn't and so I think it is refreshing that we have a new owner now, but
12 I've seen the conceptual and so has John and the conceptual plans that they
13 have for expansion and with new restaurants and it is pretty exciting; the
14 architecture and the look for it and I think it will play upon Harkins there. It will
15 add a different entry way there too. We can come in off the parking structure;
16 both levels. We'll create some more efficiencies and energy but that whole look
17 to the front of the mall will change, but kind of have to take these baby steps to
18 get some of these tenants in and to get some interest where they've got some
19 cash flow to make these investments.

20
21 **COMMISSIONER CROTHERS** – I guess it is just main concern was seeing it
22 when it first opened and everything was shiny and new looking and everybody
23 was so excited about it and there were so many people at the mall for some such
24 a long time and you know it is kind of just gradually gone downhill; the outside of
25 it; not the inside. Obviously we've been able to bring in stores and that's
26 awesome. I think that's you know great for you guys, but you know my main
27 concern is the people driving by that may be just driving through. You know they
28 may see the Round One sign and see the rest of the mall and not really want to
29 stop or go in, so that just would be my main concern with you know getting these
30 great companies in here and kind of letting them down on our end because you
31 know we haven't kept up the look of our mall to try to get people to come in and
32 enjoy these companies that are there.

33
34 **CHAIR BAKER** – Okay what I'd like to do now is if we could open up testimony
35 to the public. I have one Speaker Slip; if you could move forward. Deanna
36 Reader please come forward. Thank you again for your input there.

37
38 **SPEAKER READER** – I'm Deanna Reader and I think this is a great project and
39 I think this will really help the mall and I looked at the floor plan and there are 10
40 stalls in that women's restroom, so if that is not enough you can put more, but it
41 is just not one toilet. That was a little hard to... I know a lot of people that go to
42 Dave and Buster's. I'll be honest. I've been invited a lot of times but I have
43 never been there. When I worked in Riverside; you know back home to Moreno
44 Valley is this way and the way to Ontario is that way, but you know what there
45 are a lot of people in Riverside I think would come to Moreno Valley if they could
46 come to something that was closer. I think it is a definite draw and that side of

1 the mall with the anchor gone now and the parking lot that we do not use, we can
2 use something at that end of the mall. People that go bowling, drink. I don't
3 drink beer but I don't think limiting it is a good idea because they go hand in hand
4 with each other.

5
6 I think the mall just needs to keep security in mind. I think the company needs to
7 keep security in mind. I think if they do that, that yeah it will be families from
8 Moreno Valley during the day time and I didn't work 9 to 5, so dinner hour for me
9 was not 6 o'clock. When I worked I got off work I got off at 11 o'clock, so you
10 know what I couldn't go to someplace that wasn't open past 11 if it wasn't open,
11 so us whose 9 to 5 was more like you know 6 to 11 and I mean am to pm some
12 days, if something wasn't open this late we didn't have an option, so you know
13 what it is a good thing for people because not everyone works from 9 to 5, so
14 actually I think this would be an asset to the mall. I don't think anyone is going to
15 think before they get there; gee I'll pick up the gift while I'm there, I think people
16 are going to get there and go oh you know what, why don't I get that now and
17 then tomorrow I don't have to do something, I think it will up the sales at the mall,
18 but I don't think people are going to think of it as a destination to get a gift, I think
19 they are going to go there to go to this and they'll get a gift while they are there or
20 they'll pick up something; oh yeah mom's thing is next week and if I get this now I
21 don't have to go shopping some other day and that's how malls get business, so
22 I think we definitely need to approve this. Thank you.

23
24 **CHAIR BAKER** – Thank you Deanna. Do I have any more people who want to
25 speak to this item? I don't have any more Speaker Slips. If not we'll close Public
26 Testimony now and we'll go onto Commissioner's Debate on this item. Okay
27 who wants to go first? We'll start with Meli down there.

28
29 **COMMISSIONER VAN NATTA** – I don't know what there is to debate. I see a
30 lot of positives here. It used to be that the shopping centers; the malls were
31 where you went because you had to go shopping to find what you wanted to buy
32 and these days because it is so easy to just go online and buy what you need,
33 the malls have to have some other draw. It is more of a place to go for an
34 experience than to just go shopping because you need to buy something. I think
35 it is going to be a boon to Moreno Valley and aside from the concerns about
36 security and all that kind of stuff, which I think can definitely be handled, I think it
37 is a great project.

38
39 **CHAIR BAKER** – Okay, thank you

40
41 **VICE CHAIR SALAS** – I agree with... I think the security of the thing is one of my
42 biggest concerns and I think you guys have a handle on it and I hope that you
43 guys do work together and solve that and then I disagree with Ms. Reader
44 because I think you do think before you go there and do buy something before
45 you go there; okay.

1 **CHAIR BAKER** – Okay, thank you
2
3 **COMMISSIONER CROTHERS** – I like the project. I’m glad it’s here and I’ll be
4 excited for when it opens so I can go bowling.
5
6 **COMMISSIONER GIBA** – Thank you and you gave me good answers for the
7 questions that I had to bring here for you, so it seems like a wonderful
8 opportunity and we’re going to hopefully get going right away. Thank you.
9
10 **CHAIR BAKER** – My opinion is this is a win, win deal for the City and the Mall. I
11 think we are very fortunate for a company of this quality wanting to come to
12 Moreno Valley and we need to back them 100 percent, so I’m behind this project
13 okay, thank you. Has anybody else got a little something otherwise I’d be open
14 for a motion to move forward with this project if we could.
15
16 **VICE CHAIR SALAS** – Well I’ll move to approve it. I move to **APPROVE**
17 Resolution No. 2012-01 and thereby
18
19 1. **RECOGNIZE** that PA11-0042 Conditional Use Permit qualifies as an
20 exemption in accordance with CEQA Guidelines, Section 51301,
21 Existing Facilities; and,
22
23 2. **APPROVE** PA11-0042 a Conditional Use Permit, subject to the attached
24 conditions of approval included as Exhibit A.
25
26 **CHAIR BAKER** – And we do have a motion. Do we have a second for that
27 motion?
28
29 **COMMISSIONER GIBA** – I’ll second
30
31 **CHAIR BAKER** – Okay, Jeff second’s. Let’s have a vote; all those in favor?
32
33 Opposed – 0
34
35 **Motion carries – 5 – 0, with two absent (Commissioner Owings,
36 Commissioner Ramirez)**
37
38 **CHAIR BAKER** – Staff wrap up please
39
40 **PLANNING OFFICIAL TERELL** – Yes this action shall become final unless
41 appealed to the City Council within 15 days and also I did ask the Applicant what
42 their projected opening date was and it will be open this summer, possibly as
43 early as July 1st.
44
45 **CHAIR BAKER** – Very good
46

1 **VICE CHAIR BAKER** – Hey good luck to all.

2
3 **CHAIR BAKER** – We really appreciate your effort there.

4
5
6 **OTHER BUSINESS**

7
8 **CHAIR BAKER** – Okay, do we have any other business coming before the
9 Planning Commission right now? Okay, no more.

10
11
12 **STAFF COMMENTS**

13
14 **CHAIR BAKER** – Let's have Staff Comments then.

15
16 **PLANNING OFFICIAL TEREEL** – Okay your next meeting on the 9th of
17 February. There are actually two items scheduled for that meeting. The first
18 item is a General Plan Amendment to put Heacock south of Nandina back into
19 the General Plan as an arterial. As you might know that road has been closed
20 for a while and so our Transportation Engineering Division has been working with
21 the Base in order to look at re-establishing that as an arterial between us and the
22 freeway. The second item is dissolution of the Cactus Corridor Specific Plan.
23 This is a Specific Plan that was adopted about 20 years ago and has never
24 materialized and has actually become an impediment to the various owners of
25 property in that area, so that will be coming forward to you as well. Secondly you
26 did get the email; the Joint Study Session with the Council will be April 3rd and we
27 got a list of items when you last met and we'll look at trying to accommodate
28 some of those issues as well as issues related to a couple of grants we have
29 related to a Climate Action Strategy and Energy Efficiency Program that requires
30 a joint meeting with both the City Council and Planning Commission, so that will
31 be part of the Agenda in addition to the ideas that you generated at your last
32 meeting. We'll bring forward kind of a draft agenda just to discuss when you
33 meet in February, just to see if there is maybe some items we felt were more
34 important that you might want to supplant with other ideas, but we'll have a
35 discussion in February so we can finalize that Agenda.

36
37 **CHAIR BAKER** – Okay, thank you John

38
39
40 **PLANNING COMMISSIONER COMMENTS**

41
42 **CHAIR BAKER** – Do we have any final comments from Planning Commissioners
43 before we adjourn?

44
45 **VICE CHAIR SALAS** – I just have one. John on that Joint Session; talking about
46 getting all together and coming up with our ideas or whatever you're talking; are

1 we going to do that before or after the meeting just in a little sit down session or
2 are we doing to do that during the meeting or...

3
4 **PLANNING OFFICIAL TERELL** – I would suggest that we’ll do it as a discussion
5 at the end of your meeting; the next meeting

6
7 **VICE CHAIR SALAS** – Yeah, that’s what I would think. Alright, thank you

8
9 **CHAIR BAKER** – Very good; is there anyone else?

10
11
12 **ADJOURNMENT**

13
14 **VICE CHAIR SALAS** – I move for adjournment

15
16 **CHAIR BAKER** – Okay, we’ve got a motion. Can I get a second?

17
18 **COMMISSIONER VAN NATTA** - Second

19
20 **CHAIR BAKER** – Okay, all in favor? Good night Moreno Valley.

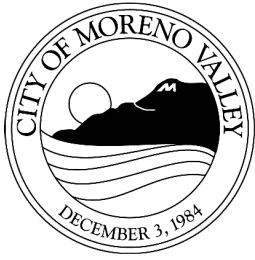
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28 _____
29 John C. Terell
30 Planning Official
31 Approved

_____ Date

32
33
34
35
36 _____
37 Ray L. Baker
38 Chair

_____ Date

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PLANNING COMMISSION STAFF REPORT

Case: PA12-0018 (Conditional Use Permit)

Date: June 28, 2012

Applicant: CSSD Enterprise Inc.

Representative: Steve Lim

Location: Lakeshore Village Shopping Center
23579 Sunnymead Ranch Parkway
Suites 119-122

Proposal: A Conditional Use Permit for a full service sports bar and grill (restaurant) with entertainment to be located within the existing Lakeshore Village shopping center. The entertainment will include karaoke, billiards, a jukebox, and a DJ with dancing. Full bar alcoholic beverages will be served. The project is within the Specific Plan 168 Scenic Highway Commercial.

Recommendation: Approval

SUMMARY

The applicant, CSSD Enterprise Inc., has submitted a Conditional Use Permit to establish a full service bar and grill within the Lakeshore Village Shopping Center. The facility will open at 11am and close at 2am daily. The site is zoned Scenic Highway Commercial in the Specific Plan 168 (Sunnymead Ranch).

PROJECT DESCRIPTION

Project

The Conditional Use Permit application proposes a 3,300 square foot sports bar and grill with entertainment located in the existing Lakeshore Village shopping center. The proposed entertainment includes karaoke, billiards a jukebox, and DJ with dancing. The applicant proposes to relocate the existing restrooms and construct a larger bar counter. A full service bar and an outdoor seating area will be provided.

The proposed tenant space was most recently occupied by Boomba's Pizza Parlor.

The sports bar will operate daily from 11am until 2am seven days a week.

The project satisfies the findings for approval of a Conditional Use Permit as stated in the resolution attached to this report.

Site

The site is within the existing Lakeshore Village in the south east corner of the center. The site is zoned Scenic Highway Commercial (CPS) within the Specific Plan 168.

Surrounding Area

Most properties to the north, south, east and west are within the Specific Plan 168 with existing single family homes. To the northeast and east is the Sunnymead Ranch Lake and clubhouse.

Access/Parking

The project will use the existing shopping center parking. A parking analysis was completed with adequate parking provided for the existing tenants and the proposed sports bar and grill.

Design

The project has been reviewed and the design of the existing building conforms to the standards of the City's Municipal Code.

No exterior changes are proposed with this application.

REVIEW PROCESS

As the project will occur within an existing structure, the project was review by planning staff for consistency with the Municipal Code and routed to the Fire Prevention Division, the Building and Safety Division and the Moreno Valley Police Department. Conditions of approval have been included to address any issues identified as part of the staff review.

ENVIRONMENTAL

The project will not have a significant effect on the environment because it will occur within an existing structure and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), as a minor alteration to an existing facility, Class 1 Categorical Exemption, CEQA Guidelines, Section 15301 (Existing Facilities).

NOTIFICATION

Public notice was sent to all property owners of record within 300' of the project. The public hearing notice for this project was also posted on the project site and published in the local newspaper.

REVIEW AGENCY COMMENTS

Due to the location and type of project, namely a developed site with no exterior alterations to the existing structure, transmittal was not sent to outside agencies.

STAFF RECOMMENDATION

That the Planning Commission **APPROVE** Resolution No. 2012-12 and thereby:

1. **RECOGNIZE** that PA12-0018, a Conditional Use Permit qualifies as an exemption in accordance with CEQA Guidelines, Section 15301 (Existing Facilities); and,
2. **APPROVE** PA12-0018, a Conditional Use Permit, subject to the attached conditions of approval included as Exhibit A.

Prepared by:

Julia Descoteaux
Associate Planner

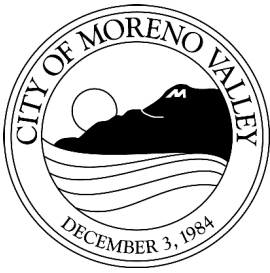
Approved by:

John C. Terell, AICP
Planning Official

ATTACHMENTS:

1. Public Hearing Notice
2. Planning Commission Resolution No. 2012-12 with Conditions of Approval
3. Zoning Map
4. Ortho Map
5. Site Plan
6. Floor Plan

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Notice of PUBLIC HEARING

This may affect your property. Please read.

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

CASE: PA12-0018 (Conditional Use Permit)
APPLICANT: CSSD Enterprise, Inc.
OWNER: A. Douglas Rickard, Trustee
REPRESENTATIVE: Steve Lim
LOCATION: 23579 Sunnymead Ranch Parkway
Suites 119-122 (Formerly Boomba's Pizza
Restaurant)

PROPOSAL: A Conditional Use Permit for a full service sports bar and grill (restaurant) with entertainment to be located within the existing Lakeshore Village shopping center. The entertainment will include karaoke, billiards, a jukebox, and a DJ with dancing. Alcoholic beverages will be served. The project is within the Specific Plan 168 Scenic Highway Commercial.

ENVIRONMENTAL DETERMINATION: The project will not have a significant effect on the environment because it will occur within an existing structure and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), as a minor alteration to an existing facility.

COUNCIL DISTRICT: 2

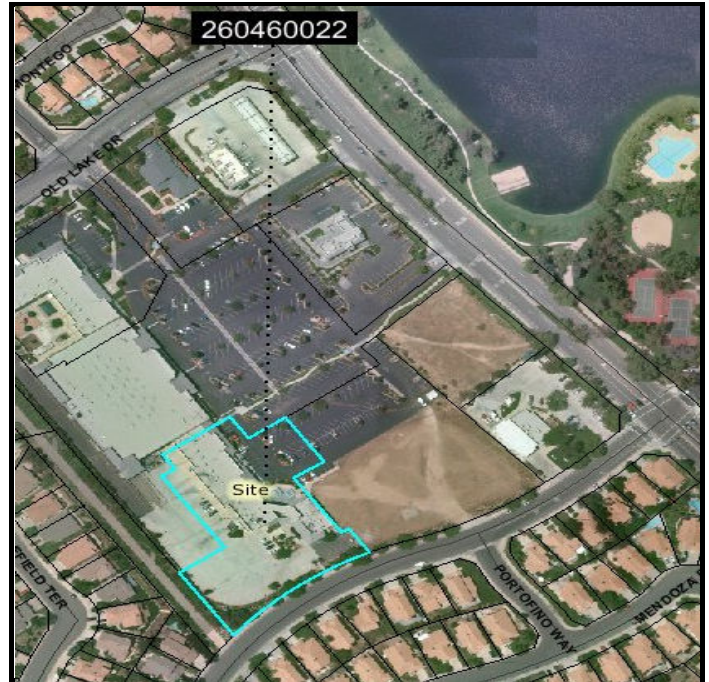
STAFF RECOMMENDATION: Approval

Any person interested in any listed proposal can contact the Community & Economic Development Department, Planning Division, at 14177 Frederick St., Moreno Valley, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday), or may telephone (951) 413-3206 for further information. The associated documents will be available for public inspection at the above address.

In the case of Public Hearing items, any person may also appear and be heard in support of or opposition to the project or recommendation of adoption of the Environmental Determination at the time of the Hearing.

The Planning Commission, at the Hearing or during deliberations, could approve changes or alternatives to the proposal.

If you challenge any of these items in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.



LOCATION N ↑

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: June 28, 2012 at 7:00 PM

CONTACT PLANNER: Julia Descoteaux

PHONE: (951) 413-3209

ATTACHMENT 1

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PLANNING COMMISSION RESOLUTION NO. 2012-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PA12-0018, A CONDITIONAL USE PERMIT FOR A FULL SERVICE SPORTS BAR AND GRILL WITH ENTERTAINMENT INCLUDING KARAOKE, BILLIARDS, DJ AND DANCING , TO BE LOCATED WITHIN THE EXISTING LAKESHORE VILLAGE SHOPPING CENTER AT 23579 SUNNYMEAD RANCH PARKWAY SUITES 119-122.

WHEREAS, CSSD Enterprise Inc. has filed an application for the approval of PA12-0018, a Conditional Use Permit for a sports bar and grill with entertainment as described in the title of this Resolution.

WHEREAS, on June 28, 2012, the Planning Commission of the City of Moreno Valley held a meeting to consider the application.

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinances;

WHEREAS, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

- A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.
- B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on June 28, 2012 including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
 - 1. **Conformance with General Plan Policies** – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

ATTACHMENT 2

FACT: With the approval of a Conditional Use Permit, the use and the location of the sports bar and grill with entertainment including the alcohol beverage area is consistent with the General Plan. The project is in an existing retail shopping center in the Specific Plan 168. As designed and conditioned, the proposed facility will be compatible with the goals, objectives, policies, and programs established within the General Plan and future developments, which may occur within the immediate area.

2. **Conformance with Zoning Regulations** – The proposed use complies with all applicable zoning and other regulations.

FACT: With the approval of a Conditional Use Permit and as designed and conditioned, the proposed sports bar and grill with entertainment will comply with the Specific Plan 168 and the City's Municipal Code.

3. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed Conditional Use Permit PA12-0018 will not have a significant effect on the environment because it involves a use within an existing structure and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA) as a minor alteration to an existing facility, Class 1 Categorical Exemption, CEQA Guidelines, Section 15301 for Existing Facilities

4. **Location, Design and Operation** – The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The proposed project is located in an existing neighborhood shopping center. There will be no changes to the exterior of the buildings. As designed and conditioned, the project will be compatible with existing and planned uses in the vicinity. The sports bar and grill will operate with varied hours as conditioned. The alcohol will require an approval from the Alcohol and Beverage Control and any food preparation will be subject to rules and approvals from the Riverside County Health Department.

BE IT FURTHER RESOLVED that the Planning Commission **HEREBY APPROVES** Resolution No. 2012-12, recognizing that this item will not have a significant effect on the environment and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), as a minor alteration to an existing facility,

Class 1 Categorical Exemption, CEQA Guidelines, Section 15301, and approving Conditional Use Permit PA12-0018, subject to the attached conditions of approval included as Exhibit A.

APPROVED this 28th day of June, 2012.

Mary E. "Meli" Van Natta
Chair, Planning Commission

ATTEST:

John C. Terell, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

City Attorney

Attached: Conditions of Approval

**CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
PA12-0018
CONDITIONAL USE PERMIT
APN: 260-460-022 SUITES 119-122**

APPROVAL DATE:

June 28, 2012

EXPIRATION DATE:

June 28, 2015

- Planning (P), including School District (S), Post Office (PO), Building (B)**
- Fire Prevention Bureau (F)**
- Police (PD)**

Note: All Special conditions are in bold lettering. All other conditions are standard to all or most development projects.

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

Planning Division

For questions regarding any Planning condition of approval, please contact the Planning Division at (951) 413-3206.

GENERAL CONDITIONS

- P1.** This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)
- P2.** In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (MC 9.02.260)

EXHIBIT A

Timing Mechanisms for Conditions (see abbreviation at beginning of affected condition):

R - Map Recordation	GP - Grading Permits	CO - Certificate of
WP - Water Improvement Plans	Occupancy or building final	
	BP - Building Permits	P - Any permit

Governing Document (see abbreviation at the end of the affected condition):

GP - General Plan	MC - Municipal Code	CEQA - California
Ord - Ordinance	Environmental Quality Act	
	DG - Design Guidelines	Ldscp - Landscape
	Development Guidelines and Specs	
Res - Resolution	UFC - Uniform Fire Code	UBC - Uniform
	Building Code	

PLANNING DIVISION
CONDITIONS OF APPROVAL
PA12-0018
PAGE 2

- P3.** This project is located within Specific Plan 168 CPS. The provisions of the specific plan, the design manual, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MC 9.13)
- P4.** The site shall be developed in accordance with the approved plans on file in the Community & Economic Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)
- P5.** All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
- P6.** Any signs indicated on the submitted plans are not included with this approval. Any signs, **whether permanent (e.g. wall, monument) or temporary (e.g. banner, flag)**, proposed for this development shall be designed in conformance with the sign provisions of the Development Code or approved sign program, if applicable, and shall require separate application and approval by the Planning Division. **No signs are permitted in the public right of way.** (MC 9.12)
- P7.** (GP) All site plans, grading plans, landscape and irrigation plans, fence/wall plans, lighting plans and street improvement plans shall be coordinated for consistency with this approval.

Special Conditions

- P8.** The project is a Conditional Use Permit for a sports bar and grill with entertainment to be located within the existing Lakeshore Village shopping center. The sports bar/grill includes a full service bar and restaurant, karaoke, billiard tables, a jukebox and a DJ. A change or modification shall require separate approval. A violation of these conditions of approval may result in revocation of the Conditional Use Permit. Any expansion of the types of entertainment, hours of operation or other activities on the site shall require separate review and approval.
- P9.** Entertainment for this use is defined as karaoke, dancing and a DJ. All entertainment/events will be conducted within the facility and will not be allowed in the patio or parking lot areas.
- P10.** Food and alcoholic beverage service are permitted subject to approval of permits from Riverside County Health Department and the Alcohol Beverage

Control (ABC).

P11. The Police Chief may require the business owner to provide security within the Entertainment Center and the shopping center parking lot to address issues that arise from the operation of the business.

P12. The owner or owner's representative shall establish and maintain a relationship with the City of Moreno Valley and cooperate with the Problem Oriented Policing (POP) program, or its successors.

P13. Business hours shall be between 11am until 2am daily.

P14. No Adult Entertainment allowed. (MC 9.09.030)

Building & Safety Division

B1. The above project shall comply with the current California Codes (CBC, CEC, CMC and the CPC) as well as city ordinances. All new projects shall provide a soils report as well. Plans shall be submitted to the Building Division as a separate submittal. The 2010 edition of the California Codes became effective for all permits issued after January 1, 2011.

B2. Prior to final inspection, all plans will be placed on a CD Rom for reference and verification. Plans will include "as built" plans, revisions and changes. The CD will also include Title 24 energy calculations, structural calculations and all other pertinent information. It will be the responsibility of the developer and or the building or property owner(s) to bear all costs required for this process. The CD will be presented to the Building and Safety Division for review prior to final inspection and building occupancy. The CD will become the property of the Moreno Valley Building and Safety Division at that time. In addition, a site plan showing the path of travel from public right of way and building to building access with elevations will be required.

B3. (BP) Prior to the issuance of a building permit, the applicant shall submit a properly completed "Waste Management Plan" (WMP), as required, to the Compliance Official (Building Official) as a portion of the building or demolition permit process.

POLICE DEPARTMENT

Note: All Special conditions are in bold lettering. All other conditions are standard to all or most development projects.

**PLANNING DIVISION
CONDITIONS OF APPROVAL
PA12-0018
PAGE 4**

Standard Conditions

PD1. (CO) Prior to the issuance of a Certificate of Occupancy, an Emergency Contact information Form for the project shall be completed at the permit counter of the Community and Economic Development Department - Building Division for routing to the Police Department. (DC 9.08.080)

**CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Case No: P12-0018
APN: 260-460-022
DATE: 5/17/12**

FIRE PREVENTION BUREAU

1. The following Standard Conditions shall apply.

With respect to the conditions of approval, the following fire protection measures shall be provided in accordance with Moreno Valley City Ordinances and/or recognized fire protection standards:

- F1. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in force at the time of building plan submittal.
- F2. Prior to issuance of Building Permits, the applicant/developer shall provide the Fire Prevention Bureau with an approved site plan **for Fire Lanes and signage**. (MVMC 8.36.050 and CFC 501.3)
- F3. Prior to issuance of Building Permits, the applicant/developer shall participate in the **Fire Impact Mitigation Program**. (Fee Resolution as adopted by City Council)
- F4. Prior to issuance of Certificate of Occupancy or Building Final, **"Blue Reflective Markers"** shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)
- F5. Prior to issuance of Certificate of Occupancy or Building Final, all **commercial buildings shall display street numbers** in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve (12) inches in height for buildings and six (6) inches in height for suite identification on a contrasting background. Unobstructed lighting of the address(s) shall be by means approved by the Fire Prevention Bureau and Police Department. In multiple suite centers (strip malls), businesses shall post the name of the business on the rear door(s). (CFC 505.1)
- F6. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install **a fire sprinkler system** based on square footage and type of construction, occupancy or use. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9)
- F7. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a **fire alarm system** monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be

submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)

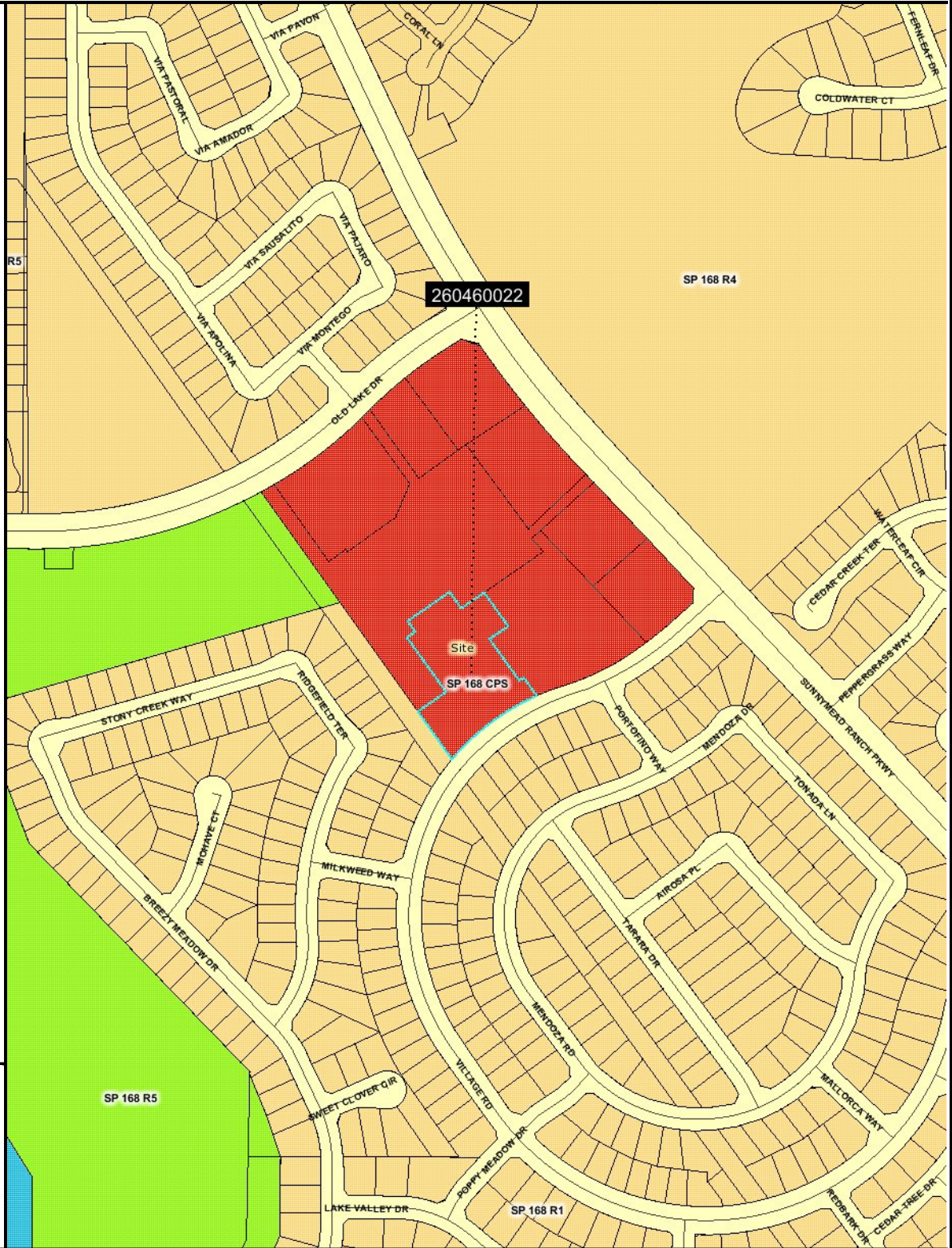
- F8. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Chief. The Knox-Box shall be supervised by the alarm system and all exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)
- F9. Prior to issuance of Certificate of Occupancy, approval shall be required from the County of Riverside Community Health Agency (Department of Environmental Health) and Moreno Valley Fire Prevention Bureau to maintain, store, use, handle materials, or conduct processes which produce conditions hazardous to life or property, and to install equipment used in connection with such activities. (CFC 105)
- F10. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer must submit a simple plot plan, a simple floor plan, and other plans as requested, each as an electronic file in .dwg format, to the Fire Prevention Bureau. Alternate file formats may be acceptable with approval by the Fire Chief.
- F11. Complete plans and specifications for fire alarm systems, fire-extinguishing systems (including automatic sprinklers or standpipe systems), clean agent systems (or other special types of automatic fire-extinguishing systems), as well as other fire-protection systems and appurtenances thereto shall be submitted to the Moreno Valley Fire Prevention Bureau for review and approval prior to system installation. Submittals shall be in accordance with CFC Chapter 9 and associated accepted national standards.
- F12. A permit is required to maintain, store, use or handle materials, or to conduct processes which produce conditions hazardous to life or property, or to install equipment used in connection with such activities. Such permits shall not be construed as authority to violate, cancel or set aside any of the provisions of this code. Such permit shall not take the place of any license required by law. Applications for permits shall be made to the Fire Prevention Bureau in such form and detail as prescribed by the Bureau. Applications for permits shall be accompanied by such plans as required by the Bureau. Permits shall be kept on the premises designated therein at all times and shall be posted in a conspicuous location on the premises or shall be kept on the premises in a location designated by the Fire Chief. Permits shall be subject to inspection at all times by an officer of the fire department or other persons authorized by the Fire Chief in accordance with CFC 105 and MVMC 8.36.100.
- F13. Approval of the safety precautions required for buildings being constructed, altered or demolished shall be required by the Fire Chief in addition to other approvals required for specific operations or processes associated with such construction, alteration or demolition. (CFC Chapter 14 & CBC Chapter 33)

- F14. Construction or work for which the Fire Prevention Bureau's approval is required shall be **subject to inspection by the Fire Chief** and such construction or work shall remain accessible and exposed for inspection purposes until approved. (CFC Section 105)
- F15. The Fire Prevention Bureau shall maintain **the authority to inspect**, as often as necessary, buildings and premises, including such other hazards or appliances designated by the Fire Chief for the purpose of ascertaining and causing to be corrected any conditions which would reasonably tend to cause fire or contribute to its spread, or any violation of the purpose or provisions of this code and of any other law or standard affecting fire safety. (CFC Section 105)
- F16. Permit requirements issued, which designate specific **occupancy requirements** for a particular dwelling, occupancy, or use, shall remain in effect until such time as amended by the Fire Chief. (CFC Section 105)
- F17. In accordance with the California Fire Code Appendix Chapter 1, where no applicable standards or requirements are set forth in this code, or contained within other laws, codes, regulations, ordinances or bylaws adopted by the jurisdiction, compliance with applicable standards of the National Fire Protection Association or other nationally recognized fire safety standards as are approved shall be deemed as prima facie evidence of compliance with the **intent of this code as approved by the Fire Chief**. (CFC Section 102.8)
- F18. Any **alterations, demolitions, or change in design, occupancy and use** of buildings or site will require plan submittal to the Fire Prevention Bureau with review and approval prior to installation. (CFC Chapter 1)
- F19. **Emergency and Fire Protection Plans** shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F20. Prior to Certificate of Occupancy all locations **where medians are constructed** and prohibit vehicular ingress/egress into or away from the site, provisions must be made to construct a median-crossover at all locations determined by the Fire Marshal and the City Engineer. Prior to the construction, design plans will be submitted for review and approval by the City Engineer and all applicable inspections conducted by Land Development Division.
- F21. Prior to construction, **all traffic calming** designs/devices must be approved by the Fire Marshal and City Engineer.

PA12-0018jd

Legend

-  Selected Features
-  Highways
-  Parcels
-  Roads
- Zoning**
-  Commercial
-  Industrial/Business Park
-  Large Lot Residential
-  Multi-family
-  Office
-  Open Space/Park
-  Planned Development
-  Public Facilities
-  Residential 2 Dwellings/Acre
-  Residential Agriculture 2 Dwellings/Acre
-  Suburban Residential
-  Waterbodies
- City Boundaries**
-  Calimesa
-  Moreno Valley
-  Perris
-  Riverside

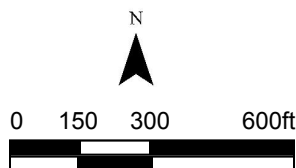


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City of Moreno Valley
 14177 Frederick St
 Moreno Valley, CA 92553

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



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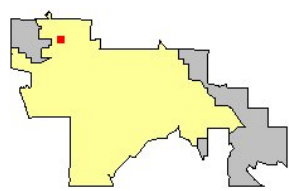
PA12-0018jd

Legend

-  Selected Features
-  Highways
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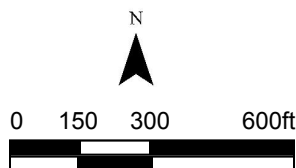


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City of Moreno Valley
 14177 Frederick St
 Moreno Valley, CA 92553

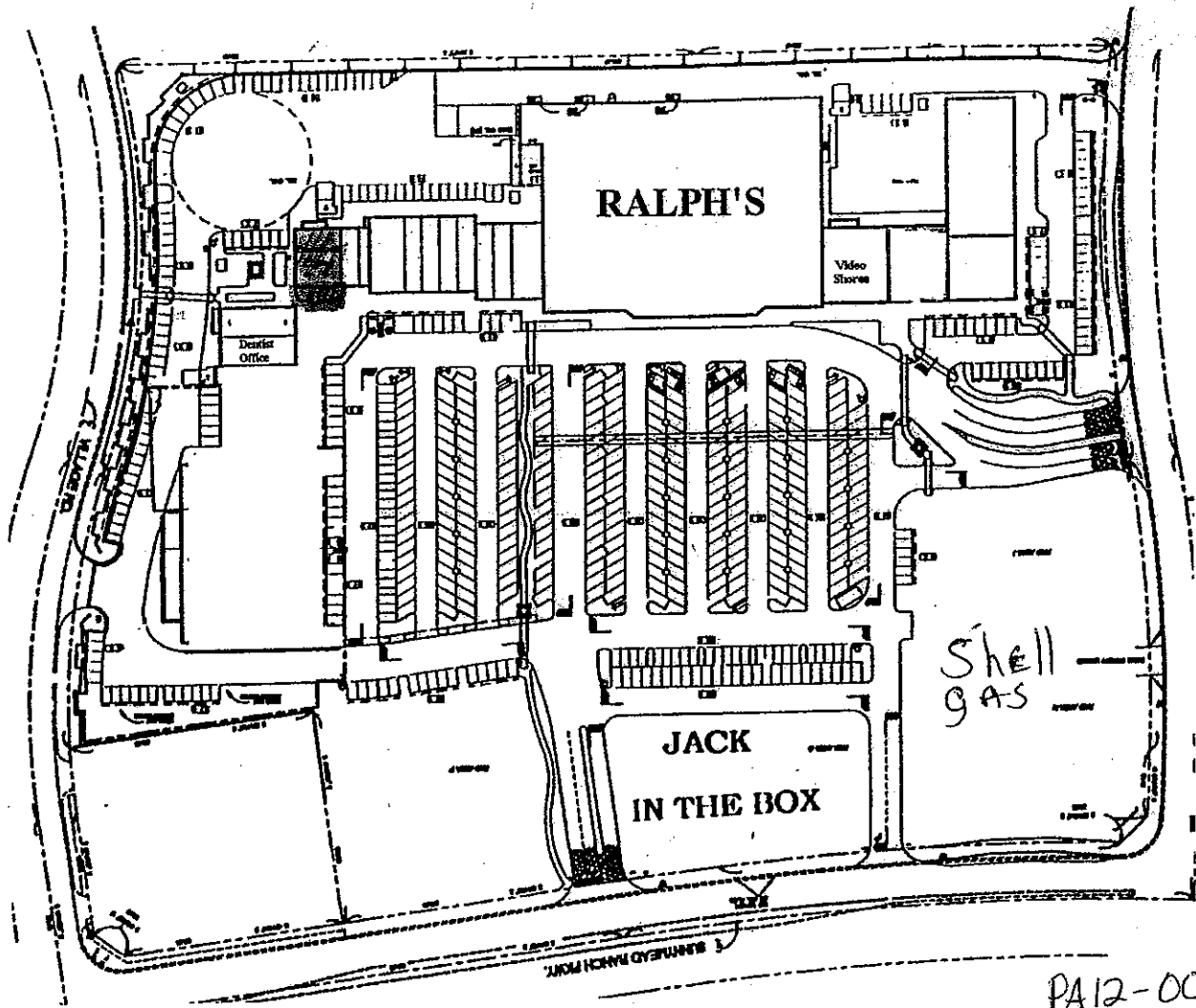
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SITE PLAN



PA12-0018

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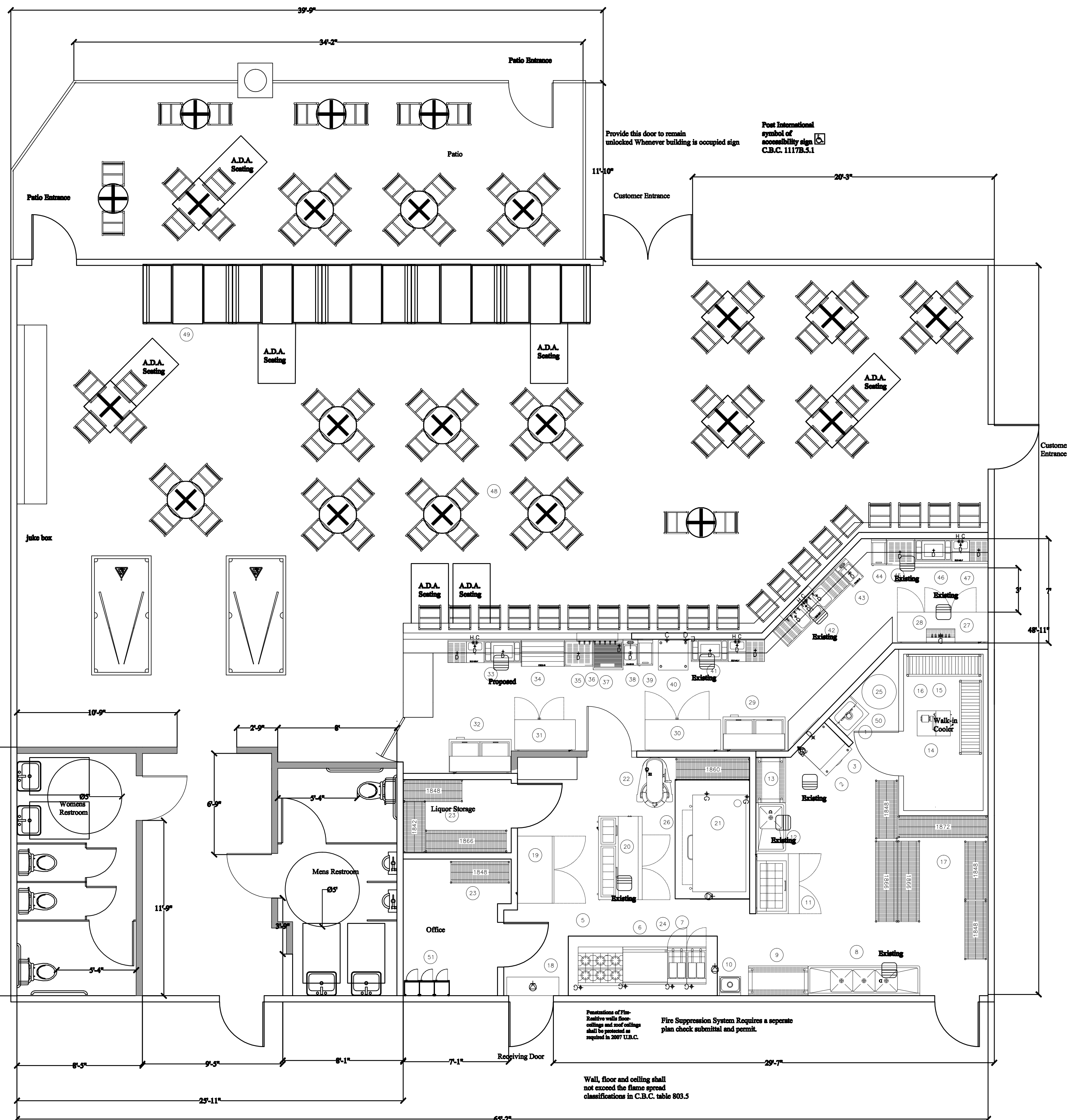
Item No	Qty	Manufacturer	Equipment Category	Model Number	Amps	HP	Volts	Phase	Direct	Indirect	Gas	Water	Drain	Remarks	
1	1	Advance Tabco	Sink, Mop	9-09-20											
2	1	Ice-O-Matic	Bin, Ice	B55PS											
3	1	Ice-O-Matic	Ice Maker w/o Bin	ICE0500HT	19.1		115	1	X			0.375			
5	1	Imperial Range	Range, Restaurant, Gas	IR-8									0.75	203 30	
6	1	Imperial Range	Griddle, Gas	IMGA-3628-1									0.75	90	
7	2	Imperial Range	Fryer, Deep Fat, Gas	IFS-40									0.75	105 7.5	
8	1	R & J Fab	Sink, Kitchen	RJ-3-1818-18D								.50	.50	1.5	
9	1	Turbo Air	Table, Work	TSW-2448S											
10	1	Advance Tabco	Hand Sink, Wall Mount	7-FS-50								.50	.50	1.5	
11	1	True Food Service	Refrigerator, Sandwich/Salad Prep	TSSU-48-18M-B	8.6	0.33	115	1	X	12		.50	.50	1.5	
12	1	R & J Fab	Sink, Prep	RJ-1-1818-18R								.50	.50	1.5	
13	1	Turbo Air	Table, Work	TSW-2436S											
14	1	Perlick	Beverage Cooling System, Remote	4420	16.5	1.5	208	1	X	22	125				
15	1	New Age Industrial	Shelving, Beer Kegs	NS933											
16	1	Existing	Walk-in cooler	Custom											
17	1	R ISS Shelving	Shelving, Dry storage	1872C											
18	1	Mora Air Doors	Air Curtain, Unheated	HW42-1UP	16.0	1.0	120	1	X						
19	1	True Food Service	Freezer, Reach-in	T-49F	12.5	0.75	115	1	X	12					
20	1	True Food Service	Refrigerator, Pizza Prep	1PP-67	8.6	0.33	120	1	X	12					
21	1	Bakers Pride	Oven, Pizza	Y-602										0.75 120 82.75 0.75 120 88.75	
22	1	Hobart US Foodservice	Mixer, Floor	ES600-E2Y1	15.5		230	1	X						
23	1R	ISS Shelving	Shelving, Liquor	1848C											
24	1	Captive Air	Exhaust Hood	ND2448-2											
25	1	AO Smith	Hot water heater	Existing											
26	1	Existing	Exhaust Hood	Existing											
27	1	True Food Service	Back Bar Cooler	TBB-24-72	7.5	0.33	115	1	X	12					
28	1	Perlick	Dispensing Head, Draft Beer,	407548B										0.5	
29	1	True Food Service	Cooler, Bottle	TD-50-18	8.8	0.33	115	1	X	12					
30	1	True Food Service	Back Bar Cooler	TBB-24-60G	7.7	0.33	115	1	X	12					
31	1	True Food Service	Back Bar Cooler	TBB-24-48G	7.6	0.33	115	1	X	12					
32	1	True Food Service	Cooler, Bottle	TD-50-18	8.8	0.33	115	1	X	12					
33	1	SupremeMetal	Cocktail Station/Blender Module	SLU-60R-7	15.0		120	1	X		15	0.5	28.5	0.5	28.5
34	1	SupremeMetal	Underbar Liquor Display	CRLR-36											
35	1	SupremeMetal	Underbar Glass Rack	CROR-24-CT										1	
36	2	Perlick	Dispensing Head, Draft Beer	4006-48											
37	1	SupremeMetal	Underbar Dry Storage	PRSD-19-24										1	
38	1	SupremeMetal	Underbar HandSink	CR-HS-12								.50	.50	1.5	
39	1	SupremeMetal	Underbar Trash Unit	SCT-12											
40	1	Ice-O-Matic	Ice Maker w/ Bin	ICEU20HA	11.9		115	1	X	38	0.375	36		0.75	
41	1	SupremeMetal	Cocktail Station/Blender Module	SLU-60L-7	15.0		120	1	X		15	0.5	28.5	0.5	28.5
42	1	SupremeMetal	Underbar Sink	SLB-63C								.50	.50	1.5	
43	1	SupremeMetal	Underbar HandSink	CR-HS-12								.50	.50	1.5	
44	1	SupremeMetal	Underbar Trash Unit	SCT-12											
45	1	SupremeMetal	Underbar Glass Rack	CROR-24-CT										1	
46	1	SupremeMetal	Cocktail Station/Blender Module	SLU-60L-7	15.0		120	1	X		15	0.5	28.5	0.5	28.5
47	1	SupremeMetal	Underbar Speed Roll	SRK-5											
48	1	Tables & Chairs	By Owner												
49	1R	by Owner	Booths												
50	1	Advance Tabco	Shelf, Wall Mount	K-245											
51	3	G.S.W	Locker	EL-6DR											

Area	Floor	Wall	Ceiling
Kitchen	Concrete Sealed 6" Slab on Ceramic Base	Concrete Tile 6" Corred Base	Concrete Tile 6" Corred Base
Dishwashing	Acrylic Sealed 6" Base	Epoxy Coated 6" Corred Base	Vinyl Sheeting 6" Beer Roll-up
Dry Storage	Carpeting	Drywall Painted	2 Coats LT Color Elastul
Walk-in Cooler	Fiberglass reinforced Paneling	Ceramic Tile W/Grout	Decorative Wall Covering
Janitor Room	Aluminum Insulated Paneling	Aluminum Insulated Paneling	2 x 4 Acoustic T-Bar Suspension
Employee Room	2 x 4 Acoustic T-Bar Suspension	Approved Acousting BBS or Equal	Vinylback Gyprock Board Tile
Restrooms	Drywall Painted 2 Coats	Fiberglass Reinforced Paneling	Aluminum Insulated Paneling
Office	Aluminum Insulated Paneling	Exposed Beams	
Corridors			
Serving Counter			
Dining Room			
Bar Area			

Notes: FRP Lining to be applied behind wet areas, extended min 18" on each side.
All walls and ceiling s to have a smooth finish and light in color with 70% light reflective value (L.R.V.).
Trash Enclosure to have smooth and washable walls and floor.

Wall Schedule
Existing Wall
New Wall
Bar Pony Wall
4' Pony wall
Wall to Remove

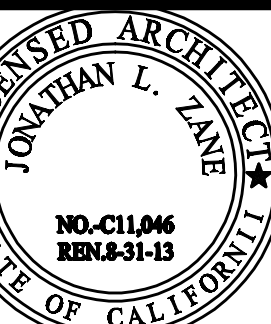
FLOOR PLAN



REVISIONS

DATE: BY:

S Bar & Grill
23579 Sunnymead Ranch Pkwy #119 & 122
Moreno Valley Ca



DATE: 5/22/12

J & L Design
2790 Snowcap Ct
Pinon Hills Ca 92372 760 662-3635

NOTICE: The designs and ideas indicated by these drawings were created for the use of this project only and are the sole property of J & L Design. These designs may not be used for any other purpose whatsoever or reproduced without the written consent of J & L Design AND the Architect of Record.

DATE: 4/24/12

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

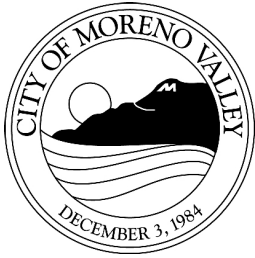
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PLANNING COMMISSION STAFF REPORT

Case: Draft Energy Efficiency and Climate Action Strategy

Date: June 28, 2012

Applicant: City of Moreno Valley

Representative: Planning Division

Location: City-wide

Proposal: Planning Commission discussion item to review the policies in the Draft Energy Efficiency and Climate Action Strategy Document and provide direction to staff.

Recommendation: Provide input and direction to Staff.

SUMMARY

At the Joint Study Session of April 3, 2012, the City Council and the Planning Commission reviewed an early draft and gave direction on the continued preparation of the Energy Efficiency and Climate Action Strategy. The main direction at that meeting was for Staff to reach out to the public for input. There was also discussion regarding focusing on policies that will not stunt development, and the City leading by example in implementing best practices for energy efficiency and greenhouse gas reduction. In addition, Planning Commission asked Staff to present the strategy document as a discussion item at a Planning Commission meeting for further review.

Since the April 3rd meeting, staff has completed some public outreach, including reaching out to the local high schools, a meeting with the Environmental Historical Preservation Board, and a public outreach meeting.

PROJECT DESCRIPTION

The City has received funding under the Federal Stimulus Package Energy Efficiency and Conservation Block Grant to undertake several projects and initiatives to reduce the City organization's energy use and consequently its greenhouse gas emissions. The funding covers the cost of the Energy Efficiency and Climate Action Strategy. As part of this grant, the City was able to hire a consultant to complete a Greenhouse Gas Analysis for the City.

The Energy Efficiency and Climate Action Strategy and the Greenhouse Gas Analysis discusses potential programs and policies to reduce overall City energy use, considers an increase in the use of renewable energy, and identifies a potential future City policy of life cycle costs. Life cycle cost would further explore the full cost of projects from initial costs, maintenance to end of life. The strategy has prioritized implementation of programs, policies, and projects based upon energy efficiency, cost efficiency and potential resources. The Greenhouse Gas Analysis provides more of a scientific approach and recommends a target to reduce community-wide GHG emissions by 15% from 2007 levels by 2020, consistent with the State reduction goals in AB 32, the legislation providing the basis of the State's climate action initiatives.

The City direction with the Strategy is to lead by example in the implementation of best practices for energy efficiency. The Strategy is broken up into two main parts: Section I Energy Efficiency (City Facilities) and Section II Climate Action Strategy (City as a Community). Within the Energy Efficiency section, the first category is called out as Current Energy Efficient Practices. These practices are categorized into Electricity, Water, Recycling and Diversion, Alternative Fuels, and Education. These current practices list what the City is currently doing to be more energy efficient. After the current practices, there is the Proposed Energy Efficient Policies section category where a comprehensive table of energy reduction measures is given. The energy measures are categorized into Energy use, Water use, Recycling and Diversion, Alternative Transportation, Renewable Energy, and Greenhouse Gas Emissions. The anticipated level of Cost Effectiveness and the Lead City Division on the proposed policy is also listed.

In Section II Climate Action Strategy, there is also a comprehensive table of energy reduction measures that apply on a community-wide basis. The energy measures are categorized into the same order as Section I.

The City has been proactive in leading by example in a number of ways. In the Climate Action Strategy Section a couple of examples of the City being proactive, is maintaining the City's Community Partnership program with Southern California Edison, the Gas Company, and Moreno Valley Electric Utility through the Energy Coalition. The City has participated in energy efficient outreach by placing poster boards in the Parks and Recreation building that promote potential energy rebates, and energy reducing tips. In addition to the partnership with the Energy Coalition the City has created a G.R.E.E.N. (Getting Residents Energy Efficient Now) website that encourages residents to become more energy efficient in their homes, and has web links to other energy websites.

**Planning Commission Staff Report
Discussion Item – Draft EE & CAS**

Our public outreach efforts consisted of using the resources that the City had available such as the City website, MVTV3, Environmental Historical Preservation Board (EHPB), and the City's partnership with the Energy Coalition and interaction with WRCOG. Staff first reached out to the local high schools, but we believe that the schools did not respond due to it being too late in the school year to program class involvement. Next we scheduled an EHPB meeting on May 14, 2012 to review the Strategy. During the meeting EHPB discussed the possibility of having harvestable landscape on bigger projects such as large industrial projects, the Skechers building was given as an example. Other items discussed were having street signs that direct the public to alternative fueling stations, having the City encourage the use of green building materials, and recognizing businesses that are energy efficient and the products that they produce. After the EHPB meeting we worked on promoting the Public Outreach meeting on June 7, 2012 by sending a press release, and putting links to the Energy Efficiency and Climate Action Strategy and the Greenhouse Gas Analysis on the City's main website and on the G.R.E.E.N. website. Staff also made flyers to promote future public meetings on the Strategy and had the flyer advertised on MVTV3. The Public Outreach meeting was held on June 7th and one person from the public was present. Staff presented a PowerPoint to the public and explained the work that has gone into the Strategy. In addition, staff from the Energy Coalition, WRCOG and Moreno Valley Utility attended and spoke on their Energy Efficient programs and efforts.

On another track, the State has a number of initiatives to address the implementation of Assembly Bill 32 and Senate Bill 375, both aimed at reducing greenhouse gas emissions in California. SB 375 calls for the preparation of a Sustainable Communities Plan (SCS) by each Council of Governments. Moreno Valley will be part of the SCS prepared by the Southern California Council of Governments (SCAG). Planning staff is involved in the initial SCAG activities to develop the SCS. The SCS will assess current development and future plans, as represented in the adopted general plans of communities to ensure a certain level of greenhouse gas emissions on an area-wide basis. The SCS may identify land use changes that would need to be considered by Moreno Valley and other SCAG member cities to achieve the area-wide emissions reduction target. AB 32 establishes a statewide greenhouse gas emissions cap which requires emissions to be reduced to 1990 levels by the year 2020. The bill includes mandatory reporting rules, adoption of a plan and regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, including provisions for using both market mechanisms and alternative compliance mechanisms. The policies included in the Strategy will assist in the preparation of the SCS and in meeting the requirements of AB 32 and SB 375.

The above-referenced activities are an overview of the efforts of the Energy Efficiency and Climate Action Strategy Document. Staff is looking for direction from the Planning Commission on the draft Energy Efficiency and Climate Action policies prior to finalizing the Energy Efficiency and Climate Action Strategy.

**Planning Commission Staff Report
Discussion Item – Draft EE & CAS**

NOTIFICATION

Listing on the Planning Commission Agenda.

STAFF RECOMMENDATION

That the Planning Commission **PROVIDE** further direction on the Draft Energy Efficiency and Climate Action Strategy Document.

Prepared by:

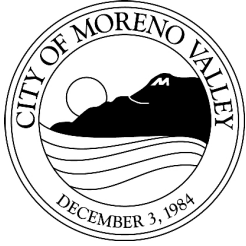
Approved by:

Gabriel Diaz
Associate Planner

John C. Terell, AICP
Planning Official

ATTACHMENTS:

1. Draft Energy Efficiency and Climate Action Strategy Document
2. Greenhouse Gas Analysis



City of Moreno Valley Energy Efficiency and Climate Action Strategy



Draft prepared by the City of Moreno Valley Planning Division and the Energy Efficiency and Conservation Task Force

ATTACHMENT 1

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Executive Summary

The City of Moreno Valley Energy Efficiency and Climate Action Strategy (hereafter referred to as “Strategy”) is a policy document which identifies ways that the City of Moreno Valley as an organization (its employees and the operation of its facilities) can reduce the consumption of electricity and water. The Strategy also identifies approaches that the City organization and the community can employ to reduce greenhouse gas emissions.

Introduction

The genesis of this project is the Federal Energy Efficiency and Conservation Block Grant which was awarded to the City for the purpose of implementing energy efficiency projects and strategies for the City as an organization. At the request of the City Council, the scope of the grant was expanded to include the preparation of a climate action strategy. The City recently was subsequently awarded a \$375,000 SCE grant for the purpose of expanding the scope of the strategy and its implementation.

The City of Moreno Valley's Energy Efficiency and Climate Action Strategy plan is a comprehensive living document designed to provide the organization and the community with a policy document to address the energy conservation and the current and future effects of climate change. The Strategy is organized into two main sections: Energy Efficiency and Climate Action Strategy.

The City realizes the challenges the community may face due to climate change. However, with the implementation of energy conservation measures, training and public awareness, the expected results are the reduction of greenhouse gas and the community's carbon footprint. The City's General Plan may also need to be updated to reference this plan for guidance on energy efficiency and greenhouse gas reduction measures.

Recently, the State of California adopted several bills to address energy and climate issues, Assembly Bill 32 and Senate Bill 375.

Assembly Bill 32 establishes a statewide greenhouse gas emissions cap which requires emissions to be reduced to 1990 levels by the year 2020. The bill includes mandatory reporting rules, adoption of a plan and regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, including provisions for using both market mechanisms and alternative compliance mechanisms. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The Air Resources Board (ARB) is the State agency charged with monitoring and regulating emissions of greenhouse gases. Under the current "business as usual" scenario, statewide emissions are increasing at a rate of approximately 1% per year as noted below.

California Senate Bill 375 provides emission-reducing goals so regions can plan, integrate disjointed planning and provide incentives for local governments and developers to follow new conscientiously-planned growth patterns. SB 375 enhances the Air Resources Board's (ARB) ability to reach AB 32 goals. For California to reach its greenhouse gas reduction goals, we must address how the state's communities grow. This law will direct the ARB to set greenhouse gas reduction targets for regions of the state and work with California's 18 metropolitan planning organizations (MPOs) to align their transportation, housing, and regional land-use plans with greenhouse gas reductions in mind. SB 375 has three goals: (1) to use the regional transportation planning process to help achieve Assembly Bill 32 goals; (2) to use CEQA streamlining

as an incentive to encourage residential projects which help achieve AB 32 goals to reduce greenhouse gas emissions (GHG); and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process to reduce vehicle miles traveled. SB 375 will be responsible for reshaping the face of California's communities into more sustainable, walkable communities, with alternative transportation options and increased quality of life.

Overview of Energy Efficiency

The Energy Efficiency section's primary focus is to identify energy efficiency measures that can be adopted by the city as an organization. Once identified, the document will include both procedures that have been implemented and those that would benefit the City operations if completed. In addition, the document will provide direction and policies to ensure the most effective energy use is achieved. Section 3, Energy Efficiency provides details of measures the City of Moreno Valley has begun to implement and future measures to reduce energy consumption.

Overview of Climate Action Strategy

The focus of the Climate Action Strategy section is to promote measures similar to those identified in the Energy Efficiency section that can be implemented by residents and businesses and be applied on a community-wide basis. The Climate Action Strategy will analyze existing and future greenhouse gas emissions on a community wide basis and provide a set of policies to guide efforts to reduce our greenhouse gas emissions to a level consistent with State requirements without unduly compromising other community goals. This plan will include reduced energy use, the review of alternative transportation methods and effective land use design to promote walkable neighborhoods and a reduction of total vehicle miles traveled thus reducing greenhouse gas.

City's Current Goals and Objectives

The City's General Plan identifies goals and objectives to achieve energy conservation through land use planning, building design, site planning, compliance with Title 24 energy savings requirements, and rehabilitation of existing structures. The General Plan also encourages measures to reduce traffic congestion and offer more opportunities for walking and bicycling. Other areas of conservation include the use of water efficient irrigation and landscape and coordinated efforts with local water districts to use reclaimed water; recycling; and exterior lighting standards. Please see the appendices for the pertinent General Plan chapters. (GP Chapters 5, 6, 7, 8 and 9 and Objective 4.3)

SECTION I – ENERGY EFFICIENCY

Current Energy Efficiency Practices

As a matter of routine, the City currently employs a variety of measures that reduce consumption of electricity and water and reduce the amount of solid and green waste that would be sent to a landfill. The City has also purchased alternative fuel vehicles for various uses. The following is an outline of current energy saving practices.

Reduced Electricity Consumption

The City of Moreno Valley is currently employing the following practices at City owned and operated facilities to reduce electricity consumption:

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Based on the funding availability the City is retrofitting florescent light fixtures from T12 to T8 fixtures which use less energy. Retrofit sites include the Senior Center, the Library, City Hall, and Fire Stations 6, 48 and 65. Parking lot lighting for the six buildings listed above are also scheduled to be upgraded to more energy efficient LEC fixtures. This project was funded by the EECBG.			✓	
Light sensors have been installed in some rooms at City Hall which turn off the lights when the room is not in use. The sensors were installed 15 years ago and don't currently function in all rooms.			✓	
New buildings constructed in City parks are using solar tubes for day time lighting.			✓	
Traffic signal lights were replaced with LED fixtures 4 years ago with a reduction of 60% power usage. Newer traffic signal lights have been installed with LED fixtures.			✓	
Photo cells are being used for lighting park grounds and buildings along with automatic shutoff timers.			✓	
Most of the park lighting is shut down at 10 p.m. while some parks need to be lit all night to address safety issues.	Low	Medium	✓	
The sport field lights at parks have been replaced with more efficient fixtures with an average savings of at least 30% in energy costs with some fields seeing more savings.			✓	
City Hall fans are going all times to try to maintain a comfortable temperature and a humidity level of 60%.			✓	

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
The Conference and Recreation Center (CRC) was installed with a computer system that allows for continuous control of the HVAC systems. The temperature can be adjusted offsite, and scheduled to go on and off depending on the use of a particular room.			✓	
HVAC- routine maintenance is performed on all City Heating, Ventilation, and Air Conditioning units to keep them running as efficiently as possible.			✓	
The EECBG grant will cover the cost of replacing the AC at City Hall.			✓	
The EECBG grant will cover the cost of applying window tint or film to a portion of the windows at City Hall to make City Hall more energy efficient.			✓	
Pilot program through Moreno Valley Utility to install two induction lights for a 45 day trial period on light poles at Veteran's Way and Calle San Juan de los Lagos in front of the Police Station parking lot. The program is intended to determine the difference in lighting performance and cost to run induction lighting versus the existing lights.			✓	
Synchronizing traffic signals improves traffic flow and reduces air pollution and gas consumption. Funding available through the DMV's Air Quality fund.			✓	
The City is considering a Retrofit Program at Existing Signalized Intersections. This program will involve retrofitting approximately 40% of the existing fluorescent bulbs in the Internally Illuminated Street Name Signs with LED light engines. LED light engines are a proven enhancement to visibility, highway safety, and are environmentally friendly due to the longevity of the LED. An annual cost savings of approximately 50% will be realized with the retrofit of LED light engines. The savings is due to less use of electricity and less maintenance due to life expectancy of the LED.			✓	

Reduced Water Consumption

The City of Moreno Valley is currently doing the following things at City facilities to reduce water consumption:

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
The restrooms and other buildings in City parks are installed with faucets that automatically shut off.			✓	
Special Districts is seeking grants to fund the cost of renovating the medians on Alessandro Boulevard. The new median concept would reduce the use of water and electricity and gasoline for maintenance equipment along with reducing maintenance and green waste. The median would have an irrigation control program called Maxicom, which can be controlled online, allowing for adjustments to irrigation schedules due to changing weather patterns.			✓	
Capital Projects was working on a demonstration project in a median on Frederick Street to check on the cost and performance of synthetic turf, but project has stopped due to lack of funding.			✓	
The Facilities Division is in the process of testing 0.5 gallon per minute aerators for restroom faucets. Currently, 2.0 and 2.2 per minute gallon aerators are installed on restroom faucets.			✓	
Approximately 40 acres of City park land utilizes reclaimed water for irrigation.			✓	
The irrigation at City parks utilizes smart controllers which are self-regulating and have their own weather stations.			✓	
Synthetic turf was used at the Moreno Valley Park soccer fields to conserve water. Water usage was reduced significantly.			✓	
The City adopted new landscape standards in January 2010 which require the use of drought tolerant landscape and water efficient irrigation.				✓
Facilities staff has researched the use of waterless urinals. The maintenance requirements and costs of the current technology do not make this a viable option for use in public rest rooms at this time.			✓	

Recycling and Diversion

The following practices or measures help to achieve the recycling and diversion goals of the City:

Recycling Measures	Cost to Implement	Effectiveness	Practice	Policy
The City recycled paving last year and is doing it again this year.			✓	
Existing street material is being ground up recycled, and is being used as base for new streets. If the ground up street material is not reused right of way it is stored at the City yard for future use.			✓	
All City facilities now have recycling programs.			✓	✓
The City is using green recycled janitorial products at City Hall and the Annex.			✓	✓
The City has a pilot program for recycling with the Moreno Valley School District.			✓	
City recycling programs include: Procurement Policy, City Facilities Recycling Program, Animal Shelter: Lonely Hearts Adoption Program, School Recycling Program, Residential Recycling, Curbside & Buy-back, Voluntary Commercial Recycling, C&D Recycling, CIP Program, Community Outreach, Grasscycling, Composting Workshops, Mulch, Residential Recycling, Commercial Recycling.			✓	✓
City staff has gone out into the community to present programs on recycling. The City has worked with the Chamber of Commerce to promote recycling. The City is working on and an education program for City employees on recycling and disposal of hazardous materials.			✓	
Rubberized asphalt has been used on some City street projects. Higher cost in the past but more recently the cost is comparable to regular asphalt. Recycled tires are used in the preparation of the rubberized asphalt. Results in reduced road noise, reduced breaking distance, and slightly longer life to road surface. Some limitations on where rubberized asphalt can be installed.			✓	

Alternative Fuel Vehicles

The City is currently doing the following with City fleet vehicles:

Alternative Fuel Vehicle Measures	Cost to Implement	Effectiveness	Practice	Policy
The City has one electric vehicle and four natural gas vehicles (two street sweepers, one pick up truck, and one storm drain cleaning truck).			✓	
The City just recently spent grant money to retrofit the engines of diesel vehicles to comply with new laws to make diesel engines cleaner burning.			✓	

Education

The of Moreno Valley currently promotes education related to energy efficiency by participating in partnerships and organizations that promote energy efficiency and by attending seminars, workshops and trade shows related to green building, water conservation, facility maintenance.

The City of Moreno Valley currently participates in the following organizations:

- Community Energy Partnership – this partnership identifies incentives and rebates for City and developer projects.
- Energy Coalition - the City’s Facilities Department has completed energy audits for eight buildings with the energy coalition.
- Clean Cities – Western Riverside Council of Governments has taken a leadership role in coordinating the Clean Cities Coalition, a public-private partnership dedicated to achieving air quality, energy security, economic development, and transportation goals.
- WRCOG Air Quality Task Force – the task force brings together cities and local resources to share information on efforts and funding opportunities to improve air quality in the region.

Proposed Energy Efficiency Policies

The following energy efficiency measures are suggested as policies for the City of Moreno Valley. The suggested measures include current practices of the City of Moreno Valley along with recommendations from the City's Energy Efficiency Task Force and the practices and policies of other jurisdictions.

Reduced Electricity Consumption

The following measures are suggested as policies to assist the City of Moreno Valley in reducing electricity consumption at City owned and operated facilities:

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Replace interior and exterior lighting fixtures with more energy efficient fixtures when they become available on the market through changes in technology to be funded through the EECBG.			✓	
Install light sensors, which turn off the lights when the room is not in use, in conference and meeting rooms at City facilities.			✓	
Require that new buildings constructed in City parks use solar tubes for day time lighting.			✓	
Require the use of photo cells in park buildings along with automatic shutoff timers.			✓	
Evaluate the lighting requirements and safety concerns for City facilities and shut off exterior lights when facilities are not in use.	Low	High	✓	
Require all City leases to include permission to do energy retrofits (e.g. replace light bulbs) which is more efficient than having the landlord do them.			✓	
Require that all City building thermostats be set in accordance with federal and state recommendations, which is currently 68 degrees in the winter and 78 degrees in the summer, wherever possible. Revise dress code as appropriate to allow staff to dress accordingly to accommodate their own comfort level.			✓	
Promote turning off lights in offices and work areas when not in use at all City facilities.	Low	High	✓	

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Use an energy monitoring system to track electricity use and identify areas/facilities that can be operated more efficiently.			✓	
Require the installation of energy efficient fixtures for all sport field lights in new parks (average savings of at least 30% in energy costs at existing parks with some fields seeing more savings). Retrofit existing lights as funding is available.			✓	
Require the installation of computer monitoring systems in new City facilities which allows for continuous control of the HVAC systems. The temperature can be adjusted offsite and scheduled to go on and off depending on the use of a particular room. Retrofit existing facilities as funding is available.			✓	
Require the operation of the ventilation fans at City Hall at all times to maintain a comfortable temperature and a humidity level of 60%.			✓	
Require routine maintenance of the heating and air conditioning (HVAC) systems at City facilities.			✓	
Require that all new City buildings and facilities participate in the Savings by Design program. This program is funded by utility ratepayers and is administered by private utility companies under the auspices of the California Public Utilities Commission. The program identifies ways to improve the energy efficiency of proposed construction.			✓	
Identify opportunities for on-site renewable energy generation on City and privately-owned property.(San Carlos)				
Increase the City's Electric Utility renewable energy mix.			✓	
Implement "green at work" programs including "Cops on Bikes" (Los Angeles)				
Establish an environmentally preferable purchasing program (EPP) for government operations. (San Carlos)				
Complete a comprehensive energy assessment of all City facilities to identify EE&C opportunities (e.g., HVAC, lighting, weatherization, appliances) (Redlands)				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Consider the use of timers on streetlights to shut off during late evening and early morning hours where traffic volumes are low. The cost to install the timers would be \$62 per streetlight. A policy regarding hours of operation for the streetlights would have to be determined.			✓	
Consider changing existing and future illuminated streetlights to LED. The retrofit cost for LED lighting is not feasible at this point. Also SCE and MVU do not currently have a separate rate structure for LED. An effective LED fixture and spacing would also need to be established.			✓	
<p>Require that all new City buildings and facilities or renovations of existing facilities coordinate with Southern California Edison or Moreno Valley Electrical Utility, Eastern Municipal Water District, and The Gas Company on rebate opportunities and submit applications for possible rebates. Qualifying projects can use rebates in addition to grants and other funding.</p> <ul style="list-style-type: none"> • If City projects are grouped together, this can provide the City with a greater reimbursement pay off. • When lights are upgraded to more efficient fixtures, payback is usually 1-2 years: with incentive, payback is less than 1 year. • Any project that will save energy qualifies for an incentive for Edison and the City Utility. • New park lighting may qualify for a utility refund. • Projects being funded by a grant for energy savings, are also eligible for a utility refund. 			✓	
Consider moving City electric load off-peak to decrease cost for increased peak capacity and to take advantage of lower rates. (Track costs to determine savings). (Redlands)				
Identify and obtain funding sources to implement energy conservation & efficiency programs adopted by the City. (Redlands)				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Pursue early participation in the smart meter rollout with SCE and automated meter reading at SCG. (Redlands)				
Encourage City employees to submit energy efficiency and conservation recommendations for City operations and follow-up on them. (Redlands)				
Establish a fund from a portion of energy savings to pay for additional energy savings projects.			✓	

Reduced Water Consumption

The following measures are suggested as policies to assist the City of Moreno Valley in reducing electricity consumption at City owned and operated facilities:

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Research the potential of savings of using synthetic turf in medians. Installation and maintenance costs would have to be determined. Synthetic turf could potentially result in reduced use of water, energy, gasoline for the maintenance equipment.			✓	
Seek grants to fund the cost of renovating the medians on Alessandro Boulevard to reduce or eliminate turf. The new median concept would reduce the use of water and electricity and gasoline for maintenance equipment along with reducing maintenance and green waste. The median would have an irrigation control program called Maxicom, which can be controlled online, allowing for adjustments to irrigation schedules due to the changing weather patterns. Reduced water runoff from the landscape median would also lower maintenance costs to adjacent asphalt damaged by the runoff.			✓	
Require automatic shutoff faucets in all new City buildings and facilities. Replace existing faucets with automatic shutoff faucets where applicable when funding is available.			✓	
Replace existing aerators in restroom and break room faucets with 0.5 gallon per minute aerators.	Low	High	✓	

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Require the use of reclaimed water for City buildings, facilities, parks and parkways where connection to reclaimed water lines is feasible.			✓	
Require the use of smart controllers which are self-regulating and have their own weather stations for all City projects for consistency with the City's Landscape Standards. Retrofit existing controllers as funding becomes available.			✓	
Replace turf at City buildings and facilities with drought tolerant groundcover and shrubs, except in gathering areas.			✓	
Review current median landscape standards to increase water efficiency with water efficient irrigation, grading that retains water run off and a drought tolerant plant palette.			✓	
Restrict the use of turf at City buildings and facilities to gathering areas and useable open space. The CRC would be a good place to start in reducing turf. Several areas could be changed to drought tolerant plants species. Patriot Park is an example where drought tolerant plants have been used except for gathering and recreational areas which have grass.			✓	
Assess the use of low flow toilets and waterless urinals as performance improves and maintenance costs of the fixtures become lower.			✓	
Require water audits for renovation projects and new projects.			✓	
Establish a fund from a portion of water cost savings to fund additional water saving projects.			✓	

Recycling and Diversion

The following measures are suggested as policies to achieve the recycling and diversion goals of the City:

Recycling Measures	Cost to Implement	Effectiveness	Practice	Policy
Require that all City facilities have recycling programs.			✓	
Require the use of green recycled janitorial products at City facilities.			✓	

Recycling Measures	Cost to Implement	Effectiveness	Practice	Policy
Require that existing street material be recycled and used as base for new streets. If the ground up street material cannot be used at that time, it can be stored at the City yard for future use. Review City street standards to accommodate recycled material without compromising safety or durability.			✓	
Establish a City standard which identifies the criteria for using rubberized asphalt for City projects.			✓	
Support zero waste which as a policy, would require everything to be recycled, minimal disposables would be allowed, and composting would be required (San Carlos)				
Establish a City standard which identifies the criteria for using 'green concrete' or concrete that has been made with recycled aggregate. Results in reduced CO ₂ emissions and reduces solid waste sent to landfills such as granulated coal ash, blast furnace slag or various solid wastes including fiberglass waste materials, granulated plastics, paper and wood products/wastes, sintered sludge pellets and others.			✓	
State recycling requirements are currently for a 50% diversion rate. Proposal to increase overall waste diversion by at least 1% per year. (San Carlos)				
<u>Replace paper towel dispensers with air dryers in all City facilities.</u>			✓	

Alternative Fuel Vehicles

The following measures are suggested as policies regarding the use of alternative fuel vehicles:

Alternative Fuel Vehicle Measures	Cost to Implement	Effectiveness	Practice	Policy
Establish a policy to convert more City Vehicles to hybrid, electric, alternative fuel, or smaller vehicles where such vehicles meet the requirements and needs of staff. (San Carlos)				

Alternative Fuel Vehicle Measures	Cost to Implement	Effectiveness	Practice	Policy
Seek resources that fund alternative fuel vehicles or fund improvements to City vehicles such as the DERA grant (Diesel Emissions Reduction Act) that was used for retro fitting City fleet.			✓	
Purchase fuel-efficient vehicles for City fleet. Purchase vehicles geared toward what the vehicle will be used for on a regular basis (i.e., "right size" vehicles rather than size for the exceptional use). (Redlands)				
Use AQMD's diesel retrofit program and continue retrofit all City-operated diesel engines to comply with clean diesel combustion. (Redlands)				
Consider joining Pluginpartners (www.pluginpartners.org) a national organization that supports hybrid electric vehicles. (Redlands)				
Increase the number of clean vehicles in the non-emergency City fleet to at least 60% by 2015. (Riverside)				
<u>Establish a minimum fleet mileage standard for non-emergency fleet vehicles</u> (Riverside)				

Transportation

The following measures are suggested as policies to improve energy efficiency promote conservation at City facilities:

Transportation	Cost to Implement	Effectiveness	Practice	Policy
Provide for a shuttle service in order to increase transit rider ship by City employees. (San Carlos)				
Increase accommodation and promotion of alternatively fueled vehicles and hybrid vehicles at City facilities. (San Carlos)				

Education

The following measures are suggested as policies to promote conservation at City facilities:

Education	Cost to Implement	Effectiveness	Practice	Policy
Promote car sharing programs (San Carlos)				
Educating Staff by sending them to training seminars or having training seminars conducted onsite.			✓	
Provide incentives for city staff to develop expertise in green building strategies and certification. (Redlands)				
Host an annual "Energy Efficiency" Day for employees, similar to Safety Day. The Energy Coalition, Gas Company, SCE, MVU, etc. could put on demonstrations, distribute literature, give out products (light bulbs, etc.). This would help maintain our Gold level status with the Energy Coalition and be a way to educate employees on saving energy at work and at home.			✓	

Resources

The following measures are suggested as policies to find and utilize resources to help fund or guide the City's energy efficiency efforts:

Resources	Cost to Implement	Effectiveness	Practice	Policy
Coordinate with adjacent cities and jurisdictions, and work together as a region to implement energy efficiency programs.			✓	
Devise a checklist of agencies to contact for rebates and/or incentives whenever new construction or renovations are performed. The list would also include the types of projects for which rebates are typically eligible (light retrofits, appliance replacements/upgrades, etc.)			✓	

Other Measures

The following measures are suggested as policies to promote conservation at City facilities:

Other	Cost to Implement	Effectiveness	Practice	Policy
Require LEED <i>Building Design and Construction</i> Silver certification (at minimum) for all municipal construction and renovation projects exceeding 5,000 gross square feet. Encourage LEED <i>Operations and Maintenance</i> Silver certification for all existing municipal facilities exceeding 5,000 gross square feet. (Redlands)				
May not want to require LEED certification, as there are substantial expenses related to formal certification by LEED. Buildings that could possibly become LEED certified as 'demonstration' buildings are the new Library and Fire Station, to highlight energy and environmental improvements for public information. Implementing LEED standards without certification requirements; just not pay for the certification process, and still become more energy efficient.			✓	
Increase bicycle parking at City facilities. (San Carlos)				
Adopt a green building standard for all City development and major remodels. (San Carlos)				
Require life cycle cost compared to the initial cost for projects. Include as part of City Council reports, so that the decision makers are more informed.			✓	
Document municipal green building efforts and post-occupancy building performance metrics on the city's website for use as an educational resource for the development community. (Redlands)				
Establish a standard for saving energy beyond Title 24 requirements.			✓	
Establish purchasing decisions based on accurate environmental information from recognized certification organizations. (Redlands)				
Include environmental factors along with price and performance in purchasing policy and decisions. (Redlands)				

Other	Cost to Implement	Effectiveness	Practice	Policy
Evaluate on-line purchasing for climate friendly benefits. (Redlands)				
Provide preference to climate friendly vendors in bid and proposal documents. (Redlands)				
Track changes in climate friendly marketplace and constantly update procurement policies. (Redlands)				
Increase percentage of climate friendly purchase by 5 percent each year. (Redlands)				
Establish departmental and interdepartmental teams to review climate friendly purchasing policy. (Redlands)				
Establish a policy that mandates a green building rating system standard that applies to all new municipal buildings over 5,000 square feet by January 1, 2008. (Riverside)				
Evaluate programs to address indoor air quality issues by the end of 2011. (Riverside)				

SECTION II – CLIMATE ACTION STRATEGY

Climate Action Strategy

The actions in the following tables will individually and cumulatively contribute to achieving Moreno Valley’s Climate Action goals. Qualitative descriptors are provided for each action to guide decision making.

Energy Efficiency

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
City should partner directly with the 5 largest consumers of energy to encourage and promote their energy efficiency activities. (Redlands)				
Establish Energy Efficiency and Conservation baselines. (Redlands)				
Partner with Southern California Edison and the Moreno Valley Electric Utility to launch a Community Partnership program. This partnership might allow for funding that the City can use for energy conservation marketing, education, and outreach efforts. The City should set municipal and community wide energy demand and usage reduction goals and implement them by leveraging the program resources and incentives either already committed or potentially available. (Redlands) (The City of MV is already a member of a Community Partnership with SCE and MVU through The Energy Coalition,).				
City should become a model of energy conservation stewardship (e.g. replace lighting in council chambers). Build upon historical and current energy conservation achievements as the foundation for continued efforts and educate the community on the value of efficiency and conservation in terms of cost savings and environmental benefits. (Redlands)				
Pursue early participation in the smart meter rollout with SCE and automated meter reading at SCG. (Redlands)				
Explore participating in new high efficiency technology programs such as the LED City program. (Redlands)				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
<p>Require that <u>all new large development (projects of regional significance)</u> participate in the Savings by Design program. This program is funded by California Utility customers and is administered by Pacific Gas and Electric Company, Sacramento Municipal Utility District, San Diego Gas and Electric, Southern California Edison, and the Southern California Gas Company under the auspices of the California Public Utilities Commission. The intent of the program is to identify ways to improve the energy efficiency of proposed construction.</p>				
<p>Provide information and contacts to encourage new development to coordinate with Southern California Edison or Moreno Valley Electrical Utility, Eastern Municipal Water District, and The Gas Company on rebate opportunities and submit applications for possible rebates.</p>				
<p>Consider the use of timers on some streetlights. The cost to install the timers would be \$62 per streetlight. A policy regarding hours of operation for the streetlights would need to be determined.</p>				
<p>Consider changing existing and future illuminated streetlights to LED. The retrofit cost for LED lighting is not feasible at this point. Also SCE and MVU do not currently have a separate rate structure for LED.</p>				
<p>Leverage and help drive community participation in utility company programs and financial incentives within the city (e.g., incentives, core programs, on bill financing etc.) (Redlands)</p>				
<p>Complete comprehensive review of City codes and standards for energy and water applicability for energy efficiency conservation measures and make changes to modify accordingly. (Redlands)</p>				
<p>Follow New York City's lead and dedicate 10% of existing energy expenditure budget to investing in energy efficiency opportunities within the City's energy using infrastructure. (Consider making it a line item in the budget) (Redlands)</p>				
<p>Be an early adopter of model dark sky ordinance. (Redlands)</p>				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Set goals consistent with the State’s Long Term Strategic Plan: All new residential construction in California will be zero net energy by 2020. All new commercial construction in California will be zero net energy by 2030. The heating, ventilation, and air conditioning (HVAC) industry will be reshaped to ensure optimal equipment performance; and all eligible low-income homes will be energy-efficient by 2020. (Redlands)				
Expand energy saving opportunities to businesses (San Carlos)				
Provide for increased albedo (reflectivity) of all urban surfaces including roads, driveways, sidewalks, and roofs in order to minimize the urban heat island effect. (San Carlos)				
Adopt and implement a policy to increase the use of renewable energy to meet 33% of the City’s electric load by 2020. (Riverside)				
Promote community as a Solar City by implementing programs for residential and commercial customers that will increase solar generation in the City to 1 MW by 2015 (enough for 1,000 homes), and 3 MW by 2020. (Riverside)				
Generate at least 10 MW (enough for 10,000 homes) of electric load from regional zero emissions sources by 2025. (Riverside)				
Reduce the City’s per capita base load energy consumption by 10% through energy efficiency and conservation programs by 2016. (Riverside)				
Implement programs to encourage load shifting to off-peak house and explore demand response solutions by the end of 2008. (Riverside)				
Install light colored “cool” roofs and cool pavements. (CA Attorney General’s Office) (cool roofs now a requirement per new State Title 24 Building Standards).				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight. (CA Attorney General's Office) (already a design guideline for Moreno Valley).				
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting. (CA Attorney General's Office)				
Reduce unnecessary outdoor lighting. (CA Attorney General's Office)				
Use automatic covers, efficient pumps and motors, and solar heating for pools and spas. (CA Attorney General's Office)				
Provide education on energy efficiency to residents, customers and/or tenants. (CA Attorney General's Office)				
Proposed reducing the City's energy consumption by 30% by the year 2011. (Palm Desert)				
Manage program implementation through team coordination. Establish program management teams consisting of all partners. Establish an Office of Energy Management (OEM) with staff dedicated to the program. The City's OEM as the point of contact for the community and leading community outreach efforts. Include both Utility partners on-site staff at the OEM office in City to better address the community needs and work more effectively with the City's staff. (Palm Desert)				
Offer new customized incentives to address the critical energy needs of residents and commercial customers. Increased incentives on Heating, Ventilation, and Air Conditioning (HVAC) equipment to promote saving energy on air conditioning during hot months and heating during cool months. Create new incentives for pool pumps and heaters to upgrade pools. Consider adopting a new energy efficiency ordinance requiring 10-15% above Title 24. Develop new incentives for electric and natural gas. (Palm Desert)				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
<p>Target customer segments that are unique to community's demographics. Develop new combined SCE or MVU/SoCalGas incentive programs for Golf Courses and Food Service establishments (modify for Moreno Valley). Enlist Homeowners Associations to sponsor community events and marketing of energy efficiency surveys and direct install programs to their residents. Communicate with top tier business customers. City and Utility reps to meet periodically with these key stakeholders to address current and future projects. (Palm Desert)</p>				
<p>Use co-branded marketing to leverage the City's influence and knowledge of the community. Create new Partnership brand, for integrating City and Utility marketing campaigns offered to customers. Develop Marketing Team to coordinate City and Utility marketing. Advertise constantly on local media: radio, TV, newspaper, City newsletter, and <i>Set to Save</i> website. (Palm Desert)</p>				
<p>Reduce barriers to customer participation. Start developing creative financing options for large equipment purchases. Begin developing a simpler sign-up experience with "One-Stop Shopping". (Palm Desert)</p>				
<p>Continue to expand utility programs and marketing. Aggressively market campaign in local media and direct mail, increase sign-ups of utility Common programs, bundle offers from SCE, MVU and SoCalGas, and develop new incentives and programs. (Palm Desert)</p>				
<p>Simplify the customer participation process. To eliminate the confusion and complexities of the existing utility program sign-up processes, the utilities are developing One-Stop-Shopping/Make-It-Simple procedures. (Palm Desert)</p>				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
<p>Build community groundswell. Achieving 30% savings will require a whole community effort, so the City is taking the lead in expanding community outreach efforts through more face-to-face marketing with key City stakeholders, Homeowners Associations (HOAs), service clubs and other community organizations, to reach and educate more customers. (Palm Desert)</p>				
<p>Provide customer financing to assist customers with purchasing the more expensive efficiency equipment, the City can take the lead in developing a financing plan through property taxes based on the guidelines proposed in Assembly Bill 811 (AB811). The bill was signed by the Governor in July 2008. (Palm Desert) (Moreno Valley is a partner in WRCOG effort to establish a regional AB811 program).</p>				
<p>Motivate behavioral change. Behavioral change is a large contributor to the Partnership Project, representing approximately 15% of the electric savings and 40%-50% of the natural gas savings. In addition to providing energy-saving tip information in local media and program marketing collateral, test direct mail behavioral change campaign. This campaign would focus on quantifying the savings attributed to behavioral change. (Palm Desert)</p>				
<p>Utilize new technology. As a demonstration project, test new technology, from conducting small trials of new innovative products to expanding the uses of LED lights, solar, fuel cells, and liquid pool covers for commercial and residential applications within the City. (Palm Desert)</p>				
<p>Expand Point-of-Sale Rebates, since these rebates are the simplest methods for customers to qualify for incentives. Pursue adding more retailer participants within community, as well as expanding the product line of rebates available at these larger retailers. (Palm Desert)</p>				

Energy Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
<p>Increase Residential Surveys and Direct Installs. Surveys are critical to educate residents on energy saving behaviors, as well as funnel leads and customer data to the appropriate marketing channels to encourage more extensive energy upgrades. (Palm Desert)</p>				
<p>Take lead in increasing face-to-face marketing efforts within the City by organizing the following community activities:</p> <ul style="list-style-type: none"> • Mayor holding key stakeholder meetings; • City OEM sponsoring Bright Ideas Expo and participating at other regional energy related events; • City OEM presenting the program to local businesses at Chamber of Commerce meetings; • City OEM working with community organizations, local service clubs, and business organizations to educate and sign-up members to programs; • Program partners organizing and/or participating in HOA Energy Rallies and other community events; • Contractors conducting face-to-face marketing to both residential and business customers; • City council publicly recognizing individual “energy champions” to demonstrate savings to others and increase participation in the program; and • Sponsoring Commercial Food Service luncheons for restaurant, hotel, and country club owners and managers. (Palm Desert) 				

Water Efficiency

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Promote replacing existing aerators in residential and commercial faucets room faucets with 0.5 gallon per minute aerators.				
Promote use of low flow toilets for residents and businesses.				
Work with EMWD to update water and wastewater rates including review of tiered rates to encourage water conservation. (Redlands)				
Review and update the landscape irrigation ordinance to continue lowering use of potable water for landscape irrigation. (Redlands) (Moreno Valley updated its landscape standards in 2009 to further encourage water conservation.)				
Establish incentives for use of water efficient fixtures and fittings. (Redlands)				
Conduct gray water, rainfall runoff, and other system research and pilot study. (Redlands)				
Develop gray water and other system guidebooks. (Redlands)				
Update ordinances to allow for use of various wastewater sources for landscape irrigation. (Redlands)				
Develop and implement a public education outreach program that addresses the discharge of preventable contaminants into the sanitary sewer system by Riverside residents and businesses by 2012 (example: no pharmaceuticals or paint down the drain). (Riverside)				
Develop recycling methods and expand existing uses for recycled wastewater by 2015. (Riverside)				
Work with EMWD to increase the use of recycled water from the wastewater treatment plant to recover 30% of plant effluent by 2020. (Riverside)				
Implement water efficiency, conservation and education programs to reduce the City's per capita potable water usage by 15% by 2025. (Riverside)				
Seek funding sources to implement feasible renewable energy sources. (Redlands)				

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Establish organic and local farming economic development zones in suitable locations. (Redlands)				
Cooperate with EMWD to evaluate feasibility of renewable energy sources for water and wastewater operations. (Redlands) (EMWD has installed upgrades to Moreno Valley treatment plant to lower energy consumption)				
Investigate state and local financing programs to assist with expanding the local farming programs. (Redlands)				
Expand the community garden program. (Redlands)				
Eliminate barriers and establish incentives for increased local food production. (Redlands)				
Make effective use of graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation. (CA Attorney General's Office)				
Incorporate water-reducing features into building and landscape design. (CA Attorney General's Office)				
Create water-efficient landscapes. (CA Attorney General's Office)				
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods. (CA Attorney General's Office)				
Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment. (CA Attorney General's Office) (Use of low impact development practices is a requirement of the new regional water quality permit to be implemented over the next year)				
Devise a comprehensive water conservation strategy appropriate for the project and location. (CA Attorney General's Office)				

Water Reduction Measures	Cost to Implement	Effectiveness	Practice	Policy
Design buildings to be water-efficient. Install water-efficient fixtures and appliances. (CA Attorney General's Office)				
Offset water demand from new projects so that there is no net increase in water use. (CA Attorney General's Office)				
Provide education about water conservation and available programs and incentives. (CA Attorney General's Office)				

Green Building

Green Building Measures	Cost to Implement	Effectiveness	Practice	Policy
Integrated stormwater management. See <i>CalGreen</i> 406.2. (Redlands)				
Require Energy Star equipment and appliances in new construction & renovations. See <i>CalGreen</i> 504.1. (Redlands)				
Submeter major energy/water systems (HVAC equipment, lighting, plug loads, process load). Commercial only. Encourage real-time monitoring. See <i>CalGreen</i> 504.2. (Redlands)				
Require submittal of Owner's Project Requirements (OPR) and Basis of Design (BoD) for permitting. See <i>CalGreen</i> 504.4. (Redlands)				
Require submittal of Systems Manual prior to occupancy. See <i>CalGreen</i> 504.4 and 710.2. (Redlands)				
Require 50% reduction in irrigation water usage (performance). Limit turfgrass coverage to [0-5% commercial, 50% residential]. See <i>CalGreen</i> 604. (Redlands) (turf limited to gathering areas in non-residential and to 25% of front yard for single family residential per new City landscape guidelines)				
Require 20% (40% in office/retail) reduction in domestic water usage, using EPAAct as a baseline (for new construction). Develop prescriptive fixture rates for renovations. See <i>CalGreen</i> 603.2. (Redlands)				
Specify no- or low-VOC materials. See <i>CalGreen</i> 804.4. (Redlands)				

Green Building Measures	Cost to Implement	Effectiveness	Practice	Policy
Minimum energy performance. Require performance-based energy modeling. Require a minimum compliance margin of 10% better than Title 24 Part 6. Require noncompliance reporting; to include estimates of process, plug loads. This modifies <i>CalGreen</i> 503.1 to make the requirements less stringent. (Redlands)				
Require a construction indoor air quality plan (CIAQ), including a preoccupancy building flush-out. See <i>CalGreen</i> 804.1 and 804.2. (Redlands)				
Entryway systems. All major points of entry will have a permanent walk-off system (commercial only). See <i>CalGreen</i> 804.5.1. (Redland)				
Adopt broadly accepted design-phase calculation methodologies for energy conservation, water conservation, irrigation water conservation, alternative transportation use, and stormwater management; adjust development impact fees accordingly.				
Develop protocols for aligning predicted impact reductions with measured impact reductions. (Redlands)				
Develop secure bicycle storage, showers, and changing rooms for all commercial, industrial, and mixed-use facilities with full-time equivalent on site staff greater than or equal to 20. Shared facilities are acceptable. (Redlands)				
Develop shaded, protected, attractive, and accessible pedestrian paths of travel between building entrances and parking lots, sidewalks, adjacent properties, and public transportation stops. (Redlands)				
Review projects for compliance with green building requirements and for opportunities for potential green building strategies. (Redlands)				
Provide incentives for city staff to develop expertise in green building strategies and certification. (Redlands)				

Green Building Measures	Cost to Implement	Effectiveness	Practice	Policy
Develop and require completion of a decommissioning plan that describes the design intent for the end-of-life of new projects, including expected life span of core and shell, possible adaptive reuse scenarios, potential material reuses, recyclability of demolished materials, and disassembly of building systems. (Redlands)				
File away decommissioning plans in digital format for future reference upon application for major renovation or demolition. (Redlands)				
Adopt a green building standard for all new development and major remodels. (San Carlos) Incorporate green building practices and design elements. (CA Attorney General's Office)				
Increase housing density near transit. (San Carlos)				
Work with developers to increase housing near transit through recently adopted mixed use zones.				
Increase bike parking. (San Carlos)				
Encourage tree planting. (San Carlos)				
Improve residential energy efficiency (San Carlos)				
Actively promote walking and biking as safe modes of local travel, particularly for children attending local schools (San Carlos)				
Implement programs to encourage green buildings in the private sector by January 1, 2012. (Riverside)				
Encourage programs to establish green operations and maintenance for public and private sector businesses before 2012. (Riverside)				
Meet recognized green building and energy efficiency benchmarks. (CA Attorney General's Office)				
Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems. (CA Attorney General's Office)				

Green Building Measures	Cost to Implement	Effectiveness	Practice	Policy
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight. (CA Attorney General's Office)				
Install light colored "cool" roofs and cool pavements. (CA Attorney General's Office)				
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting. (CA Attorney General's Office)				
Reduce unnecessary outdoor lighting. (CA Attorney General's Office)				

Recycling and Diversion

Recycling and Diversion Measures	Cost to Implement	Effectiveness	Practice	Policy
Require that developer recycle existing street material for use as base for new streets.				
Establish a City standard which identifies the criteria for using rubberized asphalt for public streets.				
Establish a City standard which identifies the criteria for using 'green concrete' or concrete that has been made with recycled aggregate for public improvements. Results in reduced CO ₂ emissions and reduces solid waste sent to landfills such as granulated coal ash, blast furnace slag or various solid wastes including fiberglass waste materials, granulated plastics, paper and wood products/wastes, sintered sludge pellets and others.				
Target commercial and multi-unit housing locations with a direct mail recycling campaign (Include a cost analysis). (Redlands)				
Work with Waste Management to utilize billing statements or MVTV-3 to encourage businesses and residents to enroll their property in a recycling program. (Redlands)				

Recycling and Diversion Measures	Cost to Implement	Effectiveness	Practice	Policy
Based on feedback from promotion of recycling commitment, consider eliminating obstacles that might hinder commercial and residential recycling. (Redlands)				
Create a contest that encourages increased residential recycling. (Redlands)				
Offer rewards that will motivate all demographics to recycle. (Redlands)				
Publicize the residential recycling contest in a manner that reinforces what should be placed in the recycle bin. (Redlands)				
Identify new items to add to the list of accepted recycled materials. (Redlands)				
The City should support and encourage Extended Producer Responsibility (EPR), also known as "Take-Back Programs" for household hazardous waste and other difficult to recycle materials. (Redlands)				
The City should promote biomass gasification plants near landfills. The gasification plant will convert organic waste into combustible gases and fuels. (Redlands)				
The City should promote dirty material recovery facilities at landfill to process municipal solid waste. (Redlands)				
The City should explore grants that could pay for recycling collection devices to be placed wherever we have public trash bins and should be designed to minimize contamination and possible theft. (Redlands)				
Implement programs to encourage and increase participation of diverted waste from landfills by 2% before the end of 2008. (Riverside)				
Develop measures to encourage that a minimum of 40% of the waste from all construction sites be recycled throughout community by the end of 2008. (Riverside)				
Encourage the reduction of any disposable, toxic, or nonrenewable products by 5% through program creation by 2009. (Riverside)				
Integrate reuse and recycling into residential industrial, institutional and commercial projects. (CA Attorney General's Office)				

Recycling and Diversion Measures	Cost to Implement	Effectiveness	Practice	Policy
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses. (CA Attorney General's Office)				
Provide education and publicity about reducing waste and available recycling services. (CA Attorney General's Office)				

Climate Friendly Purchasing

Climate Friendly Purchasing Measures	Cost to Implement	Effectiveness	Practice	Policy
Purchasing decisions based on accurate environmental information from recognized certification organizations. (Redlands)				
Include environmental factors along with price and performance in purchasing policy and decisions. (Redlands)				
Evaluate on-line purchasing for climate friendly benefits. (Redlands)				
Provide preference to climate friendly vendors in bid and proposal documents. (Redlands)				
Track changes in climate friendly marketplace and constantly update procurement policies. (Redlands)				
Increase percentage of climate friendly purchase by 5 percent each year. (Redlands)				
Establish departmental and interdepartmental teams to review climate friendly purchasing policy. (Redlands)				

Renewable Energy

Renewable Energy Measures	Cost to Implement	Effectiveness	Practice	Policy
Establish incremental growth goals for solar power systems in Redlands (e.g., solar PV, solar thermal). (Redlands)				
Create solar scorecard process so that attainment of goals can be easily communicated to the residents. (Redlands)				

Renewable Energy Measures	Cost to Implement	Effectiveness	Practice	Policy
Accelerate implementation of solar energy-based technology through permitting process (e.g., reduced permit fees, streamlined permit approval process). (Redlands)				
Put recommendations and examples together for solar energy-based technology installations on historic public and residential buildings to be used as guidelines. (Redlands)				
City ordinances should clearly articulate guidelines to address tree shading issues associated with solar power installations. (Redlands)				
Install photovoltaic or other solar technology on city available space based on demonstrated return on investment (ROI), for both city-owned and PPA (?) purchased energy. (Redlands)				
Investigate Multi-Family Affordable Solar Housing, Single-Family Affordable Solar Housing and any other incentive programs for solar energy-based technology incentives for multi-family housing, single-family affordable housing and city owned buildings. In new construction stipulate that solar energy-based technology incentive programs be investigated. (Redlands)				
Encourage event organizers to use solar technology in event staging as possible including an outline of types of technologies available to assist event staging. (Redlands)				
Integrate energy efficiency surveys or audits into the AB811 program. (Redlands)				
Constantly monitor activities in other areas in California, such as the Sonoma County Energy Independence Program, to identify other energy saving and climate impact reducing programs suitable for inclusion in the AB 811 program. Recommend inclusion of programs appropriate for Redlands. (Redlands)				
Consider becoming the pilot location for conversion of mixed municipal waste to energy based on the advanced gasification technology. (Redlands)				

Renewable Energy Measures	Cost to Implement	Effectiveness	Practice	Policy
Continue city's efforts to convert methane gas from the landfill and water reclamation plant to energy to power the water reclamation plant. (Redlands)				
In the absence of implementing a gasification project, investigate anaerobic composting of mixed solid waste to reduce GHG, divert MSW and to generate electricity from the off-gas. (Redlands)				
Explore use of other renewable energy technologies to expand Moreno Valley's efforts to utilize renewable energy. Seek opportunities to align with university and other programs to explore these technologies. (Redlands)				
Monitor development in renewable energy technologies to identify potential opportunities to include renewable energy research, manufacture, assembly, installation, consulting and other activities into Redlands economic development strategy. (Redlands)				
Meet "reach" goals for building energy efficiency and renewable energy use. (CA Attorney General's Office)				
Install solar and wind power systems and solar hot water heaters. (CA Attorney General's Office)				
Install solar panels on unused roof and ground space and over carports and parking areas. (CA Attorney General's Office)				
Where solar systems cannot feasibly be incorporated into the project at the outset, build "solar ready" structures. (CA Attorney General's Office)				
Incorporate wind and solar energy systems into agricultural projects where appropriate. (CA Attorney General's Office)				
Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use. (CA Attorney General's Office)				
Use on-site generated biogas, including methane, in appropriate applications. (CA Attorney General's Office)				

Renewable Energy Measures	Cost to Implement	Effectiveness	Practice	Policy
Use combined heat and power (CHP) in appropriate applications. (CA Attorney General's Office)				

Efficient Transportation

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Work with RTA to expand local bus transit service by increasing frequency and adding more routes along arterial streets during peak periods. (Redlands)				
Promote free shuttle service connecting to Metrolink that synchronizes with Metrolink's schedule. (Redlands)				
Create travel routes that ensure that destinations may be reached conveniently by public transit, bicycling and walking. (San Carlos)				
Increase housing density near transit. (San Carlos)				
Work with RTA to evaluate expanding access to (public transit) by adding routes, and shelters and benches within 1/4 mile of as many residential areas, employment centers, commercial centers, schools, and parks as possible. Evaluate existing lighting at all shelters to improve safety. (Redlands)				
Work with WRCOG to develop a new master plan to encourage electric vehicle use. NEV's are environmentally friendly street legal vehicles. WRCOG is developing a concept plan to connect Moreno Valley and adjacent cities.				
Work with RTA to establish bus rapid transit routes to serve the community.				
Actively promote walking and biking as safe modes of local travel, particularly for children attending local schools (San Carlos)				
Address and minimize vegetation that degrades access along public rights of way. (San Carlos)				

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Explore trip reduction programs such as carpools/vanpools with City staff, large employers and with neighborhoods with various incentives. (Redlands)				
Expand carpool/vanpool preferential parking areas for downtown area, large commercial areas, large employers, and City staff. (Redlands)				
Promote school rideshare programs to assist parents/students forming carpools. (Redlands)				
Replace school buses with "bicycle trains and walking school buses", where applicable. (Redlands)				
Encourage schools to incorporate pickup/drop-off zones. Zones should be separated according to mode of transportation, where feasible. (Redlands)				
Coordinate with the school district to adopt the League of America Bicyclists' Cycling curriculum so students learn safest way to bike. (Redlands)				
Coordinate with area school district to install bike racks on school buses similar to public buses. (Redlands)				
Develop a program with school district that provides incentives for students to purchase bikes. Bikes would "rollover" from advancing class to incoming students. (Redlands)				
The City should adopt a Non-Motorized Transportation Plan that focuses on pedestrian and bicycle routes (Class I, Class II, Class III, shared travel lanes), and Master Sidewalk Plan. (See also Land Use and Community Design). (Redlands)				
Encourage telecommuting for City staff and for the private sector. (Redlands)				
Seek installation of safe and secure bicycle lockers at employment centers, commercial buildings, commercial districts, schools, and park destinations. (Redlands)				
Promote "Stay-cations" with discount packages showcasing local merchants and events. (Redlands)				

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Implement "Smart Bus" technology - GPS with electronic displays at stops to provide actual time data to passengers. (Redlands)				
Develop and offer incentives to residents that downsize the number of cars in their household. (Redlands)				
Create idling ordinance for delivery trucks/buses. (Redlands)				
Develop renewable fuel locations and electric plug-in stations including a map for drivers to find refueling locations. (Redlands)				
Work with WRCOG and CalTrans to provide better traffic signal synchronization on regional roads. Provide better traffic light synchronization for locally controlled traffic signals. (Redlands) (Moreno Valley already has several routes with signal coordination)				
Consider the use of round-a-bouts instead of traffic signs at low volume intersections for new development. (Redlands)				
Retrofit existing intersections with video proximity detection rather than magnetic sensors so that cyclists and others lower weight/lower metal content vehicles are easily detected as vehicles at intersections. (Redlands)				
Encourage the use of bicycles as an alternative form of transportation, not just recreation, by increasing the number of bike trails and bike lanes throughout the City before 2025. Establish specific numerical goal. (Riverside)				
Promote use of City's multi-use trail system.				
Develop programs to reduce mobile sources of pollution, such as encouraging the purchase of alternative fuel vehicles or lower emission hybrids and plug-ins for the residential and business community before 2012. (Riverside)				
Promote and encourage the use of alternative methods of transportation throughout the community by providing programs to City employees that can be duplicated by local businesses. (Riverside)				

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Implement a regional transit program between educational facilities by 2012. (Riverside)				
Coordinate a plan with local agencies to expand affordable convenient public transit that will assist in reducing the per capita vehicle trips within the City limits by 2012. (Riverside)				
Implement use of solar radar feedback signs (which display vehicle's speed) to encourage compliance with speed limits and reduce waste of gasoline.				
Meet an identified transportation-related benchmark. (CA Attorney General's Office)				
Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation. (CA Attorney General's Office)				
Build or fund a major transit stop within or near the development. (CA Attorney General's Office)				
Provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers. (CA Attorney General's Office)				
Promote "least polluting" ways to connect people and goods to their destinations. (CA Attorney General's Office)				
Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments. (CA Attorney General's Office)				
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking. (CA Attorney General's Office)				
Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation. (CA Attorney General's Office)				
Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. (CA Attorney General's Office)				

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. (CA Attorney General's Office)				
Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. (CA Attorney General's Office)				
Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. (CA Attorney General's Office)				
Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. (CA Attorney General's Office)				
Purchase, or create incentives for purchasing, low or zero-emission vehicles. (CA Attorney General's Office)				
Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides. (CA Attorney General's Office)				
Create or accommodate car sharing programs, e.g., provide parking spaces for car share vehicles at convenient locations accessible by public transportation. (CA Attorney General's Office)				
Provide a vanpool for employees. (CA Attorney General's Office)				
Create local "light vehicle" networks, such as neighborhood electric vehicle systems. (CA Attorney General's Office)				

Efficient Transportation Measures	Cost to Implement	Effectiveness	Practice	Policy
Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. (CA Attorney General's Office)				
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. (CA Attorney General's Office)				

Land Use and Community Design

Land Use and Design Measures	Cost to Implement	Effectiveness	Practice	Policy
Identify "Village Centers" and develop a Smart Code. (Redlands)				
Designate Transit-Oriented Development (TOD) district(s) (Redlands)				
Expedited permit application review for smart growth projects. (Redlands)				
Explore building footprint, setbacks, height, scale, hardscape requirements to create compact building design techniques. (Redlands)				
Increase native tree planting requirements and establish incentives to plant native or low water plantings for all private and public projects. (Redlands)				
Explore reduced parking minimums required for mixed-use developments to encourage transit/non-motorized transportation. (Redlands) (This concept is included in the recently adopted mixed use zones).				
Establish off-street parking requirements for new development that reduce reliance on single occupancy vehicles. (Redlands)				
Explore greater flexibility with shared parking requirements. (Redlands) (Moreno Valley code already provides for shared parking).				
Provide a range of housing opportunities for all income levels. (Redlands)				
Integrate single-family and multifamily development for a more diversified population. (Redlands)				
transportation choices. (Redlands)				

Land Use and Design Measures	Cost to Implement	Effectiveness	Practice	Policy
Establish standards for development which incorporates architectural, site planning, and landscape sustainable elements that address housing and				
Develop a city-wide comprehensive Non-Motorized Transportation Plan. (Redlands)				
Encourage employers to implement carpools/vanpools incentives. (Redlands)				
Evaluate metered parking in major retail areas to encourage alternative modes of transportation. (Redlands)				
Encourage businesses to offer discounts for customers who use alternative modes of transportation. (Redlands)				
Encourage all new business, commercial, industrial developments over 10,000 square feet in size to incorporate enclosed bicycle storage facilities. (Redlands)				
Explore developing a Smart Growth Development Impact Fee matrix. Fee based on trips generated by project. (Redlands)				
Prepare a Master Sidewalk Plan that identifies "missing links" where sidewalks are necessary and identifies streets for which no sidewalk is required. (Redlands)				
Evaluate and update existing General Plan street cross-sections to accommodate "complete streets" design standards. (Redlands)				
Develop a regional Transfer of Development Rights (TDR) program. (Redlands)				
Explore incentive zoning techniques that allow a developer to build more intensity in exchange for open space protection. (Redlands)				
Develop an incentive program for infill projects that include significant open space. (Redlands)				
Explore infrastructure master plans and focus expansion in designated growth areas away from open space areas to reduce development pressure and avoid urban sprawl. (Redlands)				
Obtain funding sources to implement strategies. (Redlands)				

Land Use and Design Measures	Cost to Implement	Effectiveness	Practice	Policy
Apply urban planning principles that encourage high density, mixed-use, walkable/bikeable neighborhoods, and coordinate land-use and transportation with open space systems in 2012. (Riverside)				
Ensure that there is an accessible park, recreational, or public open space within a 1/2 mile of 90% of City residents by 2015. (Riverside)				
Plant at least 1,000 trees in City parks and right-of-ways and encourage the planting of at least 3,000 shade trees on private property annually. (Riverside)				
While actively protecting critical habitat corridors, coordinate with the Multi-Species Habitat Conservation Plan (MSHCP) to develop and implement a plan to protect natural habitat and wildlife through increasing the amount of preserve and reserve areas in the City. (Riverside)				
Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods. (CA Attorney General’s Office)				
Meet recognized “smart growth” benchmarks. (CA Attorney General’s Office)				
Educate the public about the many benefits of well-designed, higher density development. (CA Attorney General’s Office)				
Incorporate public transit into the project’s design. (CA Attorney General’s Office)				
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. (CA Attorney General’s Office)				
Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs. (CA Attorney General’s Office)				
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced. (CA Attorney General’s Office)				

Storing and Offsetting Carbon Emissions

Storing Carbon Emissions Measures	Cost to Implement	Effectiveness	Practice	Policy
Develop sequestration value for street trees from City database/determine impact on reducing the City’s mandated goal for reducing carbon footprint. (Redlands)				
Select and apply suitable program for measuring carbon offset value of urban forest and seek opportunities to participate in carbon markets. (Redlands)				
Expand that assessment to entire Redlands urban forest. (Redlands)				
Steer development towards Infill rather than greenfield areas. (Redlands) Consider differential impact fee system with lower fees for areas with infrastructure.				
Develop incentives for Landowners to preserve groves and open space. (Redlands)				
Optimize street tree palette for carbon sequestration, drought tolerance and shade provision. (Redlands)				
Establish a street tree watering card commitment program to fill street tree vacancies. (Redlands)				
Send a thank you note with a “benefits of your street tree” as a bill insert to all residents with street trees in front of their homes. (Redlands)				
Optimize street tree, sidewalk, and hardscape interface design when planning new projects to minimize future maintenance impacts. (Redlands)				
Use satellite imagery to develop a shade tree canopy coverage assessment of all parking lots in Redlands to establish baseline. (Redlands)				
Revise Redlands Municipal Code (e.g., RMC §18.168.210) to require hardscape and parking lots be shaded. (Redlands) (Recently adopted landscape guidelines require 50% shading in parking lots).				
Develop “retrofit strategy” for existing parking lots that lack shade. (Redlands)				
Carefully consider a shade tree ordinance and utility incentives for shading south and west faces of dwelling units. (Redlands)				

Storing Carbon Emissions Measures	Cost to Implement	Effectiveness	Practice	Policy
Revise municipal code to ensure solar access is maintained for future solar electric and solar hot water installations. (Redlands)				
Explore ways to utilize GIS analysis to optimize tree placement to consider utility lines, automated recycling truck arms, and hardscape. (Redlands)				
Establish programs and incentives for achieving carbon neutrality at City sponsored events. (Redlands)				
Recommend all events receiving in-kind support in lieu of event permit fees to explore carbon offsets for their events. (Redlands)				
Develop closed loop process whereby carbon credits generated from urban forest can be sold to offset community emissions. (Redlands)				
Promote the City's urban forest to encourage planting and maintenance of trees.				

Public Outreach and Education

Public Outreach and Education	Cost to Implement	Effectiveness	Practice	Policy
Encourage original programming on MDTV-3 that promotes energy efficiency, e.g. a program that follows a residential energy audit, to demonstrate how residents can make their homes more energy efficient.				
Promote "Energy Efficiency" at City events or events that the City participates in such as 4 th of July and the March Air Reserve Base Air Show. The Energy Coalition, Gas Company, SCE, EMWD, MVU, etc. could put on demonstrations, distribute literature, give out products (light bulbs, etc.).				
Increase recycling and composting at public events. (San Carlos)				
Promote the locations of local recycling facilities				
Promote car sharing programs. (San Carlos)				

Public Outreach and Education	Cost to Implement	Effectiveness	Practice	Policy
Promote local demonstration gardens at Western Municipal Water District and the planned garden at the southeast corner of Cactus and Heacock, around the EMWD pump station.				
Provide community sustainability action website that will appeal to all residents and businesses and will provide a comprehensive level of information. (Redlands)				
Develop community education initiative that provides consistent educational materials and resources for use by City staff and community groups. (Redlands)				
Promote sustainability actions through various media using public service announcements, features in the local press, the MVT3, community events such as 4 th of July Celebration, and inserts in municipal bills. (Redlands)				
Partner with local businesses to promote sustainability action. (Redlands)				
Mobilize educational sectors of community to develop their own climate and sustainability action awareness programs. (Redlands)				
Designate city staff person responsible for coordinating climate action by city departments. (Redlands)				
Seek state and federal grants to fund City sustainability staff position. (Redlands)				
Work with school districts to provide climate and sustainability action curriculum materials. (Redlands)				
Implement educational programs to promote green purchasing throughout the community before 2009. (Riverside)				

Greenhouse Gas (GHG) Emission Strategies

Greenhouse Gas Emission Strategies	Cost to Implement	Effectiveness	Practice	Policy
Establish the 1990 greenhouse gas (GHG) emission baseline for the City government on a per capita basis. (Riverside)				

Greenhouse Gas Emission Strategies	Cost to Implement	Effectiveness	Practice	Policy
Implement a climate action plan that will reduce GHG emissions by 7% of the 1990 municipal baseline by 2012. (Riverside)				
Develop a calculation for and establish the 1990 GHG emissions baseline on a per capita basis for the City of Riverside as a geographic locale. (Riverside)				
Utilizing the City boundaries as defined in 2008, implement a climate action plan to reduce GHG emissions by 7% of the of the 1990 City baseline by 2012. (Riverside)				
Establish programs that comply with the South Coast Air Quality Management District (AQMD) and the City's General Plan to improve the quality of air in community. (Riverside)				
Aggressively support programs at the AQMD that reduce GHG and particulate matter generation in the Los Angeles and Orange County regions to improve air quality and reduce pollution in community. (Riverside)				

Agriculture and Forestry

Agriculture and Forestry Strategies	Cost to Implement	Effectiveness	Practice	Policy
Require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar. (CA Attorney General's Office)				
Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits. (CA Attorney General's Office)				
Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance. (CA Attorney General's Office)				

SECTION III – APPENDICES

General Plan Goals and Objectives

- Chapter 7. Energy conservation is a way to control energy costs, reduce reliance on foreign energy supplies and minimize air pollution. Energy efficiency can be derived in the arrangement of land uses, in the design of developments and the architecture of individual buildings. (GP Issues and Opportunities 7.6.2.)
- Chapter 7. Issues and Opportunities 7.6.2. The amount of energy consumed in automobile travel can be reduced if commercial and recreational opportunities are located near residential uses. Commuter travel can be minimized if there is a reasonable balance between jobs and housing within the area. Placing high intensity uses along transit corridors can also reduce automobile travel.

Reducing residential street width can affect microclimates and reduce the summer cooling needs of adjacent homes. The orientation of buildings can be arranged to affect the amount of heat gain. Shade trees can also cool microclimates and aid in energy conservation.

Building construction options are available to reduce energy consumption. Building construction methods include, but are not limited to, insulation of walls and ceilings, insulated windows and solar water heating systems. Many building energy conservation measures have been incorporated into Title 24 of the California Administrative Code and are required of all residential structures. (GP)

- Orient commercial development toward pedestrian use. Buildings should be designed and sited so as to present a human-scale environment, including convenient and comfortable pedestrian access, seating areas, courtyards, landscaping and convenient pedestrian access to the public sidewalk. (GP)
- Chapter 8. **Energy Conservation 8.4.11** The City of Moreno Valley, through its housing rehabilitation programs provides grants or loan funds that include work for energy conservation repairs or replacements. The City of Moreno Valley, through its Neighborhood Preservation division, participates in utility energy conservation programs sponsored by private sector utility companies. When households participating in the City's housing rehabilitation programs require additional assistance in the area of energy conservation, utility discounts or replacement of inefficient appliances, staff provides information on programs available through utility companies. Depending on the availability of funds, utility companies make available weatherization services, replacement of inefficient air conditioners with evaporative coolers, replacement of refrigerators that are over 10 years old, repair or replacement of inefficient furnaces as well as free energy efficient compact fluorescent light bulbs. (GP)

- **Objective 4.3** Develop a hierarchical system of trails which contribute to environmental quality and energy conservation by providing alternatives to motorized vehicular travel and opportunities for recreational equestrian riding, bicycle riding, and hiking, and that connects with major regional trail systems. (GP)
- 5-13 Implement Transportation Demand Management (TDM) strategies that reduce congestion in the peak travel hours. Examples include carpooling, telecommuting, and flexible work hours. (GP)
- 7.5.2 Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles. (GP)
- 7.5.3 Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access. (GP)
- Chapter 5. Transportation Demand Management 5.3.5 Transportation Demand Management (TDM) strategies reduce dependence on the single-occupant vehicle, and increase the ability of the existing transportation system to carry more people. The goal of TDM is to reduce single occupant vehicle trips during peak hours and modify the vehicular demand for travel.

A reduction in peak hour trips and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of the strategies include: carpooling, telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.

- 7.5.1 Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand. (GP)
 - 7.8.1 Encourage recycling projects by individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through government agencies. (GP)
 - Chapter 7. Solid Waste 7.3. The City Council adopted a “Source Reduction and Recycling Element” in 1992, describing how Moreno Valley plans to meet the goals mandated by AB939. The element includes strategies to address various components of the solid waste challenge, including the character of the waste stream, source reduction, recycling, composting, special waste (e.g. construction debris, auto bodies, medical waste, tires and appliances), education and public information, disposal facility capacity, funding and integration of the various components.

Moreno Valley works in concert with the local waste hauling company to meet its waste diversion requirements. Residential customers place recyclable materials at the curb for collection by the waste hauler, Waste Management of the Inland Empire. The waste hauler separates and markets the recyclable materials, including cardboard, paper, tin/metal, aluminum cans, plastics and glass. In 2004, fifty-one percent of the solid waste generated in Moreno Valley was diverted from landfills. (GP)

- 7.3.1 Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged. (GP)
- 7.3.2 Encourage the use of reclaimed wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation. (GP)
- 7-2 Advocate for natural drainage channels to the Riverside County Flood Control District, in order to assure the maximum recovery of local water, and to protect riparian habitats and wildlife. (GP)
- 7-4 Provide guidelines for preferred planting schemes and specific species to encourage aesthetically pleasing landscape statements that minimize water use. (GP)
- Maintenance of systems for water supply and distribution; wastewater collection, treatment, and disposal; solid waste collection and disposal; and energy distribution which are capable of meeting the present and future needs of all residential, commercial, and industrial customers within the City of Moreno Valley. (GP)
- 7-3 Maintain a close working relationship with EMWD to ensure that EMWD plans for and is aware of opportunities to use reclaimed water in the City. (GP)
- Provide landscaping in automobile parking areas to reduce solar heat and glare. (GP)
- 6.7.6 Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code. (GP)
- 7.5.4 Encourage efficient energy usage in all city public buildings. (GP)
- 7.5.5 Encourage the use of solar power and other renewable energy systems. (GP)
- A dark sky policy
- Chapter 9. 2.10.7 On-site lighting should not cause nuisance levels of light or glare on adjacent properties. (GP)
- Chapter 9. 2.10.8 Lighting should improve the visual identification of structures. Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.(GP)

Resources

- ICLIE - Local Governments for Sustainability (ICLEI) is a membership association of local governments committed to advancing climate protection and sustainable development.

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Final

CITY OF MORENO VALLEY

Greenhouse Gas Analysis

February 2012

Prepared for:



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ATTACHMENT 2

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ACRONYMS

AB 32	Assembly Bill 32, The California Climate Change Solutions Act of 2006
ATMS	Advanced Transportation Management Systems
ADWF	Average Daily Wastewater Flow
BAU	Business-As-Usual scenario
BTU	British thermal unit
CARB	California Air Resources Board
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CAS	California Climate Adaption Strategy
CAT	Climate Action Team
CCAT	California Climate Action Team
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CCTP	Climate Change Technology Program
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
C ₂ F ₆	Hexafluoroethane
CF ₄	Carbon Tetrafluoride
CH ₄	Methane
CIWMB	California Integrated Waste Management Board
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon dioxide Equivalent
DPM	Diesel Particulate Matter
EMFAC2007	On-Road Emission Factors published by the CARB in 2007
EMWD	Eastern Metropolitan Water District
GCC	Global Climate Change
GHG	Greenhouse Gas
GWh	Gigawatt Hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons

ACRONYMS

HFC-23	Trifluoromethane
HFC-134	Hydrofluorocarbon 134
HFC-152a	Difluoroethane
IPCC	Intergovernmental Panel on Climate Change
Lbs/year	Pounds per Year
LEED	Leadership in Energy and Environmental Design
MMBTU	Million BTUs
MMT	Million Metric Tons
MMT CO ₂ e	Million Metric Tons Carbon Dioxide Equivalent
MVU	Moreno Valley Utility
MWD	Metropolitan Water District of Southern California
MWh/year	Megawatt hours per year
MWh	Megawatt hours
N ₂ O	Nitrous Oxide
O ₃	Ozone
OPR	California Office of Planning and Research
PSD	Prevention of Significant Deterioration
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SIP	State Implementation Plan
SF ₆	Sulfur Hexafluoride
SRI	Solar Reflective Index
UNFCCC	United Nations Framework Convention on Climate Change
URBEMIS 2007	Urban Emissions Model, version 9.2 published in June 2007
USEPA	United States Environmental Protection Agency
VMT	Vehicle miles traveled

EXECUTIVE SUMMARY

The City of Moreno Valley is committed to providing a more livable, equitable, and economically vibrant community through the incorporation of sustainability features and reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power our buildings, recycling our waste, conserving water, and enhancing access to sustainable transportation modes, Moreno Valley will keep dollars in our local economy, create new green jobs and improve community quality of life. These efforts toward reducing GHG emissions described in this report must be done in coordination with the City's land use decisions. The foundation of planning land use decisions is found in the General Plan policies and programs.

Through this GHG Analysis, Moreno Valley has established goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development, and open space and natural habitats to further their commitment.

The first step in completing the Moreno Valley GHG Analysis was to inventory the City's GHG emissions. Moreno Valley's community-wide emissions were calculated for the year 2007 and 2010. Sources of emissions include transportation, electricity and natural gas use, landscaping, water and wastewater pumping and treatment, and treatment and decomposition of solid waste. The 2007 inventory represents conditions prior to the economic recession and will be used to set the target for reducing emissions by the year 2020. The 2010 inventory was calculated using the most recent data available; this inventory serves as a baseline to demonstrate Moreno Valley's progress toward reducing emissions. The City's GHG emissions amounted to 939,639 metric tons (MT) of CO₂e community-wide in 2007 and 920,712 MT CO₂e in 2010.

Following the state's adopted GHG reduction target, Moreno Valley has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2007 levels. The AB 32 Scoping Plan suggests a 15 percent decrease from existing levels; however, the Scoping Plan was based on 2005 emissions. For Moreno Valley, 2007 was the year closest to 2005 with the best data available. The projected business-as-usual emissions for the year 2020, based on population and housing growth estimates, are 1,298,546 metric tons of CO₂e. In order to reach the reduction target, Moreno Valley must offset this growth in emissions and reduce community-wide emissions to 798,693 metric tons CO₂e by the year 2020.

The City of Moreno Valley has already demonstrated its commitment to sustainability through a variety of programs and policies. These programs include EECBG-funded energy upgrade projects, participation in the Community Energy Partnership, tracking of building energy use through the Energy Star Portfolio Manager, and the Solar Incentive Program for Moreno Valley Utility customers.

Various state policies have enacted programs that will also contribute to reduced GHG emission in Moreno Valley by the year 2020. Some of these policies are: Renewable Portfolio Standard, Pavley Vehicle Emissions Standards, Low Carbon Fuel Standards, and updated Title 24 building standards. By

supporting the state in the implementation of these measures, Moreno Valley will experience substantial emissions reductions.

In order to reach the reduction target laid out in this GHG Analysis, Moreno Valley needs to implement the additional reduction measures described in this report. These measures encourage energy efficient retrofits, transportation oriented planning, water conservation, and increase recycling and reduced landfill waste. Table ES-1, below, summarizes the community wide emissions for 2007, 2010, 2020 business-as-usual (BAU), and the reduced 2020 inventory with the inclusion of the reduction measures.

Table ES-1 Projected GHG Emissions Comparison					
Source Category	Metric tons of CO₂e				% Reduced from BAU
	2007	2010	BAU 2020	Reduced 2020	
Transportation	517,098	513,581	788,267	421,561	46.5
Energy	287,261	277,230	356,192	251,372	29.4
Area Sources	69,390	69,437	84,665	73,046	13.7
Water and Wastewater	21,595	16,831	20,216	14,158	30.0
Solid Waste	44,294	43,633	49,203	38,000	22.8
Total	939,639	920,712	1,298,543	798,137	38.5
2020 Emission Reduction Target			798,693	798,693	
Note: Mass emissions of CO ₂ e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.					

This report sets a baseline for the City’s GHG emissions, projects how these emissions will grow, and includes strategies to reduce emissions to a level consistent with California’s emissions reduction target. These strategies complement the City’s General Plan policies and are consistent with Moreno Valley’s vision for a more sustainable community.

Chapter 1 Introduction

CHAPTER 1 INTRODUCTION

The City of Moreno Valley is committed to providing a more livable, equitable and economically vibrant community through the reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power our buildings, recycling our waste, and enhancing access to sustainable transportation modes, we can keep dollars in our local economy, create new green jobs and improve community quality of life.

This section describes the purpose and goals of this report; describes the relationship of the report to the current City General Plan; provides background information on GHG emissions; and summarizes the regulatory framework surrounding GHG emissions and climate change.

1.1 Purpose

The analysis was completed under the premise that the City and the community it represents are uniquely capable of addressing emissions associated with sources under the City's jurisdiction. The City's emission reduction efforts should coordinate with the state strategies in order to accomplish emission reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- Create a GHG baseline from which to benchmark GHG reductions;
- Provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32); the Federal Government through the actions of the Environmental Protection Agency; and the global community through the Kyoto Protocol; and
- Guide the development, enhancement, and implementation of actions that reduce GHG emissions.

1.2 Goals

With regards to reducing GHG emissions, the City identified the following achievement goals:

- Provide a list of specific measures that will reduce GHG emissions from community sources and municipal operations.
- Reduce emissions attributable to Moreno Valley to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32.

1.3 Relationship to the City's General Plan

The current Moreno Valley General Plan discusses the City's vision and the realization of this vision the following areas: Community Development; Economic Development; Parks, Recreation, and Open Spaces; Circulation; Safety; Conservation; and Housing. Many of the policies of the General Plan indirectly reduce GHG emissions by conserving energy, promoting the use of alternative transportation,

and reducing waste sent to landfills. These policies that are related to reducing GHG emissions are summarized in Section 4.1.

1.4 Background

This report achieves the purpose and goals described above by providing: an analysis of GHG emissions and sources attributable to the City of Moreno Valley; estimates on how those emissions are expected to increase to 2020; and recommended policies and actions that can reduce GHG emissions to meet State, Federal and International targets.

The following discussion includes a brief overview regarding the nature of GHG emissions, the climate change impacts anticipated within the City of Moreno Valley, and the international, federal, state, and local regulatory framework designed to address climate change. Additional details about these topics are included in Appendix __ of this document.

1.5 Greenhouse Gases

Parts of the Earth's atmosphere act as an insulating blanket, trapping sufficient solar energy to keep the global average temperature within a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' or GHGs based on the idea that these gases also trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide, methane, nitrous oxide, ozone, and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting back to earth infrared radiation. Human activities, such as producing electricity and driving internal combustion vehicles, emit these gases in the atmosphere.

Due to the successful global bans on chlorofluorocarbons (primarily used as refrigerants, aerosol propellants and cleaning solvents), Moreno Valley does not generate significant emissions of these GHGs and therefore, they are not considered any further in this analysis. This also includes other synthesized gases such as HFCs and CF₄ which have been banned and are no longer available on the market. Because of the ban, Moreno Valley will not generate emissions of these GHGs and therefore, they are not considered any further in this analysis.

Another GHG with a high global warming potential is sulfur hexafluoride, which is mainly used as a gaseous dielectric medium in electric switchgear of high voltage electric transmission lines and medical use in retinal detachment surgery and ultrasound imaging. In both uses, sulfur hexafluoride is not released to the atmosphere and therefore, it is not considered further in this analysis.

Because GHGs have variable potencies, a common unit of measurement, the carbon dioxide equivalent (CO₂e) is used to report the combined potency from all of the GHGs. The potency each GHG has in the atmosphere is measured as a combination of the volume of its emissions and its global warming

potential¹, and is expressed as a function of the potency with respect to the same mass of carbon dioxide. Thus, by multiplying the individual gas by its global warming potential, the emissions of each individual gas can be measured in terms of metric tons of CO₂e (MT CO₂e).

1.6 Regulatory Setting

In an effort to stabilize GHG emissions and reduce impacts associated with climate change, international agreements, as well as federal and State actions were implemented beginning as early as 1988. The international, federal, State, regional, and local government agencies discussed below work jointly, as well as individually, to address GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs.

International and Federal

KYOTO PROTOCOL

The United States participated in the United Nations Framework Convention on Climate Change (UNFCCC) signed on March 21, 1994. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008–2012 (UNFCCC 1997). It should be noted that although the United States is a signatory to the Kyoto Protocol, Congress has not ratified the Protocol and the United States is not bound by the Protocol's commitments.

In anticipation of providing an updated international treaty for the reduction of GHG emissions, representatives from 170 countries met in Copenhagen in December 2009 to ratify an updated UNFCCC agreement (Copenhagen Accord). The Copenhagen Accord, a voluntary agreement between the United States, China, India, and Brazil, recognizes the need to keep global temperature rise to below 2 °C and obliges signatories to establish measures to reduce GHG emissions and prepare to help poorer countries in adapting to climate change. The countries met again in Cancun in December 2010 and adopted the Cancun Agreements, which reinforces and builds upon the Copenhagen Accord. The nations agreed to recognize country targets, develop low-carbon development plans and strategies, and report inventories annually. In addition, agreements were made regarding financing for developing countries and technology support and coordination among all nations. The next conference of the parties is scheduled for December 2011 in South Africa.

CLIMATE CHANGE TECHNOLOGY PROGRAM

The United States has opted for a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is

¹ The potential of a gas or aerosol to trap heat in the atmosphere.

a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-carbon dioxide gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that the USEPA has authority to regulate GHG, and the USEPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the USEPA should be required to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA).

EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufactures of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The Final Rule was effective December 29, 2009, with data collection to begin on January 1, 2010, and the first annual reports due in September 2011. This rule does not regulate the emission of GHGs—it only requires monitoring and reporting of GHG emissions for those sources above certain thresholds (EPA 2009). EPA adopted a Final Endangerment Finding for the six defined GHGs on December 7, 2009. The Endangerment Finding is required before EPA can regulate GHG emissions under Section 202(a)(1) of the CAA in fulfillment of the U.S. Supreme Court decision.

On May 13, 2010, the USEPA issued a final rule that establishes a common sense approach to addressing GHG emissions from stationary sources under the CAA permitting programs. This final rule sets a threshold of 75,000 tons per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit under the New Source Review Prevention of Significant Deterioration (PSD) and title V Operating Permit programs. This rule took effect on January 2, 2011.

State

CALIFORNIA AIR RESOURCES BOARD

The California Air Resources Board, a part of the California EPA (CalEPA) is responsible for the coordination and administration of both federal and state air pollution control programs within



CHAPTER 1 INTRODUCTION

California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards (CAAQS)), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

EXECUTIVE ORDER S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

The first California Climate Action Team (CCAT) Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts ². The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

ASSEMBLY BILL 1493, CLEAN CAR STANDARDS

AB 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted in 2002 and requires the "maximum feasible and cost effective reduction" of GHGs from automobiles and light-duty trucks. Subsequently, in 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles beginning with model year 2009 through 2016; these regulations would reduce emissions by 30% from 2002 levels by 2016. The second set of regulations ("Pavley II") is currently in development and will cover model years 2017 through 2025 in order to reduce emissions by 45% by the year 2020. The automotive industry legally challenged the bill claiming that the federal gas mileage standards preempted these state regulations. In 2005, California filed a waiver request to the U.S. EPA in order to implement the GHG standards and in March of 2008, the U.S. EPA denied the request. However, in June 2009, the decision was reversed and the U.S. EPA

² California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

granted California the authority to implement the GHG reduction standards for passenger cars, pickup trucks, and sport utility vehicles.

In September 2009, CARB adopted amendments to the “Pavley I” regulations that cemented California’s enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments also allowed California to coordinate its rules with the federal rules for passenger vehicles.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In 2006, the California State Legislature adopted AB 32, the California *Global Warming Solutions Act of 2006*. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required CARB to adopt rules and regulations



that would achieve GHG emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, CARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide GHG emissions limit for 2020.

CARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California’s strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of “discrete early action GHG reduction measures,” which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture³. CARB estimates that by 2020, the reductions from those three measures would be approximately 13-26 million metric tons (MMT) CO₂e.

Under AB 32, CARB has the primary responsibility for reducing GHG emissions. CARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit⁴ that determined the statewide levels of GHG emissions in 1990 to be 427 million MT CO₂e. Additionally, in December 2008, CARB adopted the Climate Change Scoping Plan, which outlines the state’s strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

³ California EPA- California Air Resources Board, Proposed Early Actions to Mitigate Climate Change in California, October 2007.

⁴ California EPA- California Air Resources Board, California 1990 GHG Emissions Level and 2020 Emissions Limit, November 2007.

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SENATE BILL 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines “for the mitigation of GHG emissions or the effects of GHG emissions” and directed the Resources Agency to certify and adopt the State CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines § 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

“§15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).*
- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.*
 - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:*
 - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;*
 - (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;*

- (C) *Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;*
 - (D) *Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;*
 - (E) *Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels;*
 - (F) *Be adopted in a public process following environmental review.*
- (2) *Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project’s compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.”*

EXECUTIVE ORDER S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies;
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts;
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects; and
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state

CHAPTER 1 INTRODUCTION

agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts⁵.

CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 24, PART 6

CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy;
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020;
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs;
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions;
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes; and
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

⁵ California Natural Resources Agency, 2009 California Climate Adaption Strategy- A Report to the Governor in Response to Executive Order S-13-2008, WWW.Climatechange.Ca.Gov/Adaptation, September 2009

SENATE BILL 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

The Southern California Association of Governments (SCAG) is the MPO serving the area including Moreno Valley. SCAG is currently in the process of developing the 2012 RTP and SCS for their jurisdiction aimed at attaining the reduction targets of an 8% per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13% reduction by 2035. SCAG is currently developing the SCS and expecting to adopt the SCS, RTP, and the associated programmatic EIR in April 2012. Many of the transportation-related reduction measures included in this analysis will coordinate with efforts in SCAG's SCS.

CALIFORNIA GREEN BUILDING CODE 2010

The California Green Building Standards Code referred to as CALGreen went into effect on January 1, 2011. The code sets new mandatory measures with sensible minimum standards for all new structures in the State. Each local jurisdiction can additionally exceed the new standards by adopting CALGreen voluntary measures as mandatory in their jurisdiction. The measures aim to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

CALGreen has approximately 52 nonresidential mandatory measures and an additional 130 provisions that have been placed in the appendix for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20% reduction of potable water use within buildings, a 50% construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds (VOCs), and commissioning for new, nonresidential buildings over 10,000 square feet. For residential buildings, some key measures include a 20% reduction in water use, required irrigation controllers for outdoor water use, 50% construction waste diversion from landfills, and required use of low-VOC paints and building materials (CBSC 2010).

Regional

The City of Moreno Valley is located in the South Coast Air Basin, and the South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. In order to provide GHG emission guidance to the local jurisdictions within the South Coast Air Basin, the SCAQMD has organized a Working Group to develop GHG emission analysis guidance and thresholds.



SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008, and issued revised interim CEQA GHG significance threshold in January 2009. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within a GHG Reduction Plan as less than significant.

SCAQMD has also begun work on an energy policy that integrates criteria and toxic air contaminants, GHGs, and energy issues to ensure clean air and a healthy economy. The policy includes energy facts and statistics related to the South Coast region, policies for the SCAQMD staff to promote zero emissions and clean energy, and actions for staff to take to develop plans to reduce energy use and air emissions and participate in state regulatory proceedings. The draft policy will be presented to the board on July 8, 2011. (SCAQMD 2011)

Chapter 2 Methodology

2.1 Overview

GHG inventories include all major sources of emissions attributable directly or indirectly to the City's municipal operations or activities within the community the City serves. GHG inventories are divided into two broad categories, Municipal GHG inventories and Community-wide GHG inventories. Municipal GHG Inventories are emissions resulting from City municipal operations. Community-wide GHG inventories are a broader measure of emissions associated with both the activities within the community the City serves and the municipal operations. As such, the Municipal GHG inventory is a subset of the larger Community-wide GHG inventory. The methodology for preparing GHG inventories incorporates the protocols, methods, and emission factors found in the California Climate Action Registry (CCAR) *General Reporting Protocol* (version 3.1, January 2009), the *Local Government Operations Protocol* (LGOP) (version 1.1, May 2010), and the *Draft Community-wide GHG Emissions Protocol* under development by the Association of Environmental Professionals (AEP) and the International Council for Local Environmental Initiatives (ICLEI). The LGOP provides the guidance and protocols in the development of the Municipal GHG inventory. Currently, there is not an adopted protocol for the development of Community-wide GHG inventories. However, the AEP/ICLEI Draft Community-wide GHG Emissions Protocols provide draft guidance in the development of the Community-wide inventory.

The LGOP and the draft AEP/ICLEI Draft Community-wide GHG Emissions Protocols categorize GHG emissions into three distinct “scopes” as a way of organizing GHG emissions, as follows:

- **Scope 1 Emissions** – All “direct” sources of community-wide GHG emissions from sources within the jurisdictional boundaries of the City. This includes fuel burned onsite in buildings and equipment such as natural gas or diesel fuel; transportation fuels burned in motor vehicles; and wood-burning emissions from household hearths. For inventories of only municipal operations, these emissions are limited to activities under the operational control of the local government.
- **Scope 2 Emissions** – Encompasses “indirect” sources of GHG emissions resulting from the consumption of purchased electricity, which is electricity used by the residents, businesses, and City's facilities. An “indirect” source is one where the action that generates GHGs is separated from where the GHGs are actually emitted. For example, when a building uses electricity, it necessitates the burning of fossil fuels, such as coal or natural gas (and resultant release of GHGs) to generate electricity by a utility facility located elsewhere. Thus they are distinguished from *direct* emissions (i.e., Scope 1 emissions) from electricity production, which are reported by the utility itself, in order to avoid double counting.
- **Scope 3 Emissions** is an optional reporting category that encompasses all other “indirect emissions” that are a consequence of activities of the City's residents and businesses, but occur from sources out of the jurisdictional control of the local government. The key to this category of emissions is that they must be “indirect or embodied emissions over which the local government exerts significant control or influence.” (CCAR 2010) For example, when

considering GHG emissions from trucks hauling waste under a City contract, the City does not own the waste hauling trucks, but does have significant control over how many pickups the trucks make.

Scope 1 emissions are characterized in this report as “direct emissions” While Scope 2 emissions are characterized as “indirect source emissions.”

The analysis herein is tailored to include all existing and projected emission sources within the City to provide, to the fullest extent feasible, a comprehensive analysis of GHG impacts. The Global Warming Solutions Act of 2006 (AB 32) established a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of GHG emissions. The law mandates the reduction of GHG emissions in California to 1990 levels by 2020.

2.2 Calculation of GHGs

This report establishes 2010 as the year on which to base the existing inventory; this is the most recent year for which reliable data concerning the City’s residential, commercial, and government operations are available. This inventory provides a framework on which to design programs and actions that specifically target reductions by emissions sources. Programs and actions already in place within the City are described in Section 4. The 2010 inventory serves as a reference against which to measure the City’s progress towards reducing GHG emissions since 2007 and into the future, and also serves as documentation for potential emission trading opportunities.

The methodology used for the calculation GHG emissions differs depending on the emission source, as described below. The emissions calculations follow the CCAR General Reporting Protocol, version 3.1; LGOP, version 1.1; and CARB’s Mandatory GHG Reporting Regulations (Title 17, California Code of Regulations, Sections 95100 et seq.). These protocols are consistent with the methodology and emission factors endorsed by CARB and USEPA. In cases where these protocols do not contain specific source emission factors, current industry standards or the USEPA’s AP 42 Compilation of Air Pollution Emission Factors were used.

In estimating Moreno Valley’s total GHG emissions, data sources from the City, regional, and state agencies were used. Southern California Edison (SCE) and Southern California Gas Company (SCG) provided both municipal and community wide electricity and natural gas data, respectively. Solid waste data was taken from the California Integrated Waste Management Board’s (CIWMB) database. Transportation emissions were calculated based on vehicle miles traveled (VMT) modeled by the City’s traffic engineer using the TRANSIMS traffic model. Total water use in the City was provided by EMWD. The data used in the calculations for each inventory are summarized in Chapter 3. All of the contributors to GHG emissions (kilowatt-hours of electricity generated by fossil fuel combustion in power plants, natural gas in therms, vehicle travel in VMT, and solid waste in tons) are expressed in the common unit of MT of CO₂e released into the atmosphere in a given year.

In addition, the costs associated with the GHG emissions were calculated for each sector (based on availability of data). The costs were based on the consumer fees for each fuel type included in the

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inventory. By including the costs, the City can assess where consumers are spending the most money and utilize the information in making decisions on reduction measures.

Coefficients, modeling inputs, and other assumptions, used in the calculations of GHGs are included in Appendix ___ of this report.

GHG emissions are typically segregated into direct and indirect sources as discussed previously. However, direct and indirect sources are not completely independent of each other and are often combined into other more encompassing categories. For example, although natural gas combustion is a direct source and electricity generation is an indirect source, they both are typically discussed under a heading of “Energy” when policies are put in place to reduce emissions. Therefore, this report discusses emissions with respect to the general source categories of Transportation, Energy, Area Source, Water, Wastewater, and Solid Waste.

Transportation

ON-ROAD VEHICLES

Carbon dioxide emissions from vehicles were calculated utilizing EMFAC2007 emission factors for the existing and 2020 inventories. The Emission Factors (EMFAC) model was developed by CARB and used to calculate emission rates from on-road motor vehicles from light-duty passenger vehicles to heavy-duty trucks that operate on highways, freeways, and local roads in California. Motor vehicle emissions of CH₄, and N₂O were also calculated using USEPA emission factors for on-road vehicles based on the total annual mileage driven multiplied by their respective emission factors by year.

Vehicle miles traveled (VMT) and total number of trips were determined by the City’s Transportation Analysis and Simulation System (TRANSIMS) model. TRANSIMS is a transportation model developed by the Federal Highway Administration (FHWA) and tracks individual vehicles second-by-second through the road network. This model is based on the Riverside County Traffic Analysis Model (RivTAM) and the SCAG Regional Transportation Model. TRANSIMS estimates 2007 VMT for all trips that begin and/or end within the City limits. This accounts for traffic entering or exiting Moreno Valley and traffic within the City, but excludes pass-through traffic. Moreno Valley’s VMT includes miles from all trips within Moreno Valley and half of the miles from trips that begin or end in Moreno Valley; Moreno Valley is held accountable for all trips within the city limits while the City shares accountability with other jurisdictions for trips that have only one end point in Moreno Valley.

The estimates do not account for electrical, biodiesel (a blend of diesel and vegetable oil), or hydrogen powered systems. Any electrically powered vehicle which draws power from a residence, commercial or industrial land use will be accounted for in the electrical usage for the City. Predicted 2020 (business as usual) BAU vehicle trips were estimated by using predicted land use changes and growth. Costs associated with transportation were based on the diesel and gasoline fuel use and their associated per gallon costs in 2007.

Energy

ELECTRICITY

The City emits carbon dioxide, methane, and nitrous oxide indirectly through the use of electricity provided by Southern California Edison (SCE); SCE provided annual energy usage for 2007. 2020 BAU electricity use was estimated based on anticipated growth in the residential and commercial/industrial areas.



SCE provides electricity from a variety of sources including natural gas, nuclear energy, and large hydroelectric systems. Each of these sources of electricity emits different levels of GHGs. The annual usage in megawatt hours per year (MWh/year) was multiplied by the emission factors appropriate to the inventory year for carbon dioxide, methane, and nitrous oxide to determine emissions from these sources.

Costs of electricity calculations were based on the annual kWh use and price per kWh for each rate class. Electricity rates fluctuate throughout the year, so average values were used.

NATURAL GAS COMBUSTION

The City emits GHGs from the combustion of natural gas. The annual natural gas usage for the City in thousand cubic feet (Mcf) was converted to million British Thermal Units (MMBTUs) and multiplied by the respective emissions factors for carbon dioxide, methane, and nitrous oxide to determine the emissions from natural gas combustion, typically used for heating. Natural gas usage for 2007 was obtained from The Southern California Gas Company. Anticipated 2020 natural gas data was based on per unit usage in 2007 and the anticipated unit growth by 2020. The costs associated with natural gas use were calculated using California 2007 average rates obtained from the U.S. Energy Information Administration (EIA). The rates align with the use breakdowns of residential, industrial, and commercial use.

Area Source

LANDSCAPING

Emissions of carbon dioxide, methane, and nitrous oxide are generated by the use of landscape equipment through the combustion of gasoline. Carbon dioxide emissions were determined directly through URBEMIS2007 for the existing and 2020 inventories. URBEMIS2007 is a computer software package that is used for modeling projected emissions of air quality pollutants including carbon dioxide. From the carbon dioxide emissions, the approximate number of gallons of gasoline consumed through landscape equipment use was calculated. This number was then multiplied by emission factors presented in the General Reporting Protocol, version 3.1 to determine both methane and nitrous oxide emissions.

WOOD BURNING

Direct carbon dioxide emissions are produced from the burning of wood in wood stoves, fireplaces, and natural gas fired stoves. The emissions from natural gas fired stoves are included in the Energy source category. Carbon dioxide, methane, and nitrous oxide emissions from wood stoves and fireplaces are calculated based on the percentage of residential units using each type of hearth and the estimated annual amount of wood burned. The emission coefficients used are taken from the USEPA's AP-42 document. Cost estimates were made for wood burning using the average cost of wood.

Water

POTABLE WATER

Electricity is needed to move and treat water. Moreno Valley residents and businesses currently use approximately 9 billion gallons of potable water. The water for Moreno Valley is provided by the Eastern Municipal Water District (EMWD) and Box Springs Mutual Water Company. A portion of EMWD's water comes from local sources while the remaining water is from the Colorado River and the State Project water originating in Northern California, which is delivered to Southern California via the California aqueduct. Box Springs' water comes primarily from local sources; however, the company does purchase a small amount of water from Western Municipal Water District (WMWD). WMWD water comes from similar sources as those described for EMWD. The emissions associated with the energy used to pump the local water are included in the Electricity section described above. There are additional emissions associated with this purchased water from the Colorado River and the State Water Project due to the electricity used to transport the water over a long distance. Costs associated with water were based on the average rates for residential, commercial, and industrial customers.



WASTEWATER TREATMENT

EMWD is also the main provider of wastewater and sewer treatment for the City of Moreno Valley. Wastewater-related GHG emissions arise from the electricity used to pump and treat the water, the transportation fuel used to truck the biosolids to an off-site disposal area, and the direct methane emissions from the anaerobic digesters used in the treatment process. The electricity and transportation emissions are included in their respective categories. This category of emissions only represents the direct methane emissions.

Waste Management

SOLID WASTE

Emissions from solid waste are determined as the sum of emissions generated by transportation from its source to the landfill, the equipment used in its disposal at the landfill, fugitive emissions from decomposition in landfills, and the anthropogenic carbon sink generated by the incomplete decomposition of materials in the landfill.



Emissions from the transportation of solid waste is determined based on the annual lbs/year (pounds per year) of total waste disposed in landfills including biosolids waste from wastewater treatment plants, the density of the waste, the capacity of the hauling trucks, the average number of miles traveled by each truck; and the carbon dioxide, methane, and nitrous oxide emissions generated per mile traveled.

Landfill equipment emissions are only included in the inventory if the landfill is under the direct control of the City or County of interest. As the Badlands landfill used for the disposal of waste for Moreno Valley, is not under the City's direct control, emissions from onsite equipment are not included in this inventory.

Fugitive emissions of methane from the decomposition of solid waste are calculated based on the annual waste generation multiplied by the USEPA emission factor for waste production for methane. The emission factor to determine methane generation varies if the landfill operations are known to operate a methane flare or to generate electricity from methane capture. Carbon dioxide generated by decomposition of waste in landfills is not considered anthropogenic because it would be produced through the natural decomposition process regardless of its disposition in the landfill. Nitrous oxide is not a by-product of decomposition and therefore no fugitive emissions of nitrous oxide are anticipated from this source.

Chapter 3 Greenhouse Gas Emissions Inventory

The following sections include Moreno Valley’s 2010 municipal operations and community-wide emissions inventories. The municipal operations inventory includes sources and quantities of GHG emissions from government owned or rented buildings, facilities, vehicles, and equipment. The community-wide emissions inventory identifies and categorizes the major sources and quantities of GHG emissions being produced by residents, businesses, and municipal operations taking place in the City of Moreno Valley using the best available data. By having the municipal emissions separated from the community as a whole, the local government can implement reduction strategies where it has direct control, closely monitor the changes in emissions over time, and set an example for the rest of the City.

3.1 2010 Municipal Emissions Inventory

Data Inputs

Data for the municipal inventory was gathered from various City departments. Table 3-1, below, summarizes the data inputs and sources for each of the emission categories included in the inventory.

Category	Data Input	Data Source
Electricity (kWh)	9,937,015	SCE
	3,847,738	MVU
Natural Gas (therms)	90,651	SCG
Vehicle Fleet		
<i>Gasoline(gallons)</i>	77,325	Fleet Manager
<i>Diesel (gallons)</i>	28,544	Special Districts
Equipment		
<i>Gasoline(gallons)</i>	2,118	Parks Division
<i>Diesel (gallons)</i>	2,208	Special Districts
Employee Commute (responses)	141	Employee Survey

With the exception of the employee commute data, each data input was then multiplied by the associated emission factor to calculate the emissions inventory. The data from the employee commute survey was used to estimate total miles traveled, fuel used, and associated GHG emissions for all City employees’ commutes. Additionally, where possible, the emissions were categorized by City Department.

Emissions Summary

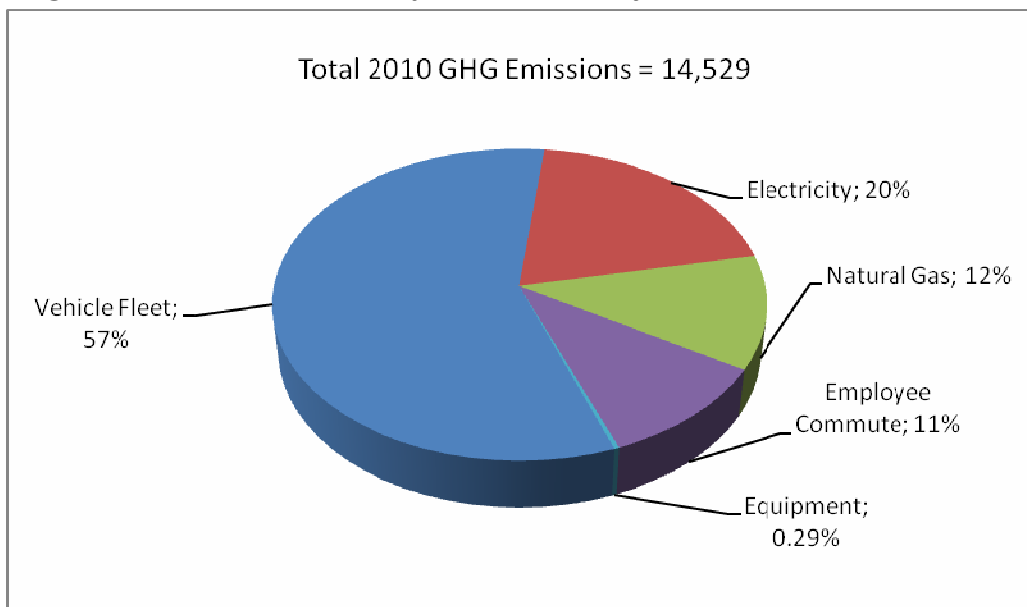
The City of Moreno Valley emitted 14,529 MT CO₂e through its municipal operations in 2010. The emissions were calculated based on the vehicle and equipment fleet fuel use, energy accounts, waste management, and a survey of the City’s employee commutes. The largest portion of the City’s 2010 government emissions were from the City’s vehicle fleet (57 percent), followed by emissions from electricity (20 percent). Table 3-2 summarizes the City’s net 2010 emissions of CO₂e as broken down by

3.1 2010 MUNICIPAL EMISSIONS INVENTORY

emissions category. Figure 3-1 is a graphical representation of Table 3-2. A detailed breakdown of 2010 emissions by category is available in Appendix ___.

Table 3-2 2010 Total Municipal Emissions	
Category	Metric tons of CO ₂ e
Vehicle Fleet	7,988
Electricity	2,898
Natural Gas	1,712
Employee Commute	1,538
Equipment	41
Total	14,529

Figure 3-1 2010 Municipal Emissions by Source (metric tons CO₂e)



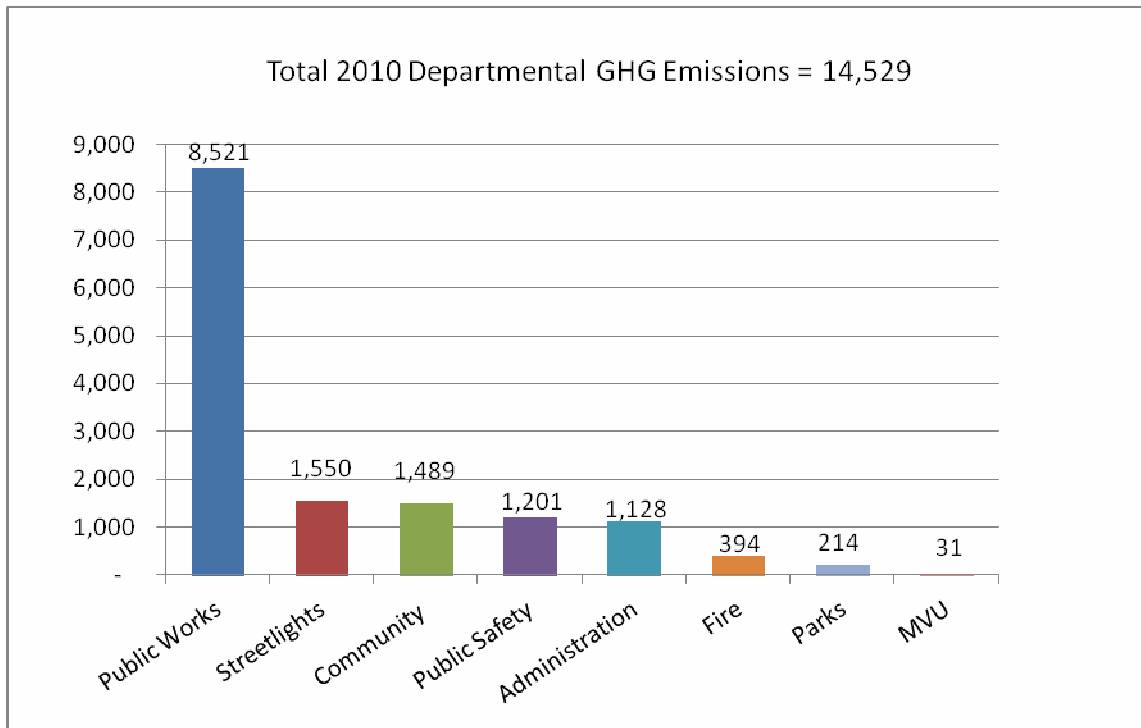
2010 MUNICIPAL DEPARTMENT EMISSIONS AND COSTS

For the municipal inventory it is helpful to see which departments are generating the most emissions. This helps to pinpoint where emissions are coming from and where the focus should be placed for targeting emissions reductions. Table 3-3 and Figure 3-2, below, summarize the electricity, natural gas, and employee commute emissions by department. Vehicle fleet fuel use was not available for each individual department, so those emissions are not included in Table 3-3.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

Table 3-3 2010 Municipal Emissions and Costs by Department		
Category	Metric Tons of CO₂e	Cost (\$)
Public Works ^a	8,521	\$ 561,979
Public Lighting	1,550	\$ 1,753,647
Community/Special Districts	1,490	\$ 343,743
Public Safety	1,201	\$ 210,268
Administration	1,128	\$ 310,242
Fire	394	\$ 87,132
Parks	214	\$ 123,755
MVU ^b	31	\$ 27,236
Total	14,529	\$ 3,418,004
<p>Note: Emission sources include electricity, natural gas, and fuel use in vehicle fleet, equipment, and employee commute.</p> <p>^a Public Works category includes all vehicle fleet emissions with the exception of park-owned vehicles.</p> <p>^b MVU category only represents emissions from indirect electricity use by MVU facilities. See the community-wide inventory for all indirect emissions from MVU electricity used throughout the City of Moreno Valley.</p>		

Figure 3-2 2010 Comparison of Municipal Emissions Generated by Department (MT CO₂e)



2010 MUNICIPAL COST ESTIMATES

The costs associated with the inventory represent the municipal energy and fuel use costs. These cost estimates give the City a perspective on where the City is spending the most money and help to prioritize reduction measures toward the sectors that have the potential to both reduce emissions and costs. Electricity was the largest source of emissions and cost in 2010, while the employees’ commutes followed in emissions and cost. Table 3-4, below, summarizes the cost estimates for 2010.

Category	Cost
Electricity	\$2,634,674
Vehicle Fleet	\$ 383,909
Employee Commute	\$ 303,339
Natural Gas	\$ 79,968
Equipment	\$ 16,113
Total	\$ 3,418,004

3.2 2010 Community-Wide Emissions Inventory

The community-wide inventory represents all emissions from sources located with the jurisdictional boundaries of the City of Moreno Valley. Therefore, the municipal emissions described in the previous section are a subset of the community-wide inventories presented here. In 2010, the City of Moreno Valley emitted a total of 920,657 MT CO₂e from the community as a whole. The following sections describe the data inputs, emissions by source, and emissions by land use in 2010.

Data Inputs

Data for the community-wide inventory was gathered from various City departments, SCE, SCG, and EMWD. Table 3-5, below, summarizes the data inputs and sources for each of the emission categories included in the inventory.

Category	Data Input	Data Source
Electricity (kWh)	633,215,207	SCE
	62,138,000	MVU
Natural Gas (therms)	26,266,326	SCG
Transportation		
<i>Annual Vehicle Miles Traveled</i>	1,077,909,543	City Traffic Engineer
<i>Annual Trips</i>	110,098,975	
Area Source (based on land use)		
<i>SFR (units)</i>	42,642	City Planning
<i>MFR (units)</i>	9,387	
<i>Commercial (ksf)</i>	8,325	
<i>Industrial (ksf)</i>	12,695	
Solid Waste (tons)	144,824	CIWMB
Water (AF)	26,183	EMWD
	87	Box Springs Mutual

Each data input was then multiplied by the associated emission factor to calculate the emissions associated with each source.

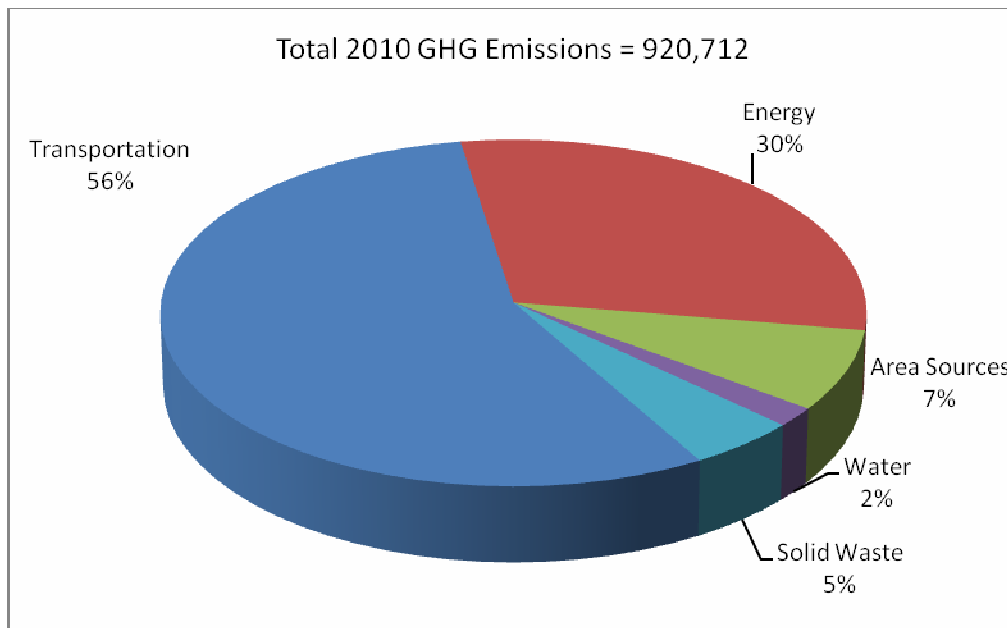
Emissions by Source

Table 3-6 includes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2010 by emission source category. The City of Moreno Valley as a whole emitted 920,657 MT CO₂e in 2010. The largest portion of the City’s 2010 emissions were from transportation (56 percent), followed by emissions from electricity and natural gas use in buildings (30 percent). Figure 3-3 provides a comparison of GHG emissions by source category.

3.2 2010 COMMUNITY-WIDE EMISSIONS INVENTORY

Table 3-6 2010 Community-wide GHG Emissions by Source	
Category	Metric tons of CO ₂ e
Transportation	513,581
Energy	277,230
Area Sources	69,437
Solid Waste	43,633
Water and Wastewater	16,831
Total	920,712

Figure 3-3 2010 Emissions Generated by Source



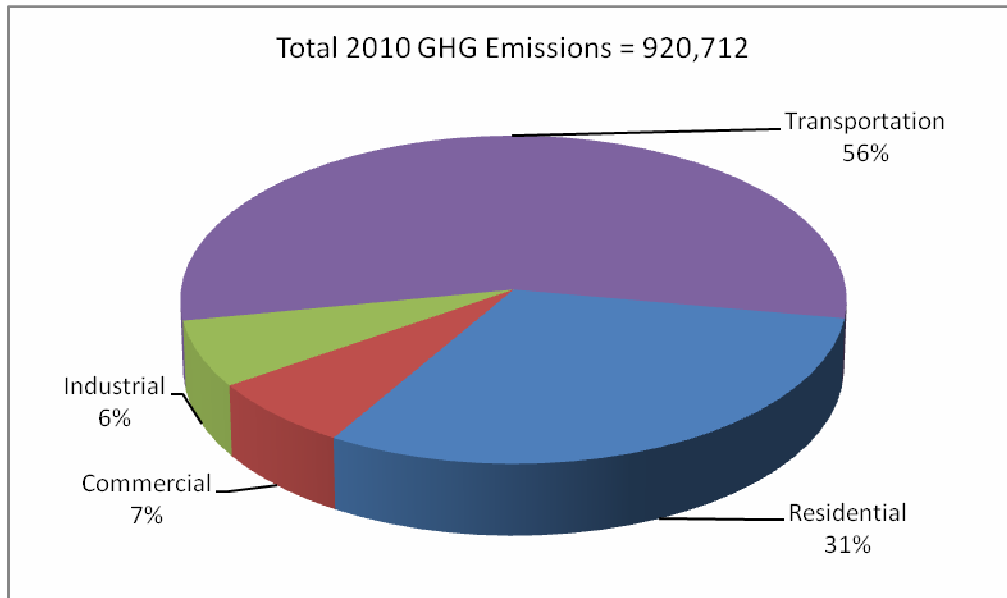
Emissions by Land Use

Table 3-7 summarizes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2010 by land use category. The City of Moreno Valley as a whole emitted 920,712 MT CO₂e in 2010. The largest portion of the City's 2010 emissions were from transportation (56 percent), followed by emissions from residential land uses (31 percent). Due to the nature of mobile emissions, transportation emissions could not be allocated to the individual land use types. Figure 3-4 provides a comparison of GHG emissions by land use category.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

Table 3-7 2010 Community-wide GHG Emissions by Land Use	
Category	Metric tons of CO₂e
Transportation	513,581
Residential	283,451
Industrial	60,552
Commercial	63,129
Total	920,712
Note: Numbers may not add up to the total due to rounding.	

Figure 3-4 2010 GHG Emissions by Land Use



3.3 2020 Business-as-Usual Community-Wide Emissions Inventory

In 2020, Moreno Valley is projected to emit a total of 1,298,543 MT CO₂e from a BAU standpoint. BAU refers to continued operations and development of the City according to existing approved General Plan policies, without the inclusion of recently-adopted sustainability initiatives or proposed policies included as part of the General Plan Update as described in Chapter 4. As with the 2010 community-wide inventory, these emissions represent all sources within the jurisdictional boundary of the City of Moreno Valley, including emissions due to the municipal operations of the City. The following sections describe the data inputs, emissions by source, and emissions by land use category for the year 2020.

Data Inputs

Data for the 2020 community-wide inventory was estimated based on projected growth rates for the City and the traffic model’s forecasts. Table 3-8, below, summarizes the growth rates and annual VMT data for 2020.

Category	Data Input	Data Source
Transportation		
<i>Annual VMT</i>	1,585,559,510	City Traffic Engineer
<i>Annual Trips</i>	157,447,088	
Growth Rates ^a		
<i>Population</i>	12.8%	City Planning
<i>Housing</i>	19.8%	
<i>Employment</i>	46.2%	
^a Note: The growth rates represent the overall growth from 2010 to 2020.		

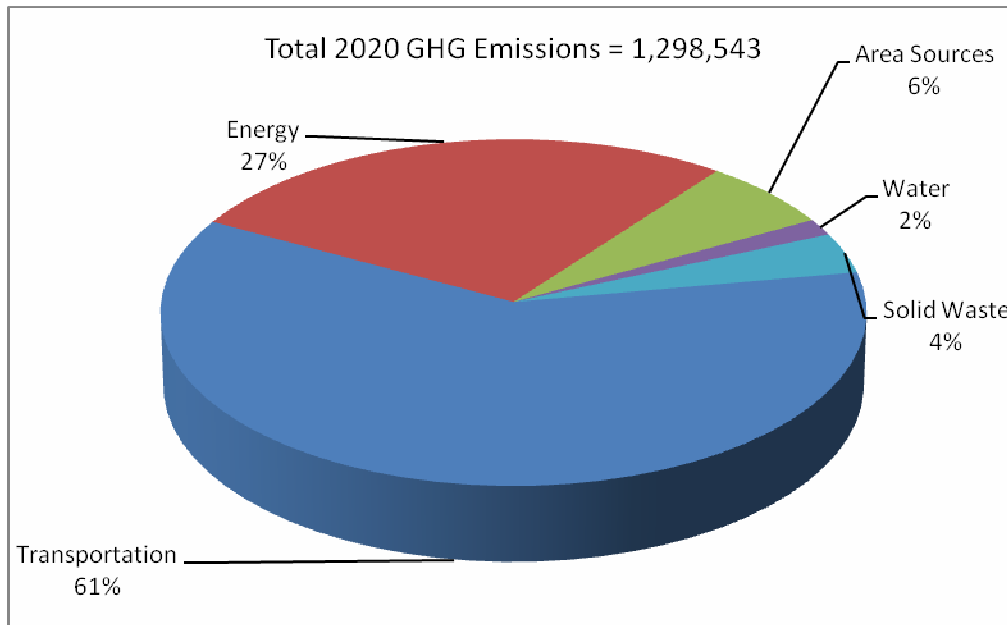
The VMT data from the City’s 2035 traffic model was used to extrapolate between 2007 and 2035 in order to estimate 2020 VMT. The growth rates were used to estimate the emissions associated with electricity, natural gas, water, wastewater, area source, and solid waste.

Emissions by Source

The 2020 BAU emissions are estimated based on the projected growth in Moreno Valley from 2010 to 2020. These projections include a 12.8 percent increase in population, 19.8 percent increase in housing, and a 46.2 percent increase employment; these growth rates were applied to 2010 community-wide emissions in order to estimate 2020 BAU emissions. Table 3-9 summarizes the 2020 City emissions of CO₂e as broken down by Emissions category. Figure 3-5 is a graphical representation of Table 3-9. A detailed breakdown of 2020 emissions by category is available in Appendix ___.

Table 3-9 2020 BAU GHG Emissions by Source	
Category	Metric tons of CO ₂ e
Transportation	788,267
Energy	356,192
Area Sources	84,665
Solid Waste	49,203
Water and Wastewater	20,216
Total	1,298,543

Figure 3-5 2020 BAU Emissions Generated by Source (MT CO₂e)

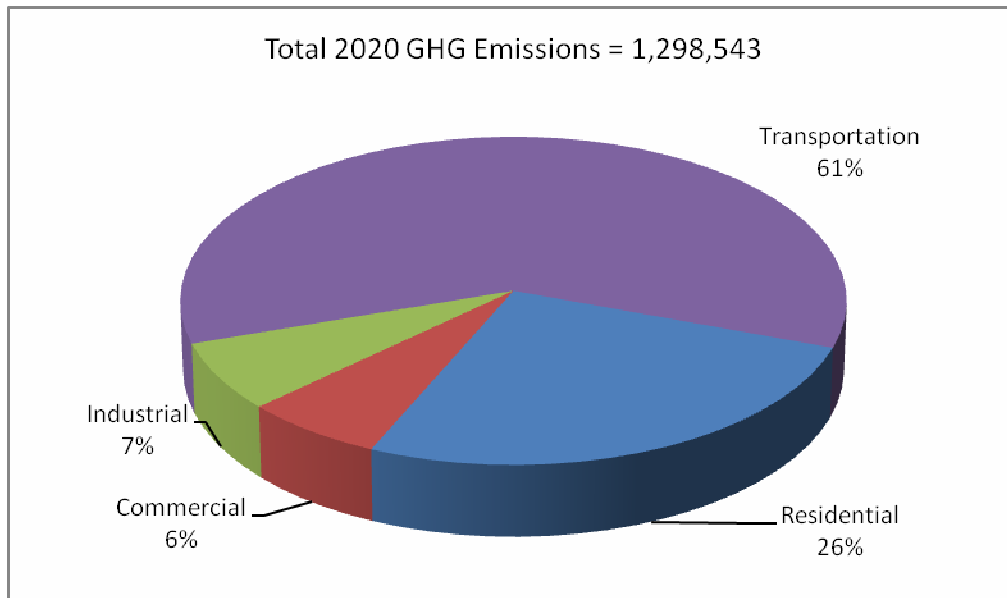


Emissions by Land Use

Table 3-10 summarizes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2020 by land use category. The City of Moreno Valley as a whole is projected to emit 1,298,543 MT CO₂e in 2020. The largest portion of the City’s 2020 emissions are projected to be from transportation (61 percent), followed by emissions from residential land uses (26 percent). Due to the nature of mobile emissions, transportation emissions could not be allocated to the individual land use types. Figure 3-6 provides a comparison of GHG emissions by land use category.

Table 3-10 2020 BAU Community-wide GHG Emissions by Land Use	
Category	Metric tons of CO ₂ e
Transportation	788,267
Residential	338,360
Commercial	84,178
Industrial	87,737
Total	1,298,543
Note: Numbers may not add up to the total due to rounding.	

Figure 3-6 2020 BAU GHG Emissions by Land Use



3.4 2020 Reduction Target

In order for California to meet the goals of AB 32, statewide GHG emissions will need to be reduced back to 1990 levels by 2020. To be consistent with the goals of AB 32, the City of Moreno Valley would also need to achieve the same GHG emission reduction target. In the AB 32 Scoping Plan, CARB equated a return to 1990 levels to a 15 percent reduction from “current” levels. CARB states, “... ARB recommended a GHG reduction goal for local governments of 15 percent below today’s levels by 2020 to ensure that their municipal and community-wide emissions match the state’s reduction target.” (CARB 2008) The reduction target calculated in the Scoping Plan was based on an inventory of the state’s 2004 GHG emissions (then considered to be “current” levels); these emissions represent a high-point in the economy before the economic recession. For Moreno Valley, the reduction target is based

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

on the inventory of the City's 2007 GHG emissions. By using 2007, Moreno Valley is consistent with CARB in using an inventory target that is based on pre-recession conditions.

The reduction target is displayed in Table 3-11. Having one overall reduction target, as opposed to targets for each sector, allows Moreno Valley to have the flexibility to reduce emissions from the sector with the most cost-effective reduction strategies (i.e. the greatest reduction in emissions at the least cost).

Table 3-11 2020 GHG Emissions Reduction Target	
	Metric Tons CO₂e
2007 Emissions	939,639
% Reduction	15%
2020 Reduction Target	798,693

The 2007 emissions inventory was used to set the GHG emissions reduction target for the year 2020. The 2010 inventory, discussed previously and summarized below, provides a baseline for Moreno Valley to measure future progress toward attaining the 2020 target.

3.5 Emissions Comparison by Year

This report analyzes GHG emissions from the most current year with data available (2010) and estimates the future emissions for the City in 2020. Additionally, this report includes an estimate of 2007 GHG emissions which is used to set the 2020 reduction target for the City. See Table 3-16 for a summary of all inventories.

The 1,298,543 MT CO₂e of GHG emissions for 2020 is an estimated increase of 377,830 MT CO₂e above 2010 levels following BAU projections. The growth from 2007 and 2010 to 2020 is a 38 percent increase and 41 percent increase, respectively. Table 3-12 shows a comparison of total emissions for 2007, 2010, and 2020 BAU emissions.

Table 3-12 GHG Emissions by Source			
Source	Metric Tons CO₂e		
	2007	2010	2020 BAU
Transportation	517,098	513,581	788,267
Energy	287,261	277,230	356,120
Area Sources	69,390	69,437	84,665
Water and Wastewater	21,595	16,831	20,216
Solid Waste	44,294	43,633	49,203
Total	939,639	920,712	1,298,543

3.5 EMISSIONS COMPARISON BY YEAR

The impact of the economic recession is evident in the emission summaries. 2007 emissions represent the peak of the economy with a decline to the levels in 2010; this is consistent with trends in the overall economy.

The AB 32 Scoping Plan suggests local governments estimate a reduction target for 2020 that is 15 percent below 2007 emissions. Table 3-13 shows the 2020 reduction target for the City's community-wide emissions, the 2020 BAU emissions projected for the City, and the difference between the two. This difference represents the total emissions that the City will need to reduce in order to meet the target by 2020.

Table 3-13 2020 GHG Emissions Reduction Target	
	Metric Tons CO₂e
2020 BAU Emissions	1,298,543
2020 Reduction Target	798,693
Amount to Reduce from 2020 BAU	499,850

With the reduction target set at 798,693 MT CO₂e, the City will need to reduce emissions by 499,850 MT CO₂e from the 2020 BAU emissions. This amounts to a 38 percent decrease from 2020 BAU emissions and a 13 percent decrease from the 2010 community-wide emissions. Chapter 4 describes the efforts currently underway in Moreno Valley and the reduction strategies that would be implemented to reduce emissions in the City in order to reach the 2020 reduction target.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

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Chapter 4 **GHG Emissions Reduction Programs and Regulations**

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS



The State of California has set specific targets for reducing GHG emissions from the burning of fossil fuels in both power plants and vehicles by adopting various regulations. In addition, State energy efficiency and renewable requirements provide another level of reductions. In order to provide credit to Moreno Valley for regulatory actions already taken or planned by the State of California, this analysis first evaluates the GHG reductions that will occur within the City as a result of these actions. These will be identified as R1 reduction measures. The R1 measures are included here to show all of the anticipated reduction strategies

identified in the AB 32 Scoping Plan for implementation at the State Level that will ultimately result in a reduction of GHG emissions at the City level. The R1 measures are not administered or enforced by the City, but the City - by describing them herein- substantiates the reductions associated with these State Measures.

R2 and R3 reduction measures are measures that will be incorporated at the City level to provide additional reductions in GHG emissions. R2 measures are those measures that can be quantified to show the value of the reduction from the incorporation of those measures. A complete list of assumptions and reductions for each of the R1 and R2 measures is included in Appendix ___.

R3 measures are those measures that, although they provide a means through which reductions in emissions will occur, cannot be quantified at this time. The R3 measures are supportive measures or methods of implementation for the R2 measures. For example, R3-E2: Energy Efficiency Training and Public education, is a measure that provides education to inform people of the programs, technology, and potential funding available to them to be more energy efficient, and provides the incentives to participate in the voluntary programs shown in R2-E1 through R2-E7. R3-E2 is supportive of measures R2-E1 through R2-E7 because it will provide more publicity, reduce the perceived challenge of being energy efficient, and provide information on potential rebates and other funding programs which will make retrofits more accessible to everyone. Therefore, although by itself R3-E2 cannot be quantified, its implementation provides a level of assurance that the reduction goals specified in the R2 measures will be achieved.

Also included in the R3 measures are reduction measures that reduce Moreno Valley's government operation emissions. Government operations make up less than 2% of the City's total emissions, but the City can set an example for residents by implementing reduction measures at the municipal level.

Over the last few years Moreno Valley has implemented several programs that have already begun to reduce the City's GHG emissions and will continue to provide reductions through to 2020. Programs that were in place prior to 2010 are accounted for in the existing inventory while programs implemented since 2010 are included below as reduction measures used to reach the 2020 target.

4.1 EXISTING MORENO VALLEY PROGRAMS

The following discussion summarizes the existing Moreno Valley programs and the proposed reduction measures to be implemented by the City to further reduce GHG emissions. The reduction measures are organized herein by source category (transportation, energy, area source, water, and solid waste) then by R1, R2, and R3 measure. The convention to be used for numbering the mitigation measures will be to list the R designation (R1, R2, or R3) then an abbreviation of the source category, followed by the order number. So, R1-E1 is the first R1 measure within the energy category, R1-E2 is the second measure within the energy category, and so on. The source category abbreviations are as follows: T – transportation; E – energy; A – area source; W – water; and S - solid waste.

Each of the R2 measures include the GHG reduction potential, estimated cost, estimated savings, and additional community co-benefits. The co-benefits describe the additional community benefits from implementing the reduction measure beyond the GHG emissions reduced. The following icons are used to indicate the co-benefits for each measure:



Air Quality



Renewable Energy



Energy Use/Energy Efficiency



Transportation Mobility



Land Use/Community Design



Waste Reduction/Recycling



Livable Communities



Water Quality



Public Health



Water Use/Water Conservation

4.1 Existing Moreno Valley Programs

Community Energy Partnership

The Community Energy Partnership (CEP) is a collaboration among seven Southern California cities, Southern California Edison, Southern California Gas Company, and The Energy Coalition. Moreno Valley is one of the member cities participating in CEP. By including in this report an inventory of municipal energy usage, establishing a long term vision and plan for energy efficiency in the City, and identifying policies and funding mechanisms to complete municipal facility energy efficiency projects, Moreno Valley has completed the groundwork for an Energy Action Plan and will soon qualify for Gold Level and an Energy Leader.

Energy Star Portfolio Manager

The Energy Star Portfolio Manager is an online tool for monitoring energy use in buildings. Moreno Valley has setup their portfolio with all municipal buildings; SCE and SCG automatically update the energy use data electronically into the portfolio on a monthly basis. The Portfolio Manager assists the City in comparing energy use and assessing Energy Star qualifying status across facilities.

EECBG Projects

The City has completed a number of energy saving renovations made possible by the allocation of Energy Efficiency and Conservation Block Grant (EECBG) funding. The EECBG Program was funded for the first time by the American Recovery and Reinvestment Act of 2009. It is intended to assist U.S. cities, counties, states, territories, and Indian tribes to develop, promote, implement, and manage energy efficiency and conservation projects and programs designed to:

- Reduce fossil fuel emissions;
- Reduce the total energy use of eligible entities;
- Improve energy efficiency in the transportation, building, and other appropriate sectors; and
- Create and retain jobs.

Table 4-1 summarizes the projects the City has completed along with the annual kWh saved, the project cost, the incentive received, and the annual emissions reduced.

Project Name	kWh saved	Project Cost (\$)	Incentive (\$)	Emissions Reduced (MT CO₂e)
Fire Station 48 Lighting	3,155	\$ 3,668	\$ 747	0.61
Fire Station 65 Lighting	5,368	\$ 3,961	\$ 758	1.03
Fire Station 6 Lighting	8,095	\$ 10,227	\$ 2,225	1.55
Senior Center Lighting	14,687	\$ 10,088	\$ 2,038	2.82
Library Thermostat	26,460	\$ 1,219	\$ 785	5.08
Library Lighting and HID	79,109	\$ 32,237	\$ 13,670	15.18
City Hall A/C	179,079	\$ 711,000	\$ 32,017	34.36
City Hall Lighting	318,988	\$23,817	\$25,354	61.21
City Hall Window Film ^a	203,250	\$ 43,187	\$ 10,927	230.25
Total	838,191	\$ 815,587	\$ 88,521	352.09

^a The window film installation also saved 1,726 therms of natural gas annually.

GREEN MoVal

Getting Residents Energy Efficient Now (GREEN) MoVal is a City initiative that encourages residents to become more energy efficient in their homes. The City has a page on their website that connects members of the community to resources related to energy efficiency: <http://www.moreno-valley.ca.us/green-mv.shtml>

MVU Solar Incentive Program

Moreno Valley Electric Utility offers a Solar Electric Incentive Program, a rebate that can cut the cost of a solar installation. MVU offers a rebate of \$2.80 for every watt of solar installed on the roof of a home or business. All incentives are based on limited available funds and verification of installation. The requirements are as follows:



- Incentives are available to MVU electric customers only.
- The qualifying system must be on the same premises as the customer.
- All solar system components must be new and approved by MVU. Panels and inverters must appear on the latest California Energy Commission certified photovoltaic modules list or certified inverters list.
- Panels must have a warranty for 25 years, and inverters and labor for 10 years. And electric meter must be in place to monitor the system's performance.

Existing General Plan Policies

The City's General Plan lays the framework for continued growth and development in the City. The policies lay the framework for guiding development and land use changes in order to achieve certain goals and objectives. Moreno Valley has goals to create a city that is safe, healthy, and conserves natural resources while accommodating growth and development. While the general plan does not address the reduction of GHGs directly, it does have policies that indirectly reduce emissions. Table 4-2, below, summarizes these relevant policies by emissions category and General Plan element.

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

Table 4-2 General Plan Polices Related to Reducing GHG Emissions			
Source	Element	Objective	Policies
Energy	Community Development	Residential Opportunities	2.2.15
	Safety	Reduce Air Pollution	6.7.6
	Conservation	Energy Efficiency	7.5.1, 7.5.4, 7.5.5
Transportation	Community Development	Convenient Commercial	2.4.8
		Programs	2-6
	Parks, Recreation, and Open Space Element	Trails System	4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5
		Programs	4-3, 4-10, 4-12, 4-13
	Circulation	Safe Street System	5.1.1, 5.1.2
		Maximize Efficiency	5.4.2, 5.4.5, 5.4.6,
		Retain Rural	5.7.2
		Public Transportation System	5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5
		Pedestrian Facilities	5.9.1, 5.9.2, 5.9.3, 5.9.4
		Encourage Bicycling	5.10.1, 5.10.2, 5.10.3, 5.10.4,
		Eliminate Obstructions	5.11.1, 5.11.2
		School Safety	5.12.1
	Programs	5-10e, 5-10f, 5-11, 5-13, 5-14, 5-15, 5-16, 5-17	
Safety	Reduce Vehicle Trips	6.6.1, 6.6.2, 6.6.3, 6.7.2, 6.7.3	
Conservation	Energy Efficiency	7.5.2, 7.5.3	
Water	Conservation	Minimize Water Consumption	7.3.1, 7.3.2
Area Source	Community Development	High Quality Development	2.10.14
	Safety	Reduce Air Pollutants	6.7.1
Solid Waste	Conservation	Adequate Solid Waste System	7.8.1

4.2 Transportation

Transportation accounts for the largest source of emissions in Moreno Valley. Measures to reduce emissions associated with transportation include encouraging mixed use development, developing near transit corridors, offering incentives for alternative fuels, creating pedestrian and bicycle friendly communities, and replacing older vehicles with more fuel-efficient ones. The measures below describe opportunities for Moreno Valley to reduce the emissions from transportation.

R1 Transportation Measures

The following list of R1 transportation related measures are those measures that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

R1-T1: ASSEMBLY BILL 1493: PAVLEY I

Assembly Bill (AB) 1493 (Pavley) required the California Air Resources Board (CARB) to adopt regulations that will reduce GHG from automobiles and light-duty trucks by 30 percent below 2002 levels by the year 2016, effective with 2009 models. By 2020, this requirement will reduce emissions in California by approximately 16.4 MMTCO₂e, representing 17.3 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008). Implementation of Pavley I was delayed by the USEPA's denial of California's waiver request to set State standards that are more stringent than the federal standards, but in June 2009 the denial of the waiver was reversed and California was able to begin enforcing the Pavley requirements.

R1-T2: ASSEMBLY BILL 1493: PAVLEY II

California committed to further strengthening the AB1493 standards beginning in 2017 to obtain a 45 percent GHG reduction from 2020 model year vehicles. This requirement will reduce emissions in California by approximately 4.0 MMTCO₂e, representing 2.5 percent of emissions from passenger/light-duty vehicles in the State beyond the reductions from the Pavley I regulations described above (CARB 2008).

R1-T3: EXECUTIVE ORDER S-1-07 (LOW CARBON FUEL STANDARD)

The Low Carbon Fuel Standard (LCFS) will require a reduction of at least ten (10) percent in the carbon intensity of California's transportation fuels by 2020. By 2020, this requirement will reduce emissions in California by approximately 15 MMTCO₂e, representing 6.9 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008). The emissions reduced by this strategy overlap with emissions as a result of the Pavley legislation; adding the emissions reductions would be an overestimate of the actual emissions reductions. This is accounted for in the emission reduction calculations following the methodology used by CARB to calculate emissions reductions in the AB 32 Scoping Plan.

R1-T4: TIRE PRESSURE PROGRAM

The AB 32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications. The State's plan for implementing this measure is directed at automotive service providers. CARB is requiring automotive service providers to check and inflate each vehicle's tires to the recommended tire pressure rating at the time of performing any automotive maintenance or repair service, indicate on the vehicle service invoice that a tired inflation service was completed and the tire pressure measurements after the services were performed, and keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the ARB, or its authorized representative upon request. By 2020, CARB estimates that this requirement will reduce emissions in California by approximately 0.55 MMTCO₂e, representing 0.3 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008).

R1-T5: LOW ROLLING RESISTANCE TIRES

This AB 32 early action measure would increase vehicle efficiency by creating an energy efficiency standard for automobile tires to reduce rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.3 MMTCO₂e, representing 0.2 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008).

R1-T6: LOW FRICTION ENGINE OILS

This AB 32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications. By 2020, this requirement will reduce emissions in California by approximately 2.8 MMTCO₂e, representing 1.7 percent of emissions from passenger light-duty vehicles in the State (CARB 2008).

R1-T7: GOODS MOVEMENT EFFICIENCY MEASURES

This AB 32 early action measure targets system wide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion. By 2020, this requirement will reduce emissions in California by approximately 3.5 MMTCO₂e, representing 1.6 Percent of emissions from all mobile sources (on-road and off-road) in the State (CARB 2008).

R1-T8: HEAVY-DUTY VEHICLE GHG EMISSION REDUCTION (AERODYNAMIC EFFICIENCY)

This AB 32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or CARB approved technology to reduce aerodynamic drag and rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.93 MMTCO₂e, representing 1.9 percent of emissions from heavy-duty vehicles in the State (CARB 2008).

R1-T9: MEDIUM AND HEAVY-DUTY VEHICLE HYBRIDIZATION

The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids. By 2020, this requirement will reduce emissions in California by approximately 0.5 MMTCO₂e, representing 0.2 percent of emissions from all on-road mobile sources in the State. This reduction is also equivalent to a 1.0 percent reduction of emissions from all heavy-duty trucks in the State (CARB 2008).

R2 Transportation Measures

The following list of R2 measures are candidate measures the City can implement to achieve an AB 32 compliant reduction target.

R2-T1: LAND USE BASED TRIPS AND VMT REDUCTION POLICIES

The demand for transportation is influenced by the density and geographic distribution of people and places. Whether neighborhoods have sidewalks or bike paths, whether homes are within walking distance of shops or transit stops will influence the type and amount of transportation that is utilized. By changing the focus of land use from automobile centered transportation, a reduction in vehicle miles traveled will occur.



GHG Reduction Potential:

20,423 MT CO₂e

4% reduction in passenger vehicle VMT

Community Co-Benefits:



City Costs:

Undetermined costs due to extensive variables in how this is implemented ranging from very modest costs associated with providing incentives to employers to provide commute trip reductions to substantial bicycle and pedestrian infrastructure to facilitate vehicle trip reductions associated with bicycle and pedestrian alternatives.

Private Savings:

\$6,959,091 annually, based on fuel savings from fewer, shorter vehicle trips.

The forthcoming Sustainable Communities Strategy and Regional Transportation Plan for the SCAG region should include opportunities for Moreno Valley to identify areas for Transit Priority Projects (TPPs). TPPs are eligible for streamlined CEQA review. See Appendix __ for detailed emissions reduction calculations for this strategy and all of the reduction strategies.

R2-T2: TRANSIT IMPROVEMENTS

The City of Moreno Valley will continue to coordinate with Riverside Transit Agency (RTA) and SCAG in order to provide timely and cost effective transit services. In particular, the City will work to expand the bus system, incorporate rapid bus transit to desirable destinations, and provide adequate facilities and connections to pedestrian and bicycle systems.



GHG Reduction Potential:

120,087 MT CO₂e
 25% reduction in passenger vehicle VMT

Community Co-Benefits:



City Costs:

A more detailed cost analysis must be completed in order to assess the costs that the City will incur from these projects.

City Savings:

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Private Costs:

A more detailed cost analysis must be completed in order to assess the costs that the RTA and private developers will incur to implement these projects.

Private Savings:

\$40,919,458 annually, based on fuel savings from using public transit rather than personal vehicles

Potential Funding Sources:

In July 2010, RTA published its *Short Range Transit Plan*, which details the plans for improving the RTA system through Fiscal years 2011-2013. In this Plan, RTA identified the following strategies for service improvements in Moreno Valley:

- Establish a base transit network serving major activity centers including schools, shopping centers, medical centers, and the approved Metrolink station
- Connect Moreno Valley to UCR and Downtown Riverside as well as Perris with direct and frequent transit services
- Provide transit service to the existing and planned major development at March Air Reserve Base and adjacent Joint Powers Authority reuse areas.

SCAG is currently in the process of updating the RTP with the draft to be released in December 2011. The RTP will identify plans for the region to expand transit in Moreno Valley and surrounding areas.

R2-T3: EMPLOYMENT-BASED TRIP REDUCTIONS

Transportation Demand Management (TDM) programs work to reduce automobile travel by encouraging ride-sharing, carpooling, and alternative modes of transportation.

The City of Moreno Valley would implement this strategy by including a TDM strategy as mitigation for New Development.



GHG Reduction Potential:
7,401 MT CO₂e
2% reduction in passenger vehicle VMT

Community Co-Benefits:



City Costs:
Undetermined costs depending upon how this is implemented ranging from no costs, to very modest costs associated with providing incentives to employers to provide commute trip reductions.

City Savings:
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Private Costs:
Minimal administrative fees

Private Savings:
\$2,521,975 annually, based on decreased fuel use

Potential Funding Sources:

New businesses can mitigate transportation related emissions by offering programs, facilities and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes.

R3 Transportation Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified. Also, reduction measures implemented at the municipal level are described.

R3-T1: REGIONAL LAND USE AND TRANSPORTATION COORDINATION

Promoting the development and use of transit between Moreno Valley and other jurisdictions including the County and neighboring cities enhances the implementation of R2-T1 and R2-T2 described above.

4.3 Energy

Electricity and natural gas use in buildings represent the second largest source of emissions in the City of Moreno Valley. The state has begun to address this source of emissions by requiring new buildings to attain higher standards for energy efficiency and requiring utilities to use more renewable power sources. At the local level, Moreno Valley can encourage developers to go beyond the state requirements and offer incentives to bring older buildings up to current standards.

R1 Energy Reduction Measures

The following list of R1 building energy efficiency related measures are those measures that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

R1-E1: RENEWABLE PORTFOLIO STANDARD FOR BUILDING ENERGY USE

Senate Bills (SBs) 1075 (2002) and 107 (2006) created the State's Renewable Portfolio Standard (RPS), with an initial goal of 20 percent renewable energy production by 2010. Executive Order (EO) S-14-08 establishes a RPS target of 33 percent by the year 2020 and requires State agencies to take all appropriate actions to ensure the target is met. In April 2011, Governor Jerry Brown signed Senate Bill 2 (2011), which codified the Executive Order and requires the State to reach the 2020 goal (CARB 2008).

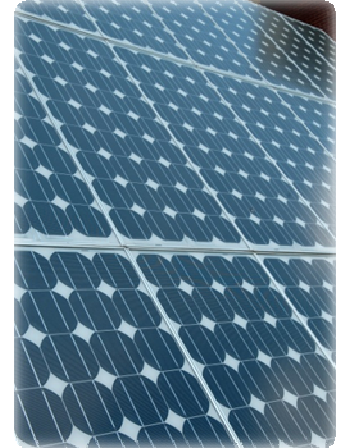
R1-E2 AND R1-E3: AB 1109 ENERGY EFFICIENCY STANDARDS FOR LIGHTING (RESIDENTIAL AND COMMERCIAL INDOOR AND OUTDOOR LIGHTING)

Assembly Bill (AB 1109) mandated that the California Energy Commission (CEC) on or before December 31, 2008, adopt energy efficiency standards for general purpose lighting. These regulations, combined with other State efforts, shall be structured to reduce State-wide electricity consumption in the following ways:

- R1-E2: At least 50 percent reduction from 2007 levels for indoor residential lighting by 2018; and
- R1-E3: At least 25 percent reduction from 2007 levels for indoor commercial and outdoor lighting by 2018 (CARB 2008).

R1-E4: ELECTRICITY ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with electricity energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards") of California's Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations; hereinafter referred to as "CALGreen").



By 2020, this requirement will reduce emissions in California by approximately 21.3 MMTCO_{2e}, representing 17.5 percent of emissions from all electricity in the State (CARB 2008). This measure includes the following strategies:

- "Zero Net Energy" buildings (buildings that combine energy efficiency and renewable generation so that they, based on an annual average, extract no energy from the grid);
- Broader standards for new types of appliances and for water efficiency;
- Improved compliance and enforcement of existing standards;
- Voluntary efficiency and green building targets beyond mandatory codes;
- Voluntary and mandatory whole-building retrofits for existing buildings;
- Innovative financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation;
- More aggressive utility programs to achieve long-term savings;
- Water system and water use efficiency and conservation measures;
- Additional industrial and agricultural efficiency initiatives; and
- Providing real time energy information technologies to help consumers conserve and optimize energy performance.

R1-E5: NATURAL GAS ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with natural gas energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in the Title 24 Energy Efficiency Standards or CALGreen. By 2020, this requirement will reduce emissions in California by approximately 4.3 MMTCO₂e, representing 6.2 percent of emissions from all natural gas combustion in the State (CARB 2008). This measure includes similar strategies to those listed above for R1-E4.

R1-E6: INCREASED COMBINED HEAT AND POWER (AB32)

This measure captures the reduction in building electricity emissions associated with the increase of combined heat and power activities, as outlined in CARB's AB 32 Scoping Plan. The Scoping Plan suggests that increased combined heat and power systems, which capture "waste heat" produced during power generation for local use, will offset 30,000 GWh State-wide in 2020. Approaches to lowering market barriers include utility-provided incentive payments, a possible CHP portfolio standard, transmission and distribution support systems, or the use of feed-in tariffs. By 2020, this requirement will reduce emissions in California by approximately 6.7 MMTCO₂e, representing 7.6 percent of emissions from all electricity in the State (CARB 2008).

R1-E7: INDUSTRIAL EFFICIENCY MEASURES (AB32)

This measure captures the reduction in industrial building energy emissions associated with the energy efficiency measures for industrial sources included in CARB's AB 32 Scoping Plan. By 2020, this requirement will reduce emissions in California by approximately 1.0 MMTCO₂e, representing 3.9 percent of emissions from all industrial natural gas combustion in the State (CARB 2008). CARB proposes the following possible State-wide measures:

- Oil and gas extraction regulations and programs to reduce fugitive CH₄ emissions;
- GHG leak reduction from oil and gas transmission;
- Refinery flare recovery process improvements; and
- Removal of methane exemption from existing refinery regulations.

R2 Energy Reduction Measures

The following list of R2 measures are candidate measures related to building energy efficiency the City can implement to achieve an AB 32 compliant reduction target.

R2-E1: NEW CONSTRUCTION RESIDENTIAL ENERGY EFFICIENCY REQUIREMENTS

This measure would facilitate the implementation of energy efficient design for all new residential buildings to be 10% beyond the current Title 24 Standards. This energy efficiency requirement is equal to that of the LEED for Homes and ENERGY STAR programs.

The 2008 Title 24 Energy Standards were adopted by the Energy Commission on April 23, 2008, with the 2008 Residential Compliance Manual adopted by the Commission on December 17, 2008. Compliance with the 2008 standards went into effect January 1, 2010. In an effort to meet the overall goal of the California Energy Efficiency Strategic Plan of reaching zero net energy for residential buildings by 2020, the stringency of the Title 24 Energy Standards as regulated and required by the State will continue to increase every three years. As energy efficiency standards increase Moreno Valley may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

GHG Reduction Potential:

3,357 MT CO₂e

10% beyond Title 24 in new residential

Community Co-Benefits:



City Costs:

Administrative costs associated with incorporating energy efficiency mitigation into the development review process

City Savings:

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Private Costs:

\$15.9 million

The cost is based on an estimated \$1,500 per residential unit.

Private Savings:

\$778,000 annually in reduced energy costs, resulting in an estimated 20 year payback period on the initial cost.

Potential Funding Sources:

WRCOG and SCE

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc ;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
- Use features that incorporate natural ventilation;
- Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- Incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

R2-E2: NEW CONSTRUCTION RESIDENTIAL RENEWABLE ENERGY

GHG Reduction Potential:

1,252 MT CO₂e

10% of energy in new residential from on-site renewable energy

Community Co-Benefits:



City Costs:

Administrative costs associated with incorporating alternative energy mitigation into the development review process

City Savings:

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Private Costs:

\$20 million

Costs assume 10% of units install 2kW solar PV systems at \$7,796/kW. (Anders 2009)

Private Savings:

\$760,000 annually in reduced energy costs, resulting in an estimated 26 year payback period on the initial cost.

Potential Funding Sources:

WRCOG and SCE

This measure would facilitate the incorporation of renewable energy (such as photovoltaic panels or small wind turbines) into new residential developments. For participating developments, renewable energy application should be such that the new home’s projected energy use from the grid is reduced by 50%. The California Energy Commissions’ New Solar Homes Partnership is a component of the California Solar Initiative and provides rebates to developers of 6 or more units where 50% of the units include solar power. In addition this measure would encourage that all residents be equipped with “solar ready” features where feasible, to encourage future installation of solar energy systems. These features should include the proper solar orientation (south facing roof sloped at 20° to 55° from the horizontal), clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank. The incentive program should provide enough funding and other incentives as shown in the R3 measures to result in approximately 20% of new residential development participation in this program, thereby resulting in a 10% reduction in electrical consumption from new residential developments.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into a purchased energy offset program that will allow for the purchase of electricity generated from renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must be equal to 50% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

R2-E3: RESIDENTIAL ENERGY EFFICIENCY RETROFITS

GHG Reduction Potential:

33,418 MT CO₂e

On average, all existing units become 20% more efficient

Community Co-Benefits:



Private Costs:

\$49 million

Assumes cost is equal to \$0.75/kWh and \$4.35/therm saved. (Anders 2009)

Private Savings:

\$7.7 million annually in reduced energy costs, resulting in an estimated 6 year payback period on the initial cost.

Potential Funding Sources:

WRCOG and SCE

This reduction measure would set a goal for the City to increase energy efficiency in existing homes. With the rebates and incentive programs currently available, this measure could allow for all residential units to become, on average, 20% more efficient. One key program ensuring the achievement of this reduction measures is Moreno Valley's partnership with the Western Riverside Council of Governments (WRCOG) surrounding their Energy Efficiency and Water Conservation Program (WRCOG 2009). The program would provide residences with low-interest loans that can be used to implement energy efficient improvements on their homes. This program has the potential to reduce energy consumption in retrofitted homes by a minimum of 15%. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

R2-E4: RESIDENTIAL RENEWABLE ENERGY RETROFITS

GHG Reduction Potential:

5,750 MT CO₂e

10% of energy in residential from on-site renewable energy

Community Co-Benefits:



City Costs:

Undetermined costs depending upon how this is implemented ranging from modest administration costs to moderate costs of incentive programs.

City Savings:

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Private Costs:

\$81.1 million

Costs assume 10% of units install 2kW solar PV systems at \$7,796/kW. (Anders 2009)

Private Savings:

\$3.5 million annually in reduced energy costs, resulting in an estimated 23 year payback period on the initial cost.

Potential Funding Sources:

WRCOG, SCE, SEC, MVU Solar Incentive

This measure would set a goal for City residents to retrofit their homes with photovoltaic panels or small wind turbines such that 50% of the home's electrical usage is offset. With the current rebates and incentives available, a participation rate of 20% can be achieved. In particular, the California Energy Commission's Solar Initiative has incentives available to home owners. In addition, WRCOG's Energy Efficiency and Water Conservation Program helps finance solar photovoltaic systems for residents.

Residents may also be eligible for an MVU rebate of \$2.80 for every watt of solar installed on the roof of a home.

R2-E5: NEW CONSTRUCTION COMMERCIAL ENERGY EFFICIENCY REQUIREMENTS

GHG Reduction Potential:

3,357 MT CO₂e

On average, all existing units become 10% more efficient

Community Co-Benefits:



City Costs:

Administrative costs associated with incorporating energy efficiency mitigation into the development review process

City Savings:

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Private Costs:

\$9.7 million

The cost is based on an estimated \$1.00 per square foot to achieve 10% beyond Title 24. (Anders 2009)

Private Savings:

\$1.3 million annually in reduced energy costs, resulting in an estimated 8 year payback period on the initial cost.

Potential Funding Sources:

WRCOG and SCE

This measure would facilitate the implementation of energy efficient design for all new commercial buildings to be 10% beyond the current Title 24 Standards. This energy efficiency requirement meets the minimum requirements of the LEED and ENERGY STAR programs. As energy efficiency standards increase the City may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
- Use features that incorporate natural ventilation;
- Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- Incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

R2-E6: NEW CONSTRUCTION COMMERCIAL/INDUSTRIAL RENEWABLE ENERGY

GHG Reduction Potential:

2,030 MT CO₂e

10% of energy in commercial is from on-site renewable energy

Community Co-Benefits:



City Costs:

Administrative costs associated with incorporating alternative energy mitigation into the development review process

City Savings:

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Private Costs:

\$31.7 million

This cost represents 5kW of solar photovoltaic per 10,000 square feet of new commercial development at an estimated \$6,526/kW. (Anders 2009)

Private Savings:

\$1.2 million annually in reduced energy costs, resulting in an estimated 26 year payback period on the initial cost.

Potential Funding Sources:

SCE, WRCOG

This measure would facilitate the incorporation of renewable (solar or other renewable) energy generation into the design and construction of new commercial, office, and industrial developments. Renewable energy generation would be incorporated such that a minimum of 10% of the project’s total energy needs are offset. In addition, this measure would encourage all facilities be equipped with “solar ready” features where feasible, to facilitate future installation of solar energy systems. These features should include the proper solar orientation, clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent could buy into an offset program that will allow for the purchase of renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must equal 20% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

R2-E7: COMMERCIAL/INDUSTRIAL ENERGY EFFICIENCY AND RENEWABLE ENERGY RETROFITS

This measure sets a goal for all commercial or industrial buildings undergoing major renovations to reduce their energy consumption by 25%. The State offers incentives and programs that contribute toward the implementation of this goal. Similar to the residential goals described above, WRCOG's Energy Efficiency and Water Conservation Program could help finance energy efficiency and renewable energy projects for commercial

buildings. Although not limited to these actions, this

reduction goal can be achieved through the incorporation of the following:



GHG Reduction Potential:

18,261 MT CO₂e

Assumes a 25% decrease in energy use through a combination of energy efficiency and renewable energy retrofits.

Community Co-Benefits:



City Costs:

Undetermined costs depending upon how this is implemented ranging from modest administration costs to moderate costs of incentive programs.

City Savings:

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Private Costs:

\$14.6 million

The cost is based on an estimated \$1.50 per square foot to achieve the reductions. (Anders 2009)

Private Savings:

\$6.9 million annually in reduced energy costs, resulting in an estimated 2 year payback period on the initial cost.

Potential Funding Sources:

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

R3 Energy Reduction Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified.

R3-E1: ENERGY EFFICIENT DEVELOPMENT, AND RENEWABLE ENERGY DEPLOYMENT FACILITATION AND STREAMLINING

This measure would encourage the City to identify key opportunities for the implementation of green building practices and the incorporation of renewable energy systems. This could include the updating of codes and zoning requirements and guidelines. This measure could be further enhanced by providing incentives for energy efficient projects such as priority in the reviewing, permitting, and inspection process. Additional incentives could include flexibility in building requirements such as height limits or set-backs in exchange for incorporating green building practices or renewable energy systems.

R3-E2: ENERGY EFFICIENCY TRAINING & PUBLIC EDUCATION

This measure would strengthen Moreno Valley General Plan Policy Infrastructure & Utilities 7.6.8 which provides public education and publicity about energy efficiency measures and reduction programs available within the City through a variety of methods including newsletters, brochures, and the City's Website. This measure would enhance this existing program by including rebates and incentives available for residences and businesses as well as providing training in green building materials, techniques, and practices for all plan review and building inspection staff.

R3-E3: ENERGY EFFICIENCY AND SOLAR ENERGY FINANCING

This measure would facilitate the incorporation of innovative, grant funded or low-interest financing programs for energy efficiency and renewable energy projects for both existing and new developments. This would include financing for heating, ventilation, air conditioning, lighting, water heating equipment, insulation, weatherization, and residential and commercial renewable energy. The City is a member of a partnership with WRCOG surrounding their Energy Efficiency and Water Conservation Program. The program would provide property with low-interest loans that would be repaid over time through annual property tax payments.

R3-E4: CROSS-JURISDICTIONAL COORDINATION

Under this reduction measure the City would coordinate with other local governments, special districts, nonprofit, and other organizations in order to optimize energy efficiency and renewable resource development and usage. This would allow for economies of scale and shared resources to more effectively implement these environmental enhancements.

R3-E5: ALTERNATIVE ENERGY DEVELOPMENT PLAN

The accomplishment of this measure would encourage the City and MVU to work with SCE to explore the possibilities for producing energy by renewable means within the built environment. This would be developed to identify appropriate alternative energy facilities (i.e., photovoltaic) for use within residential and commercial developments. The Alternative Energy Development Plan will encourage the

establishment of City policies and ordinances to address how alternative energy production would be conducted. This measure would identify the most optimal locations and the best means by which to avoid noise, aesthetics and other land use compatibility conflicts. Another provision of this Plan could be to identify possible sites for the production of renewable energy using local renewable sources such as solar, wind, small hydro, and/or biogas. This would encourage adopting measures to protect these resources and providing right-of-way easements, utility easements, or by setting aside land for future development of these potential production sites.

4.4 Area Source

The following list includes measures related to landscaping and wood burning emissions that will reduce emissions and help the City to achieve an AB 32 compliant reduction target.

R1 Area Source Reduction Measure

R1-L1: SCAQMD HEALTHY HEARTHS PROGRAM

AQMD's Rule 445-Wood Burning Devices, adopted on March 7, 2008, applies to residents in the South Coast Air Basin and includes the following key components:

- No permanently installed indoor or outdoor wood burning devices in new developments;
- Establishes a mandatory wood burning curtailment program on high pollution days during November through February, beginning November 1, 2011. Based on current air quality conditions, there may be 10 to 25 mandatory curtailment days in specific areas (AQMD 2008).

R2 Area Source Reduction Measure

R2-L1: ELECTRIC LANDSCAPING EQUIPMENT

This measure reduces GHG emissions by substituting electric landscaping equipment for the traditional gas-powered equipment. Electric lawn equipment including lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saws are available. When

GHG Reduction Potential:

4,207 MT CO₂e

The change out from gas powered equipment to electric powered equipment reduces emissions by 38.5%. The reduction calculations assume all new developments use electricity rather than gas powered equipment.

Community Co-Benefits:



City Costs:

Undetermined costs due to variables ranging from no costs with no city involvement, modest costs associated engaging the public to participate in the program, to moderate costs of teaming with SCE in the incentive program.

City Savings:

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Private Costs:

There is no additional cost associated with installing external outlets and purchasing electric equipment rather than gas-powered.

Private Savings:

Savings vary depending on fuel used

Potential Funding Sources:

SCAQMD lawn-mower trade-in program

electric landscaping equipment is used in place of conventional equipment, direct GHG emissions from natural gas combustion are replaced with indirect GHG emissions associated with the electricity used to power the equipment.



R3 Area Source Reduction Measures

The following R3 measures are related to landscape strategies that will help reduce GHG emissions and can be incorporated into development projects without additional cost. These measures strategically place trees and other landscape mechanisms that create shade to reduce the heat island effect within parking lots and adjacent to buildings, which in turn, reduces the temperature of buildings and cars during the summer.

R3-L1: EXPAND CITY TREE PLANTING

This program evaluates the feasibility of expanding tree planting within the City. This includes the evaluation of potential carbon sequestration from different tree species, potential reductions of building energy use from shading, and GHG emissions associated with pumping water used for irrigation. Commercial and retail development should be encouraged to exceed shading requirements by a minimum of 10% and to plant low emission trees. In support of Environmental Resources Goal 10.10 from Moreno Valley's General Plan, all future development shall be encouraged to preserve native trees and vegetation to the furthest extent possible.

R3-L2: HEAT ISLAND PLAN

The implementation of this measure would include promoting the use of cool roofs, cool pavements, and parking lot shading by increasing the number of strategically placed shade trees. Further, City wide Design Guidelines should be amended to include that all new developments and major renovations (additions of 25,000 square feet or more) would be encouraged to incorporate the following strategies such that heat gain would be reduced for 50% of the non-roof impervious site landscape (including parking, roads, sidewalks, courtyards, and driveways). The strategies include:

- Strategically placed shade trees;
- Paving materials with a Solar Reflective Index (SRI) of at least 29;
- Open grid pavement system; or
- Covered parking (with shade or cover having an SRI of at least 29).

4.5 Water

Although emissions associated with water represent a small portion of the total emissions for the City, Moreno Valley can still conserve water use in order to reduce the reliance on imported water from the state and encourage the use of recycled water.

R1 Water Reduction Measure

The following R1 water related reduction measure has been identified in the AB 32 Scoping Plan and will result in emission reductions within the City.

R1-W1: RENEWABLE PORTFOLIO STANDARD (33 PERCENT BY 2020) RELATED TO WATER SUPPLY AND CONVEYANCE

This measure would increase electricity production from eligible renewable power sources to 33 percent by 2020. A reduction in GHG emissions results from replacing natural gas-fired electricity production with zero GHG-emitting renewable sources of power. By 2020, this requirement will reduce emissions from electricity used for water supply and conveyance in California by approximately 21.3 MMTCO₂e, representing 15.2 percent of emissions from electricity generation (in-State and imports) (CARB 2008).

R1-W2: CAL GREEN BUILDING STANDARDS

The 2010 California Green Building Standards (CALGreen) went into effect January 1, 2011. The standards include a 20% mandated reduction in indoor water use for all residential and commercial buildings. For outdoor water use, CALGreen requires developers to install landscaping devices that can sense moisture content of soil and restrict landscaping-related water use when moisture content is high.

R2 Water Reduction Measure

The following R2 measure is a candidate measure related to water that the City can implement to achieve an AB 32 compliant reduction target.

R2-W1: WATER USE REDUCTION INITIATIVE

GHG Reduction Potential:

3,493 MT CO₂e

The calculated emission reductions assume all new developments reduce water consumption by 20%.

Community Co-Benefits:



City Costs:

Administrative costs associated with water conservation included in the development review process.

City Savings:

--

Private Costs:

Considered negligible if implemented with new development

Private Savings:

\$3.9 million annually in reduced water costs.

Potential Funding Sources:

EMWD rebates

This initiative would reduce emissions associated with electricity consumption for water treatment and conveyance. This measure encourages the City to adopt a per capita water use reduction goal in support of the Governors Executive Order S-14-08 which mandates the reduction of water use of 20 percent per capita. The City's adoption of a water use reduction goal would introduce requirements for new development and would provide cooperative support for water purveyors that are required to implement these reductions for existing developments. The City would also provide internal reduction measures such that City facilities will support this reduction requirement. The following represent potential programs that could be implemented to attain this reduction goal.

WATER CONSERVATION PROGRAM

Under this program the excessive watering of landscaping, excessive fountain operation, watering during peak daylight hours, water of non-permeable surfaces, excessive water use for noncommercial washing, and water use resulting in flooding or runoff would be prohibited. In addition the program would encourage efficient water use for construction activities, the installation of low-flow toilets and showerheads for all new developments, use of drought-tolerant plants with efficient landscape watering systems for all new developments, recycling of water used for cooling systems, use of pool covers, and the posting of water conservation signage at all

hotels.

WATER EFFICIENCY RETROFIT PROGRAM

This program would encourage upgrades in water efficiency for renovations or additions of residential, commercial, office, and industrial properties equivalent to that of new developments. The City would work with local water purveyors to achieve consistent standards, and to develop, approve, and review procedures for implementation.

INCREASED RECYCLED WATER USE

Coordinate with EMWD to promote the use of municipal wastewater and graywater for agricultural, industrial and irrigation purposes. This measure would be subject to approval of the State Health Department and compliance with Title 22 provisions. This measure would facilitate the following:

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

- Inventory of non-potable water uses that could be substituted with recycled or graywater;
- Determination of the feasibility of producing and distributing recycled water for groundwater replenishment;
- Determine the associated energy/GHG tradeoffs for treatment/use vs. out of basin water supply usage;
- Cooperation and coordination with responsible agencies to encourage the use of recycled water where energy tradeoffs are favorable.

R3 Water Reduction Measure

The following R3 measure enhances and/or ensures the reductions accounted for within the R2 measure identified above.

R3-W1: WATER EFFICIENCY TRAINING AND EDUCATION

Under this measure the City, in coordination with EMWD and local water purveyors would implement a public information and education program that promotes water conservation. The program could include certification programs for irrigation designers, installers, and managers, as well as classes to promote the use of drought tolerant, native species and xeriscaping. This measure supports measure R2-W1 discussed above.

4.6 Solid Waste

The following measures describe ways for the City of Moreno Valley to reduce the amount of waste sent to the landfill and thus reduce the associated GHG emissions.

R1 Solid Waste Measure

The following R1 solid waste related measure is a measure that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

R1-S1: WASTE MEASURES

The CARB AB 32 Scoping Plan recommends three measures for reducing emissions from Municipal Solid Waste at the State level, including: 1) landfill methane control; 2) increase the efficiency of landfill methane capture; and 3) high recycling/zero waste. CARB approved a regulation implementing the discrete early action program for methane recovery (1), which became effective June 17, 2010. This measure is expected to result in a 1.0 MMTCO₂e reduction by 2020 (CARB 2008). Other measures proposed by CARB include increasing efficiency of landfill methane capture (2) and instituting high recycling/zero waste policies (3). Potential reductions associated with these measures are still to be determined.

R1-S2: CAL GREEN CONSTRUCTION WASTE REDUCTION

The 2010 CALGreen Standards also include a measure for the reduction of construction waste. This measure states that at least 50% of non-hazardous construction and demolition debris must be recycled or salvaged. This reduces the amount of waste sent to the landfill and thus reduces GHG emissions associated with the decomposition of solid waste.

R2 Solid Waste Measures

The following R2 measure reduces emissions related to solid waste and helps Moreno Valley to achieve an AB 32 compliant reduction target.

R2-S1: CITY DIVERSION PROGRAM

GHG Reduction Potential:

26,577 MT CO₂e

The emissions reductions account for a 20% decrease in non-construction waste sent to landfills. Non-construction waste represents 87% of Moreno Valley's total waste.

Community Co-Benefits:



City Costs:

Administrative costs of including construction material recycling, interior and exterior recycling storage areas in new development, and recycling at public events.

City Savings:

--

Private Costs:

--

Private Savings:

Undetermined

Potential Funding Sources:

--

The state has set the following targets for Moreno Valley's solid waste disposal: 4.4 pounds per day (PPD) per resident and 31.8 PPD per employee (equating to a diversion rate of 50%). As of 2009, the City is below the target for both categories: 3.3 PPD per resident and 26 PPD per employee. To further reduce the amount of waste disposed, and comply with AB 341, this measure would set a target for the City to increase the waste diverted to 75% by 2020 (this equates to 2.2 PPD per resident and 15.9 PPD per employee). The following is a potential list of waste reduction measures that will further strengthen existing waste reduction/diversion programs along with coordination with Waste Management of the Inland Empire and Riverside County Waste Management.

- Provide outreach and education programs for residential, commercial, and industrial land uses in order to further promote existing City diversion programs;
- Encourage businesses to adopt a voluntary procurement standard and prioritize those products that have less packaging, are reusable, or recyclable;
- Support State level policies that provide incentives for efficient and reduced packaging waste for commercial products;
- Provide waste audits;
- Make recycling mandatory at all public events;
- Support legislation which advocates for extended producer responsibility;
- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard);

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

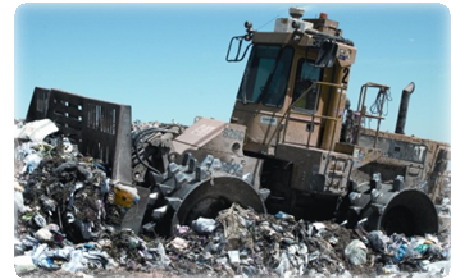
- Require interior and exterior storage areas for recyclables at all buildings associated with new construction;
- Provide adequate recycling containers in public areas, including parks, public golf courses, and City owned facilities; and
- Provide education and publicity about reducing waste and available recycling services.

R3 Solid Waste Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measure identified above.

R3-S1: ENCOURAGE INCREASED EFFICIENCY OF THE GAS TO ENERGY SYSTEM AT LANDFILLS.

El Sobrante Landfill and the Badlands Landfill, where Moreno Valley's waste is sent, currently have gas-to-energy systems that convert methane released from the decomposition of waste into energy. This measure would encourage Waste Management of the Inland Empire and Riverside County Waste Management Department to keep current with upgrades in efficiencies to waste to energy systems and to upgrade as feasible when significant increases in conversion efficiencies are available. Moreno Valley's waste is deposited in the El Sobrante Landfill and the Badlands Landfill, so the emissions from Moreno Valley's solid waste are dependent on the waste management and methane capture systems in place at El Sobrante and Badlands. Any reductions in emissions from the landfill will, in turn, reduce Moreno Valley's emissions from solid waste generation.



R3-S2: WASTE EDUCATION PROGRAM

This measure would provide public education and increased publicity about commercial and residential recycling. This measure would educate the public about waste reduction options available at both residential and commercial levels, including composting, grass recycling, and waste prevention, and available recycling services.

Chapter 5 **Total Estimated Reductions**

CHAPTER 5 TOTAL ESTIMATED REDUCTIONS

In 2020, the City of Moreno Valley is projected to emit a total of 1,298,543 MT CO₂e without the incorporation of reduction measures. With implementation of the reduction measures discussed in Chapter 4, the City emissions for 2020 would be reduced to 798,137 MT CO₂e. The statewide reduction measures (the R1 Measures in Chapter 4) would reduce the bulk of Moreno Valley’s emissions and make a substantial contribution toward reaching the 2020 reduction target. However, the City would need to supplement the state measures with the implementation of the local reduction measures (R2 measures) discussed in Chapter 4.

5.1 Reductions from R1 and R2 Measures

The R1 measures described in Chapter 4 will be implemented at the State level with reductions occurring at the local level in Moreno Valley. The R2 measures go beyond the State measures to reduce GHG emissions in order to meet the 2020 reduction target. Table 5-1 summarizes the MT CO₂e and the corresponding percentage of emissions reduced for each of the R1 and R2 measures.

Table 5-1 Measures and Associated Emissions Reduced from 2020 Inventory		
Transportation	MT CO₂e Reduced	% of Transportation Emissions
R1-T1 & R1-T2: Pavley I and II	150,196	19.1
R1-T3: Low Carbon Fuel Standard	45,941	5.8
R1-T4: Tire Pressure	1,591	0.2
R1-T5: Low Rolling Resistance Tires	1,058	0.1
R1-T6: Low Friction Oils	8,973	1.1
R1-T7: Goods Movement Efficiency	9,288	1.2
R1-T8: Aerodynamic Efficiency	1,152	0.2
R1-T9: Medium/Heavy Duty Hybridization	595	0.1
R2-T1: Land Use and VMT Reduction Policies	20,423	2.6
R2-T2: Transit Improvements	120,087	15.2
R2-T3: Employment Based Trips	7,401	0.9
Transportation Total	366,706	46.5
Energy	MT CO₂e Reduced	% of Energy Emissions
R1-E1: Renewable Portfolio Standard 33%	3,194	0.9
R1-E2: Indoor Residential Lighting	5,900	1.7
R1-E3: Indoor Commercial/Outdoor Lighting	4,380	1.2
R1-E4: Electrical Energy Efficiency	3,060	0.9
R1-E5: Natural Gas Energy Efficiency	1,382	0.4
R1-E6: Combined Heat/Power	12,678	3.6
R1-E7: Industrial Efficiency	791	0.2
R2-E1: New Residential Energy Efficiency	3,357	0.9
R2-E2: New Residential Renewable Energy	1,252	0.4
R2-E3: Residential Energy Efficiency Retrofits	33,418	9.4
R2-E4: Residential Renewable Energy Retrofits	5,750	1.6
R2-E5: New Commercial Energy Efficiency	3,357	0.9
R2-E6: New Commercial Renewable Energy	2,030	0.6
R2-E7: Commercial Energy Retrofits	18,261	5.1
Energy Total	80,549	22.6

5.2 REDUCED 2020 COMMUNITY-WIDE EMISSIONS INVENTORY

Table 5-1 Measures and Associated Emissions Reduced from 2020 Inventory		
Area Source	MT CO ₂ e Reduced	% of Area Source Emissions
R1-L1: SCAQMD Healthy Hearths Programs	6,244	7.6
R2-A1: Electric Landscaping Equipment	4,207	5.1
Area Source Total	10,451	12.7
Water	MT CO ₂ e Reduced	% of Water Emissions
R1-W1: RPS related to Water Supply	2,535	12.7
R1-W2 & R2-W1: Water Conservation Strategies	3,493	17.5
Water Total	6,028	30.1
Solid Waste	MT CO ₂ e Reduced	% of Solid Waste Emissions
R1-S2: CalGreen Construction Waste	10,618	6.5
R2-S1: Waste Disposal Program	26,577	16.3
Solid Waste Total	37,196	22.8

With the statewide reduction measures and the implementation of the R2 measures, Moreno Valley would reduce its community-wide emissions to a level below the established 2020 reduction target. Table 5-2 summarizes the 2020 inventory emissions, the GHG reductions associated with the reduction measures, and the reduced 2020 emissions.

Table 5-2 Reduction Summary for 2020 Inventory				
	2020 MT CO ₂ e	Reductions	Reduced 2020	
		MT CO ₂ e	MT CO ₂ e	% Reduction
Transportation	788,267	366,706	421,561	46.5
Energy	356,193	104,820	251,372	29.4
Area Sources	84,665	11,619	73,046	13.7
Water/Wastewater	20,216	6,057	14,158	30.0
Solid Waste	49,203	11,203	38,000	22.8
TOTAL	1,298,543	500,406	798,137	38.5

The implementation of the R1 and R2 reduction measures would reduce Moreno Valley’s emissions by 38.5 percent to 798,137 MT CO₂e.

5.2 Reduced 2020 Community-Wide Emissions Inventory

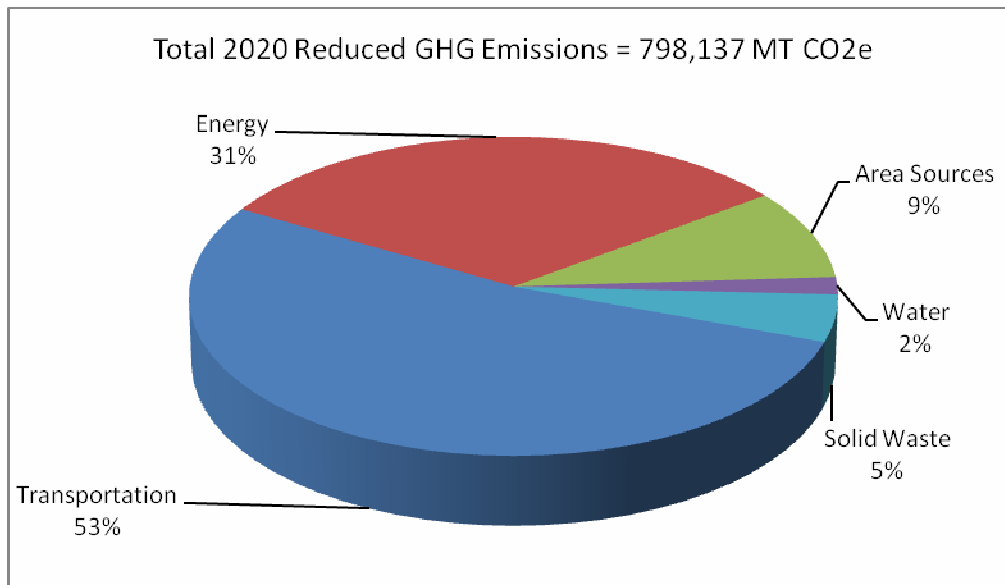
With the implementation of GHG reduction measures, Moreno Valley is projected to reduce its emissions to a total of 798,137 MT CO₂e, which is 556 MT CO₂e below the 2020 reduction target. This is a decrease of 38.5 percent from the City’s 2020 BAU emissions inventory and 13 percent from the 2010 emissions. The reduction measures reduce GHG emissions from all sources of community-wide GHG emissions including transportation, energy, area sources, water, and solid waste. The following sections describe the emissions by source and land use category for the year 2020.

Emissions by Source

The emissions by source for the reduced 2020 inventory were calculated by applying a percent reduction to the 2020 emissions for each reduction measure. Table 5-3 summarizes the reduced 2020 City emissions of CO₂e as broken down by emissions category. Figure 5-1 is a graphical representation of Table 5-3. A detailed breakdown of reduced 2020 emissions by category is available in Appendix ___.

Table 5-3 Reduced 2020 GHG Emissions by Source	
Category	Metric tons of CO ₂ e
Transportation	421,561
Energy	251,372
Area Sources	73,046
Solid Waste	38,000
Water and Wastewater	14,158
Total	798,137

Figure 5-1 Reduced 2020 GHG Emissions Generated by Source



5.3 Emissions Summary

With the implementation of the reduction measures outlined in Chapter 4, the City of Moreno Valley would reduce its emissions to a level below the 2020 reduction target calculated in Chapter 3. This represents a 38.5 percent decrease from the BAU 2020 inventory and is consistent with the State’s GHG

5.3 EMISSIONS SUMMARY

reduction goals. Table 5-4 summarizes the existing 2010 emissions, the 2020 emissions inventory, and the reduced 2020 emissions.

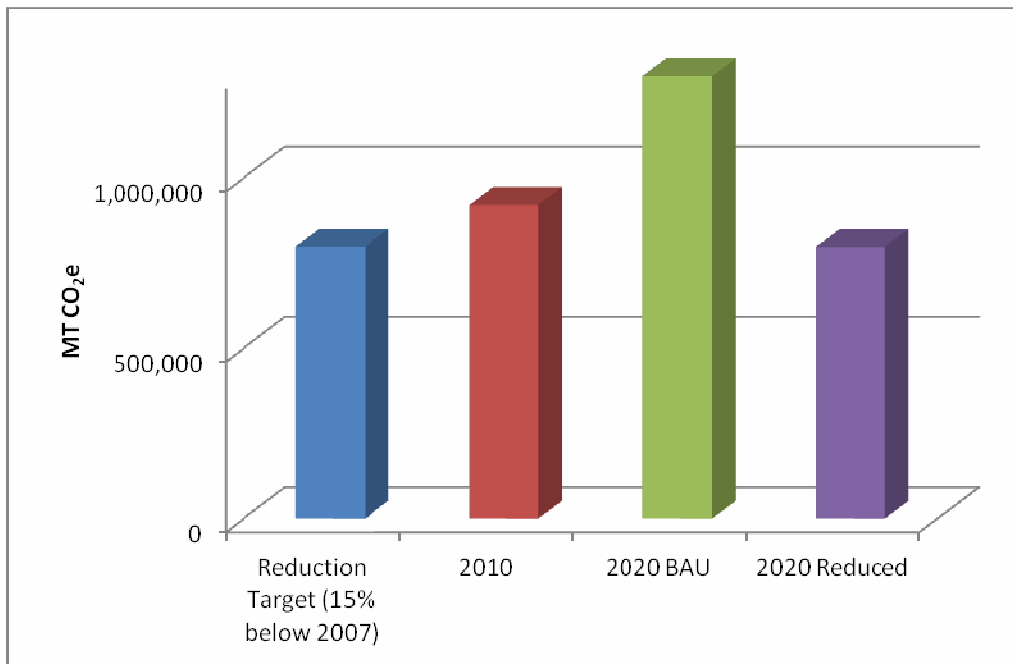
Table 5-4 2020 GHG Emissions Comparison				
Source Category	Metric tons of CO₂e			
	2010	BAU 2020	Reduced 2020	% Reduced
Transportation	513,581	788,267	421,561	46.5
Energy	277,230	356,192	251,372	29.4
Area Sources	69,437	84,665	73,046	13.7
Water and Wastewater	16,831	20,216	14,158	30.0
Solid Waste	43,633	49,203	38,000	22.8
Total	920,712	1,298,543	798,137	38.5
Emission Reduction Target		798,693	798,639	
Below Reduction Target?		No	Yes	
Note: Mass emissions of CO ₂ e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.				

Chapter 6 Conclusion

6.1 Conclusions

This report serves as a guide to help the City implement the objectives of conserving resources and reducing GHG emissions. This document also serves as a technical resource future updates of the City’s General Plan and other land use related documents that may require evaluation and documentation of GHG emissions. Figure 6-1 shows a comparison between the emission inventories discussed throughout this report.

Figure 6-1 Moreno Valley GHG Emissions by Year



This document sets a target to reduce community-wide GHG emission emissions by 15% from 2007 levels by 2020, consistent with the State reduction goals in AB 32. The CARB Scoping Plan outlines the reduction strategies designed to meet the statewide reduction goal of AB 32. The City has a reduction strategy as described in Chapter 4 that would meet the State reduction goal. Reduction measures provided herein would ensure that Moreno Valley meets the AB 32 reduction target of reducing to 15% below 2007 levels (reduce down to 798,693 MT CO₂e) by 2020. In many cases, implementation of the reduction measures will require the cooperation of other agencies, private businesses, and residents. Even with the anticipated growth, the modernization of vehicle fleets, combined with the continued implementation of the proposed measures, will reduce GHG emissions by approximately 500,406 MT CO₂e from 2020 levels. Therefore, the implementation of the State (R1) measures combined with the City’s R2 and R3 measures will reduce GHG emissions down to 798,137 MT CO₂e by year 2020, which is 556 MT CO₂e below the reduction target.

6.2 Additional Reduction Opportunities

The quantitative analysis of reductions demonstrates that the City can achieve the reduction target by implementing the reduction strategies. The quantitative analysis of future emissions in Moreno Valley also demonstrates that the target is achieved with only 556 MT CO₂e to spare. However, there are many additional opportunities to reduce emissions that cannot be calculated in a quantitative manner at this time.

One class of additional reduction opportunities includes many of the R3 measures which are anticipated to reduce emissions but cannot be calculated due to indeterminate variables. These include cross-jurisdictional coordination on transportation and energy programs that can reap huge additional reduction opportunities beyond what Moreno Valley can do on their own, an Alternative Energy Development Plan coordinated with SCE, City tree planting program that provides additional sequestration and shade, and a Heat Island Plan. Addressing the heat island affect will reduce the energy needed to cool buildings and automobiles, which would result in a reduction in GHG emissions. However, the current state of emission modeling cannot calculate the emissions reductions associated with addressing the heat island effect.

Another class of additional reduction opportunities includes the implementation of the Regional Sustainable Communities Strategy (SCS) within Moreno Valley. The Southern California Association of Governments (SCAG) has released the draft SCS, but has not finalized it or provided the quantitative values to estimate the GHG reductions within Moreno Valley attributable to implementation of the SCS. Once more quantitative data is available, additional reductions due to the SCS within Moreno Valley can be calculated and provided.

The last class of additional reduction opportunities includes the City's ability to implement the R2 measures in a manner that reduces emissions beyond what was calculated in Section 4. As an example, a very modest participation in voluntary energy efficiency retrofits of existing buildings was expected in the calculations that are shown. Increasing participation in these programs will result in additional reductions.

The City should monitor progress of achieving the reduction goal as the R2 measures are implemented and take advantage of these additional reduction opportunities to insure that the target is achieved.

Chapter 7 Implementation

CHAPTER 7 IMPLEMENTATION

This GHG Analysis sets a framework for Moreno Valley to reduce its GHG emissions. Through this analysis, the City has set a baseline for emissions, a target for emissions reductions, and a strategy to attain the reductions to a series of reduction measures. The implementation of these measures will depend on development review; coordination with other agencies, businesses, and residents; and availability of funding through rebates and incentives.

Many of the proposed reduction measures will be implemented through the development review process. New construction offers the opportunity to build with energy efficiency and renewable energy integrated from the start. Additionally, making land use decisions based on transit accessibility and proximity to a variety of uses will help to reduce the dependency on vehicles as the main mode of transportation. Reductions from existing development will also be critical in order to reduce emissions in Moreno Valley. These improvements to existing buildings can offer direct energy cost savings and there are a variety of rebates and incentives available at the state and local level to make the upfront costs more affordable.

On a municipal level, the City of Moreno Valley has already begun to implement energy efficiency upgrades with funding from the EECBG grant money. By implementing all of the remaining planned projects, the City can set an example for the rest of the community and demonstrate how these retrofits are saving the City money and reducing GHG emissions. The City has also been monitoring its energy use through the Energy Star Portfolio Manager program. This has allowed the City to assess energy use in its facilities and monitor changes in energy use based on the retrofits described above. In the future, Moreno Valley can also work to identify additional funding for future projects and continue to administrate the Energy Star Portfolio Manager.

This report is the first step in getting Moreno Valley on track with reducing its GHG emissions. Moving forward, the City will need to monitor and evaluate the implementation of the plan, reassess the reduction measures, and continually update the plan in order to address emissions beyond 2020.

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